

Borough of Ho-Ho-Kus

INCORPORATED 1908

Ho-Ho-Kus Planning Board

MASTER PLAN



As rail service becomes established, a station stop and a community evolves...



Revised
2020

BOROUGH OF HO-HO-KUS

MASTER PLAN

Approved

October 22, 2020

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BOROUGH OF HO-HO-KUS
BERGEN COUNTY
NEW JERSEY**

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**2019 MASTER PLAN
BOROUGH OF HO-HO-KUS
BERGEN COUNTY, NEW JERSEY**

PREPARED FOR:

BOROUGH OF HO-HO-KUS PLANNING BOARD

BA# 3552.02

The original document was appropriately signed and sealed October 22, 2020 in accordance with Chapter 41 of Title 13 of the State Board of Professional Planners.

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**BOROUGH OF HO-HO-KUS
MASTER PLAN UPDATE 2019**

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BOROUGH OF HO-HO-KUS MASTER PLAN UPDATE 2019

1.0 INTRODUCTION

The 2019 Ho-Ho-Kus master plan update is a continuation of the comprehensive planning effort that has been undertaken by the borough over the last 6 decades. The Ho-Ho-Kus Planning Board has adopted a number of master plan reports and documents since the adoption of the borough's first comprehensive master plan adopted in 1977, which prompted a revision of the Zoning Ordinance in 1980. Reexamination reports were adopted in 1982, 1987, 1989, 1995, 2001, 2007 and 2013 and amended in 2019. Each of these reports and amendments were designed to guide the future development of the community in a manner consistent with sound planning and statutory requirements.

Adopting a new master plan is necessary to ensure that Ho-Ho-Kus' planning policies and practices remain up-to-date. It is also necessary to ensure that the borough's master plan and zoning ordinance continue to comply with the applicable provisions of the state's Municipal Land Use Law (MLUL), which mandates that all local zoning regulations be substantially consistent with regularly revised and updated land use and housing elements. As presented herein, the master plan constitutes the official guide for future growth and development within the borough. It is to be used by the Governing Body, Planning Board, Zoning Board of Adjustment, Board of Education, and the citizens of Ho-Ho-Kus in making land use planning and policy decisions that will enhance the character of our community.

1.1 Legal Requirements for Planning

The Municipal Land Use Law (MLUL), establishes the legal requirement and criteria for the preparation of a master plan. The Planning Board is responsible for the preparation of the master plan and its reexamination, which may be adopted or amended by the board only after a public hearing. In 2012, the Planning Board voted to continue preparing periodic reexamination reports on a seven (7) year return frequency instead of the statutory requirements of the MLUL requirement of minimally every ten (10), years.

The MLUL requires that every master plan include the following:

- A. A statement of goals, objectives, principals, assumptions, standards and policies upon which the proposals for the physical, economic and social development of the municipality are based.
- B. The master plan shall include a specific policy statement indicating the relations of the proposed development of the municipality, as developed in the master plan to (1) the master plans of contiguous municipalities, (2) the master plan of the county, (3) the State Development and Redevelopment Plan, and (4) the district solid waste management plan of the county.

- C. A land use element which takes into account physical features, identify the existing and proposed location, extent and intensity of development for residential and non- residential purposes, and state the relationship of the plan to any proposed zone plan and zoning ordinance.

The MLUL also identifies a number of other plan elements that may be incorporated into a comprehensive master plan document such as circulation, recreation, community facilities, and historic preservation. The master plan gives the community the legal basis to control development in the municipality. This is accomplished through the adoption of development ordinances such as a site plan and subdivision ordinance and a zoning ordinance that are designed to implement the plan's recommendations.

1.2 Preparation Statement

The 2019 Master Plan was prepared by the Planning Board. The Housing Element and Fair Share Plan was updated July 20, 2017 by the Borough's Housing Planner. The maps contained herein were taken from the official map and zoning map prepared by the Borough Engineer-Schwanewede/Hals. In 2018, the Borough amended the office of the Housing Liaison Official. The Borough Clerk was named to this position.

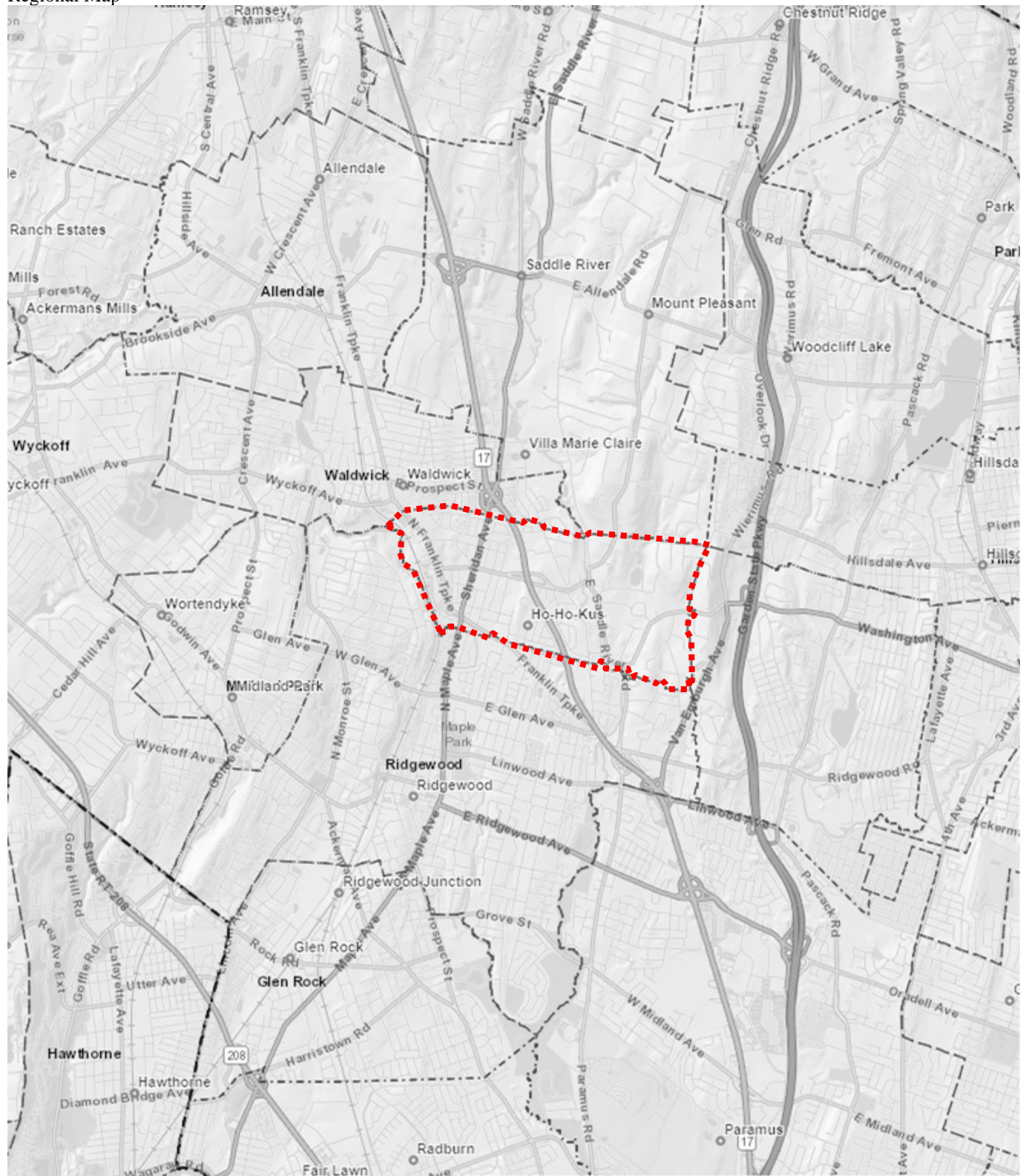
1.3 Regional Location

The Borough of Ho-Ho-Kus, a primarily residential suburban community of 4065 (ACS estimate 2018), persons with a land area of 1.8 square miles, is located in the Northwestern sector of Bergen County. As shown on the accompanying Regional Map, the Borough adjoins Saddle River and Waldwick to the north, Ridgewood to the west and south, Township of Washington to the east, and Hillsdale to the northeast, all located in Bergen County.

The Borough is less than 20 miles from midtown Manhattan and is within the "inner ring" of the New York metropolitan area as described by the Regional Plan Association. It is easily accessible from much of the region as it is located just west of the Garden State Parkway and is bisected by Route 17. The Borough is serviced by the Main Line of NJ Transit commuter rail line, providing access to New York City and other destinations throughout the region.

The Borough is also serviced by Coach USA (Short Line). The bus station is located at Hollywood Avenue and Route 17.

Regional Map



1.4 History

There are still notable signs of the Borough's long and interesting history. The original inhabitants were the Lenni-Lenape (Delaware Indians) who left behind artifacts indicating their inhabitation. The name Ho-Ho-Kus is a contraction of the Indian word meaning "the red cedars". Wearimus Road is named for Chief Wearimus who lived east of the Saddle River with his tribe. Chief Oratam, born 1577, was the great Sagamore (Chief) of the Hackensack Indians. Sagamore's decision to live in peace with the first Dutch and English settlers of his land is credited with easing the way for the first settlement of Bergen County.

The first recorded date of white settlement in the area is 1698. In 1712 Jan Hopper and four other families located in the vicinity of the general business area.

Prior to the Revolution, the community became traversed by an important stage between Albany and New York, and with it came substantial homes and taverns. Troops of Washington's army rested under the Washington Elm outside the Under the Elms Tavern on Franklin Turnpike. This elm tree existed as late as 1938.

During the Revolutionary War famous visitors to the historic Hermitage House (now preserved on North Franklin Turnpike at the Waldwick Border) included George Washington, Alexander Hamilton, James Monroe, and the Marquis De Lafayette. The home was also the scene of the courtship of Aaron Burr and the Widow Prevost.

Another existing historic building, originally built as a private residence for the Zabriskie family after the Revolution, is the Ho-Ho-Kus Inn. It is now owned by the Borough and leased as a restaurant.

The Borough's history since Colonial times is reflected in its present development pattern as shown on the accompanying map of Existing Land Use. The original Colonial settlement was clustered around the present business area at Franklin Turnpike and Sheridan Avenue. The Dalebrook Park industrial area at the northwest corner of the Borough is a remnant of the mills and small factories which in the early 1800's used the waterpower of the Ho-Ho-Kus Brook. In 1850, the construction of the Ramapo and Paterson Railroad along the Borough's west boundary, near the business district, brought the first commuters and tourists from New York.

In 1870 Ho-Ho-Kus was still primarily an agricultural community. At this time the Ho-Ho-Kus Racetrack, located on Racetrack Road west of what is now Route 17, began operation. The grounds, which included 23 acres, were developed by the New Jersey Agricultural Association. Fairs were held that included horse races. Later the track became part of the metropolitan circuit and horse racing continued until 1933. Automobile races, which began in 1920, continued until a serious accident took place in 1938. Then, the Borough voted to discontinue all auto racing at the park. Eventually the facility fell to disrepair and was sold in 1950 for use as the Borough's third residential subdivision. For additional details, please History Section 11.2.15

Another early recreational facility, not presently reflected on Borough maps, was the 50 acre Sylvan Lake located on the Ho-Ho-Kus Brook and formed by a 50 foot high cut brownstone dam built in 1863 by John “Jake” Zabriskie in order to supply water power to local mills. The ruins of the dam still exist across from the present post office. The lake was used for skating, canoeing and swimming. A hotel and dance pavilion were located on the western shoreline. For additional details, please History Section 11.2.10

The North Jersey Rapid Transit Line operated trolleys between Suffern and Paterson between 1910 and 1929. The right-of-way still exists and can be seen on the Existing Land Use Map east of Franklin Turnpike; it is currently utilized by the Public Service Electric and Gas Company. When the line was dismantled, the tracks were sold to Russia for use on the Trans-Siberian Railway. For additional details, please History Section 11.2.16

The present small shopping area, which centered on the intersection of Franklin Turnpike and Maple Avenue had developed by 1920.

In 1927, Harold Cheel, a builder, bought 13 acres of the original Ackerman Farm and undertook the Borough’s first residential subdivision. It extended north and west from the intersection of Hollywood Avenue and Sheridan Avenue. The first six houses were erected and sold in 1929. Today, the Cheelcroft area comprises about 100 acres. For additional details, please History Section 11.2.25

Route 17 (originally Route 2) was constructed in the early 1930’s. Fortunately, the Borough Planning Board, established in 1930, had the foresight to establish zoning provisions (the first Zoning Ordinance was adopted in 1934) to prevent strip commercial development along Route 17 and, thus, to preserve an attractive cohesive residential character for the Borough.

The second significant subdivision within the Borough, the Ho-Ho-Kus Estates, took place around 1950 and was located east of Route 17 and south of Hollywood Avenue. The minimum lot size was generally 10,000 square feet, and lot frontages were generally 75 to 100 feet. The earlier Cheelcroft developments had lot frontages of generally 55 to 75 feet. In 1951-52 the third major subdivision, the Race Track Road property, made minimum lot sizes of 10,000 square feet, and frontages generally from 80 to 100 feet.

In the late 1950’s the Vogel tract (now commonly referred to as Brewster Estates) became the first one-acre minimum lot size subdivision in the Borough with 68 lots located east of Route 17. This development established the low-density, estate-type pattern which now characterizes the eastern section of the Borough.

In 1989 Route 17 was expanded to three lanes north and three lanes south. The large center island was removed to allow for the expansion. Three local roads accessing the highway were closed to traffic (Washington Avenue, Addison Place, and Braeburn Road). Noise walls were installed on the east side and west side of the roadway. Racetrack Road was closed as a cross over road with the promise of an overpass to be constructed in Ridgewood on State property.

In 1990, a 24-unit townhouse development, Normandy Court, off West Saddle River Road was completed.

The Borough now includes a varied range of housing types, primarily one-family homes. It also has several two-family houses and apartments over stores. Ho-Ho-Kus also maintains a widely varied mix of lot and house sizes.

The Borough has experienced a tear down and rebuilding of its housing stock. Due to the lack of land as well as land values, the trend is in all residential zones. The R-1 zone has the highest volume of tear down and rebuild.

The construction of new single-family homes continues at a very low scale, due to the lack of buildable land. Home renovation continues to be the choice of more homeowners. Currently, self-start, electric generator installation is high on the upgrade list. This is due primarily to various power issues experienced in the past fourteen years.

A major subdivision consisting of 12 lots known as the Hollows of Ho-Ho-Kus was approved in 2018. Originally zoned for 11 lots on Hollywood Avenue and West Saddle River Road, the zone was changed for this property to the R2A zone, per a settlement agreement to allow the additional lot.

A major change to the town's business district was approved in 2019. A mixed-use development was approved which includes 67 residential units and 6,257 sf of retail use. The site is located on First Street and is known as The Crossings. The development includes ten affordable housing units.

The lack of population growth over the last ten years clearly indicates that the Borough lacks buildable land to expand.

For more detailed historic information see Historic Element (Preservation) 11.1 & 11.2

1.5 Emerging Considerations

The Municipal Land Use Law requires all municipal master plans to include a substantial amount of background information in order to insure that, as part of the preparatory process, there is a firm understanding of the community's historic growth patterns, influences, etc. The MLUL consequently mandates that municipal plans take into account a community's physical features, land use arrangements, and social and economic development. While the MLUL requires that a Master Plan is re-examined every ten years, the Planning Board voted to review the Master Plan every seven (7) years in order to provide the most up to date information available. The following highlights some of the issues that are detailed in this report.

1.5.1 Transportation / Traffic / Parking/ Development and Technology

Emerging traffic circulation conflicts require further analysis and proposals for adjustment on local roads to protect established residential neighborhoods and residents.

The Borough restricts truck traffic on Hollywood Avenue west to North Franklin Turnpike, but the traffic and accident rate levels are still high at this intersection. Additional restrictions are needed, such as no left-hand turns from Hollywood onto the Turnpike twenty-four hours a day. Large buses, truck and trailer traffic heading east on Hollywood Avenue should also be restricted. Truck and trailer equipped vehicles are unable to safely make this turn. The lettering and symbols of the existing signs, no left turn and hours, should be enlarged. In addition, the restriction hours should

be extended. (10AM from 9AM) (6PM from 5PM).

The Hollywood Avenue Bridge over the Saddle River is in need of serious repair. The Council should continue its request that the County take immediate action to renovate or replace this bridge. Sink holes and depressions appear regularly in the road bed and bridge approaches. This road way between East and West Saddle River Road continues to be seriously eroded by flooding of The Saddle River. Rocks and road bed have been added by the County, but the road is deteriorating at a rapid rate.

Bergen County has introduced an ordinance to appropriate funds for the replacement of various bridges, including the Maple Avenue Bridge over the Ho-Ho-Kus Brook. Work on the project has been delayed over thirty years. The Bridge was further impacted by hurricane Floyd in September 1999. Additional damage was done to the Borough's utilities on and under the Bridge. FEMA money was provided for the system repair. As of 2019 no work has been done. The Board recommends that the Borough with its engineer, address this problem with the County. This is a serious issue for the pedestrians, motor vehicles, emergency services and several of the businesses on the downstream side. For additional details, please see Historic Element 11.2.19.

Three County thoroughfares, Franklin Turnpike, Maple Avenue and Sheridan Avenue, meet in the middle of the general business district. Because of the unusual road alignment, traffic and pedestrian safety is always at risk. This problem has been exacerbated by the increase of motor vehicle traffic and regional road changes. Pedestrian and auto traffic have difficulty in maneuvering this interchange. The traffic signal system is inappropriate for today's traffic. There is no signal system for pedestrians. The Board recommends creating crosswalks with the textured pavement for pedestrians. A pedestrian crossing control system and street signage would go a long way in providing safety. The new traffic light signal system must be designed to accommodate generator power. The current system has a backup power connector. The new traffic light signal system generator would be under the control of the Ho-Ho-Kus Police and DPW. Emergency fueling would be handled by Ho-Ho-Kus O.E.M. In addition appropriate street lighting designed by Public Service and Gas, must be installed. Replace existing concrete curbing with granite block curb. Replace concrete sidewalk with color scored concrete sidewalks. Two non-illuminated bollards should be installed in front of the Ho-Ho-Kus Inn crosswalk on the Franklin Turnpike side. All site plan applicants, in the business district, will be required to participate in the upgrading crosswalks, lighting and sidewalks that their property impacts.

The pedestrian crosswalks, with color scored concrete bricks have seriously faded. They all need to be recoated and brightened in the business district as well as the school area.

Although some roadwork has been done to improve the ingress to Hollywood Avenue from Route 17 northbound, turn lane extended, rumble strips added and signs have been updated this exit still experiences traffic safety problems. The present signage is inadequate. A driver heading north on Route 17, at 55 miles per hour, has eight seconds to change lanes and make the turn. The Board recommends that the municipality require the Department of Transportation to install proper notification signs as it has done for Waldwick and Ridgewood interchanges. Notification signs should be placed a half mile and a mile before Hollywood Avenue. U turn signs, posted in Ridgewood should also be removed. The Borough and State agreement did not provide for U turns at Hollywood Avenue.

The Board had previously recommended the placement of flood elevation markers in the lowest

area of Hollywood Avenue. This was done at Hollywood Avenue as well as Bogart Road. Unfortunately, they were washed away in 2012 and need replacement. The Board recommends the Borough contact the County to replace the flood elevation markers on these two roads.

The Board recommends that the Borough and Board of Education purchase the property at 1 Rich Court and 702 Hollywood Avenue. The property would be owned by the Board of Education for improving ingress to the school and for parking and for the widening of Lloyd Road in this short area.

The Borough and Board of Education must make an application to the County and State to construct a pedestrian walkover, from the above newly acquired land to the North Field. Children walking across a busy County Road to Route 17 is unacceptable.

The Board recommends no left turn, westbound, out of Orvil Court. Vehicles turning left interfere with the flow of northbound Sheridan Avenue traffic. The exiting driver has trouble adjusting for the traffic light at Franklin Turnpike for vehicles heading north.

The Board recommends that any future site plan applications for the Orvil Court property at Block 1008 Lots 4 and 5, should contain key improvement elements and be redeveloped as a public and private partnership. . First: The applicant shall be encouraged to participate in upgrading crosswalks, lighting, sidewalks as outlined by the Beautification Committee and PSE&G or contribute funds to the program, the amount to be determined by the appropriate hearing board. Second: A portion of the land is recommended to be contributed to the Borough for expanding the parking facilities on Orvil Court, while providing Orvil Court space to have angle parking on the north side. Orvil Court should be studied to be converted to a more comprehensive parking area for the general business district. Third: The applicant is recommended on the remaining land, to develop the site to be more compatible and useful for the business district. Fourth: The reviewing Board should study the inclusion of a mixed use of the property, but not to exceed current ordinances standards. Fifth: Applicant shall consider the existing architectural character and scale in the design of a new structure to be compatible to the architectural character and scale of the existing general business district and adjoining properties. Sixth: if Lot 4 becomes available, it is recommended the Borough acquire the property, clear the land and convert it to a major parking facility. This would improve the downtown business and Borough Hall parking shortages. If need be, set up a Parking Commission or partnership to handle the income and maintenance of the facility.

The Board recommends that the Council approve an ordinance requiring all properties in the Brewster Estate section have Belgium block as street curbing. A significant portion of the area already has the block curbing. All future homes, teardowns or major rehabilitation projects, on the following streets would be subject to this requirement. (Saddle Brook Drive, North Saddle Brook Drive, Boiling Springs Road, Saddle Ridge Road, Conifer Lane and Bridle Way).

The Board recommends that the Borough have discussions with St. Bartholomew's Church officials, to form a joint venture, to resolve the serious parking problem that both organizations experience. A parking analysis should be conducted to evaluate if improvements could be made between the municipal complex and the church property to improve parking utilization and/or a shared parking arrangement to benefit both facilities.

The Board recommends that if the VFW site becomes vacant, a potential new use of the area for consideration would be supplemental parking to serve the commuter parking area or the adjacent central business district.

The prior Board recommendation to install a backup power generator to the Sheridan Avenue/Hollywood Avenue interchange traffic light, was completed. The Borough and the County finished the project in 2018. The Borough has control of the generator connections during all power outages.

In 2019 the County did major upgrades and paving to North and East Franklin Turnpike. The County addressed the Borough's request to move the stop line marking for the traffic light at North Franklin Turnpike (east bound lane). Moving the stop line a few feet back allows for safer conditions from the Sheridan Avenue intersection.

The commuter walkway at the North Franklin Turnpike Park was replaced as previously recommended by the Board in previous reports. The solid walkway was installed making commuter crossing easy and safe. The design and construction addresses safety and maintenance concerns that previously existed with the old walkway. The Borough has received the street lights and they are scheduled to be installed in the near future.

The Board recommends a traffic light be installed at First Street and N. Maple Avenue. Ingress and egress from First Street has become a major safety problem for drivers and pedestrians. The traffic volume is expected to increase in late 2020 and 2021.

An apartment complex has been approved on the east end of First Street. This facility contains retail and a total of 67 apartments.

The New Jersey Department of Transportation, Railroad Division, will be changing the direction of traffic from upper Ridgewood. The traffic will be directed one way down the Ho-Ho-Kus hill. Commuters to the Ho-Ho-Kus train station will egress down First Street to N. Maple Avenue.

An affordable housing complex of 13 units will be constructed from 2020-2021 a block from First Street and N. Maple Avenue.

The traffic light must be under the control of the Ho-Ho-Kus Police Department, DPW and OEM in order to provide emergency fuel to the traffic light generator during power failures. (Other traffic lights in the Borough are serviced in this manner.)

The traffic light must be electronically connected to the Maple Avenue Bridge traffic light in order to properly control the traffic flow on North Maple Avenue.

The Board recommends the Council form a committee to explore the upgrade and renovation of "The Mural" on the wall of 312 Warren Avenue. This very striking mural was part of the Borough's 300th Anniversary in 1998. The project involved local artists, various local groups, Ho-Ho-Kus residents and a fund drive committee.

The building owner is enthusiastically willing to allow the project to be refreshed on the building. For additional details, please History Section 11.2.2.

1.5.2 Community Facilities

All Borough buildings are WiFi enabled. Each facility acts as an Optimum “hot spot”, which is the only service the Borough can receive.

The Board recommends that serious consideration be given to moving the current library to a more user-friendly location. The building is difficult to reach because of the busy street it fronts, and the facility is not easily accessible for the handicapped. In the winter it is difficult to gain access because of the steep stairway.

The Board strongly recommends that the property at 56 Sheridan Avenue be acquired for a library/civic center. The existing historic structure should be incorporated into the new facility, thus preserving a historic building and making an appropriate user-friendly facility for all citizens in the Borough. The parking in the rear (Sycamore Avenue side) would be linked to the Borough Hall parking to the south. This additional space would also provide relief to the Borough Hall complex.

The Planning Board recommends that future generator replacements at emergency service facilities be dual fueled. Federal law requires these facilities have a diesel fuel or an alternate fueled system, independent of a public utility. A dual fueled system addresses the issue by allowing two different fuel sources which is the intent of the Federal law. It also provides relief for the Borough’s employees and volunteers in filling the alternate fuel system. The storage of operating liquid fuel is limited and requires constant monitoring and filling during each emergency event.

1.5.3 General Business District Improvements

The Board recommends that the Borough continue to install stylized “Montclair” style lighting shafts and bases with capital globes. The project was started on Sheridan Avenue, Sycamore Avenue, and Orvil Court. A small number of these lights have been installed on North Maple Avenue and on lower First Street. Several of these stylized light fixtures have been installed on East and North Franklin Turnpike, but the project is not complete. The lights on the Turnpike still need to be installed from Elmwood Avenue to Warren Avenue and all of North Maple Avenue including the future bridge, First Street east to the Ho-Ho-Kus Brook, Brookside Avenue from Maple Avenue to the train tracks, Warren Avenue from Sycamore Avenue to the train station. The Warren Avenue Bridge has the “Montclair” lights installed. The recommended replacement light fixtures have not yet been installed on the commuter path between North Franklin Turnpike and Warren Avenue with a side path to the Zabriskie Dam.

An amendment to the zoning ordinance should be adopted that would prohibit banks with drive-thru facilities on county roads in the downtown zone district.

Conduct a General Business District analysis to comprehensively study the zoning and existing land use for the continued maintenance of and improvement to the district.

The streetscape improvements were completed. The improvements were made to the downtown block which included Sheridan Avenue, Sycamore Avenue, Orvil Court and Warren Avenue.

1.5.4 Housing

The New Jersey Supreme Court's Mount Laurel IV decision in 2015 created a process for municipalities, like Ho-Ho-Kus, that have addressed their fair share obligations in the past but could not obtain Third Round substantive certification of their Housing Element and Fair Share Plan (HE&FSP) because of COAH's inaction, to instead work towards getting its plan approved via a Third Round Judgment of Compliance and Repose.

In response to the Mount Laurel IV decision, the Borough of Ho-Ho-Kus filed a Declaratory Judgment Complaint. The Court granted temporary immunity to the Borough, until the most recent Superior Court Settlement Order and subsequent Judgment of Compliance and Repose on June 11, 2018. The Borough adopted the implementing ordinances related to the plan to provide the regulatory changes as required. This action established that the Borough has a Court approved plan to 2025 when a fourth round of update on affordable housing will be studied. Please refer to the latest Housing Element and Fair Share plan for further information and documentation in section 5.0.

1.5.5 Recreation

It was previously recommended that the municipality be permitted to take over ownership of the North Field. This has not occurred, but the field was renovated in 2010 by a grant received by the Borough. The Borough Recreation Commission now handles most field activities in coordination with the school. The Borough has been responsible for maintenance of the playing fields.

The Board previously recommended that the elevated section of the North Field be brought down to the same level as the main field. This was accomplished in 2010. An additional playing field was created as well as a storm water detention area to handle another three and a half million gallons of storm water.

The Board recommends that efforts be made to improve the Ackerman-Nagle Park. The local Garden Club, Woman's Club, Contemporary Club, and the Scouts, should be recruited to upgrade trails, paths, signs and provide additional assistance and planning.

The Zabriskie Park has had major renovations and improvements starting in 2014. The grounds were updated, debris removed, trees trimmed, flowers and gardens added, and trees and bushes planted. A new solid walkway was installed making it easy to commute across the park and very efficient to maintain. New tables, chairs and benches were installed around the park. The remains of the dam and surrounding area were cleaned of debris and improper growth. A bench was installed at the area at the top of the dam. This area is very popular for people to sit and relax.

1.5.6 Historic

The Ho-Ho-Kus Inn was totally renovated in 2009. It was allowed to expand a small section on the non-historic side. The expansion allowed for rest room facilities for those who may have a handicap. The Board recommends that consideration be given to future expansion. In order for this property to survive as an Inn, it must have facilities that meet today's market expectations. The expansion must be historically appropriate to the building. Please see the Historic Element section 11.2 of this report for a more detailed discussion of the Ho-Ho-Kus Inn.

1.5.7 Miscellaneous

The Route 17 widening and noise wall construction project eliminated a series of plantings along the roadway. These plantings were paid for and planted by the local Garden Club and Woman's Club. The Board recommends that the municipality and these groups join in partnership to develop a new beautification program and plan. The Board suggests that a plan be developed to plant flowering bushes and ivy along most of the roadway and noise walls. As in the past, this would be a project that would be carried out over the years as funds and donations permit. Irrigation and the use of Borough employees for this project is not part of this suggestion.

Neighboring towns are televising Council work sessions and public meetings on the local access channel. The Board suggests that the Mayor and Council consider televising its meetings so the public may be more informed on community matters.

The Board recommends that all street lights be white in color, specifically, if existing fixtures are being re-lamped as H.I.D. lamps that metal halide should be used and avoid High Pressure Sodium H.I.D. Lamps. If the entire fixtures are being changed, it is recommended that LED type fixtures with cut off shielding be installed. The color range of LED fixtures should be within 3000 to 4000K.

The Board recommends that appropriate Borough officials meet with the Borough of Waldwick to resolve a serious storm water discharge problem. Storm water is discharging from the Waldwick business district into Ho-Ho-Kus along the Public Service right of way. The water empties onto Blauvelt Avenue and adjoining properties. This storm water runoff also is a heavy source of flooding into the Zabriskie Brook. In 2001 the Borough with the help of Public Service made significant improvements on the utility's right of way. Connecting the storm water runoff into the Borough's drainage system, (Zabriskie Brook) has not resolved the root cause of the storm water problem. The water is generated from the Methodist Church on Franklin Turnpike to the parking lot behind the stores on East Prospect Street.

The recommendation regarding analysis of building bulk on residential properties was addressed by the Council and Planning Board in the summer of 2013. A new amendment was added to the code which covers all residential zones.

The Board recommends that historic markers placed by groups, organizations or individuals, wishing to install them, be placed in the following locations:

- A. The Hermitage, in front near the street right of way 335 North Franklin Turnpike,
- B. The North Jersey Rapid Transit site, near the sidewalk (showing the rails) East Franklin Turnpike,
- C. The Race Track site marker - this marker was placed on the Arbor Road side of 355 Race Track Road property in November 2018.
- D. The Ho-Ho-Kus Inn marker may be placed near the sidewalk in front of the building at 1 East Franklin Turnpike. An alternative location would be the building wall at the front entrance.
- E. The Zabriskie Dam site, at the North Franklin Turnpike Park, marker on the hill near the location of the dam.
- F. Hopper-Zabriskie cemetery on First Street – this marker was placed at the cemetery entrance in October 2017.

front of the property. All markers and installations must comply with municipal ordinance.

2.0 SOCIO-ECONOMIC CHARACTERISTICS

The Municipal Land Use Law requires all municipal master plans to include background information in order to ensure that, as part of the preparatory process, there is a firm understanding of the community's historic growth patterns, influences, etc. The MLUL consequently mandates that municipal plans take into account a community's social and economic development, land use arrangements, and physical features. This background data is presented in this and the subsequent section of this plan.

2.1 Population Characteristics

2.1.1 Population Size

The NJ Department of Labor estimates that the Borough had a population of 4,090 residents in 2005. As seen in the table below, the Borough experienced tremendous growth during the first half of the 20th century. The rate of growth peaked during the 1950's and then fell dramatically. The Borough's population found its census peak at 4,348 residents in 1970, after which the population dropped until 1990. Between the years 2000-2010, the Borough's population increased by 18 residents to 4,078, an increase of less than one-half of one percent. Additional growth is anticipated around 2021 due to two proposed housing projects in the downtown mixed-use business district that were the result of an affordable housing Settlement Agreement.

Table 1
Rate of Population Growth: 1900-2010 Ho-
Ho-Kus, New Jersey

Year	Population	Population Change	Percent Change
1900	316	-	-
1910	488	172	54.5
1920	586	98	20.1
1930	925	339	57.8
1940	1626	701	75.8
1950	2,254	628	38.6
1960	3,988	1,734	76.9
1970	4,348	360	9.0
1980	4,129	(-219)	(-5.0)
1990	3,935	(-194)	(-4.7)
2000	4,060	125	3.2
2010	4,078	18	.44

Source: 1990, 2000 & 2010 Census, Bergen County Data Book, NJ Department of Labor.

2.1.2 Births and Deaths

The number of births can be an important element in assessing future needs for community facilities and services, particularly with respect to the school system and recreational facilities. The table below indicates that the Borough experienced a natural net population increase of 490 persons from 1990 to 2009. A comparison to the overall Borough population increase of just 143 residents from

1990 to 2010 suggests that the trend of out- migration of households continues, albeit at a decreasing rate. The data also reveals rather constant birth rate, with slight variations from year to year.

Table 2
Number of Births and Deaths: 1990-2009 Ho-Ho-
Kus, New Jersey

Year	Birth	Deaths	Difference
1990	58	33	25
1991	51	19	32
1992	51	24	27
1993	60	32	28
1994	49	32	17
1995	62	22	40
1996	57	32	25
1997	50	28	22
1998	63	25	38
1999	59	27	32
2000	67	23	44
2001	48	20	28
2002	47	24	23
2003	54	26	28
2004	51	40	11
2005	43	26	17
2006	43	22	21
2007	48	39	9
2008	37	20	17
2009	31	25	6
Total	1,029	539	490

Source: State of New Jersey, Department of Health Center for Health Statistics, 2013.

2.1.3 Household Size

Ho-Ho-Kus' household size has generally declined since 1970, as shown in Table 3. This declining trend is reversed slightly according to the 2010 census, with the average household size increasing to 2.91 persons per unit.

Table 3
Average Household Size, 1970 - 2010 Ho-
Ho-Kus, New Jersey

Year	Total Population	Number of Households	Household Size
1970	4,348	1,295	3.35
1980	4,129	1,381	2.99
1990	3,935	1,377	2.86
2000	4,060	1,433	2.82
2010	4,078	1,401	2.91

Source: 1990, 2000 & 2010 U.S. Census, Bergen County Data Book.

2.1.4 Age Characteristics

The following table, which shows the age groups of residents during the 2000 and 2010 censuses, indicates some trends in the age characteristics of the Borough's population. The number of children below the age of 14 in 2010 has remained consistent with the percentage of the population in the year 2000 Census data. The age cohort from 25 to 44 has experienced a decrease of approximately 30 percent between 2000 and 2010 Census data. This indicates a general aging of the population in the Borough similar to trends experienced in other municipalities of Bergen County, see Table 4.

Table 4
Age Characteristics: 2000 & 2010 Ho-
Ho-Kus, New Jersey

Age Group	2000 Number	2000 Percent	2010 Number	2010Percent
Under 5	343	8.4	251	6.2
5-9	337	8.3	361	8.9
10-14	309	7.6	374	9.2
15-19	175	4.3	269	6.6
20-24	90	2.2	124	3.0
25-34	345	8.5	215	5.3
35-44	735	18.1	550	13.5
45-54	652	16.1	753	18.5
55-59	264	6.5	290	7.1
60-64	192	4.7	240	5.8
65-74	363	8.9	322	7.9
75-84	197	4.9	242	5.9
85 +	58	1.4	87	2.1
Total	4060	100	4078	100

Source: U.S. Census, 2000 & 2010.

Table 4 also reveals that the under-5 age group experienced a 26.9 percent decrease in size between 2000 and 2010. This is opposite of the trend experienced from 1990 to 2000 which increased at the rate of 22.5 percent. The population decrease, if it continues, can have implications for the local public-school system.

Table 5 shows the median age of the Borough's population for the census years between 1960 and 2000. After falling by 0.5 years in age during the 1960's, the median age rose by 5.1 years between 1970 and 2000 to a median age of 41.1. By 2010, the median age of Ho-Ho-Kus residents had increased to 43.3 years old and will be likely to continue in the near future with the continued aging of the "Baby Boomer" generation.

Table 5
Median Age of the Population: 1960 - 2010

Ho-Ho-Kus, New Jersey Year	Median Age – Ho-Ho-Kus	Median Age – Bergen County
1960	36.5	
1970	36.0	
1980	38.1	
1990	39.1	
2000	41.1	
2010	43.3	41.1

Source: U.S. Census, Bergen County Data Book

2.1.5 Gender Distribution

Table 6 shows the population distribution by gender in 2010. There are 94 (4.7%) more females than males in the Borough.

Table 6
Population Distribution by Gender 2010 Ho-Ho-Kus, New Jersey

Gender	Population	Percentage
Female	2086	51.1
Male	1992	48.9

Source: U.S. Census, 2010

2.2 Income Characteristics

The 2010 Census (American Community Survey 5-Year Estimates) data shows a 19 percent increase in the median income of the Borough's households since the 2000 Census data, corresponding to a 25 percent increase in income of Bergen County households. The number of households earning \$150,000 or more annually has increased by approximately 9 percent and composes 51 percent of the Borough's households compared to 42 percent of the households in the year 2000 Census data.

Table 7
Household Income: 2000 and 2010 Ho-
Ho-Kus, New Jersey

Income Category	2000 Number	2000 Percent	2010* Number	2010* Percent	2018** Number	2018** Percent
Less than \$10,000	28	2.0	33	2.4	0	0.0
\$10,000 to \$14,999	20	1.4	22	1.6	0	0.0
\$15,000 to \$24,999	34	2.4	0	0	43	3.0
\$25,000 to \$34,999	91	6.4	26	1.9	46	3.3
\$35,000 to \$49,999	94	6.6	68	5.0	103	7.3
\$50,000 to \$74,999	118	8.3	164	12.1	48	3.4
\$75,000 to \$99,999	163	11.4	105	7.7	27	1.9
\$100,000 to \$149,000	273	19.1	244	17.9	232	16.4
\$150,000 or more	608	42.5	699	51.4	916	64.7
Total	1429	100	1361	100	1415	100
Median Household: Ho-Ho-Kus Bergen County	\$129,900 \$65,241		\$155,030* \$81,708*		\$191,645 \$95,837	

Source: U.S. Census, 2000 and 2010.

*Note: 2010 data is from the 2006-2010 American Community Survey 5-year estimates **Note
2018 data is from 2018 5-year estimate

2.3 Housing Characteristics

2.3.1 Housing Units

The number of housing units in Ho-Ho-Kus has increased slightly since 1980, when the census reported a total of 1,401 dwelling units in the community. This figure increased slightly since 1980 until the year 2000 where it is noted that between 2000 and 2010 data there was a reduction of 3 housing units.

Table 8
Dwelling Units (1980-2010) Ho-
Ho-Kus, New Jersey

Source:
Census,
County
*24 of 47
townhouses

Year	Total Dwelling Units	Numerical Change	Percentage Change
1980	1401	-	-
1990	1448	47*	3.35
2000	1465	17	1.17
2010	1462	-3	.205

U.S.
Bergen
Data Book,
units are

2.3.2 Housing Units by Tenure

The 2010 Census reported that 92.1 percent of the occupied housing stock is owner-occupied. This is a slight increase from the 91.6 percent ownership ratio the US Census Bureau reported in 2000. It is also noted that the number of vacant units from 2000 to 2010 data has increased by approximately 90 percent although it is not clear why this has occurred and could possibly be a reporting anomaly.

Table 9
Housing Characteristics: 2000 and 2010 Ho-
Ho-Kus, New Jersey

Category	2000 No. Units	2000 Percent	2010 No. Units	2010 Percent
Owner-Occupied Units	1313	91.6	1290	92.1
Renter-Occupied Units	120	8.4	111	7.9
Vacant Units	32	2.2	61	4.2
Total Units	1465	100	1462	100

Source: U.S. Census, 2000 and 2010.

2.3.3 Age of Structure

Ho-Ho-Kus is a community with over 70 percent of the housing stock built prior to 1960. The median year for construction in the Borough is 1953. There has been a steady decrease in new housing built in each decade since. The 2010 Census data showed that housing built between 1990 and 2010 represents only 0.3 percent of the Borough's housing, a reflection of the fully built character of the community.

Table 10 reflects the number of houses constructed on virgin and/or newly formed lots in town due to a subdivision.

Table 10
Year Structure Built
Ho-Ho-Kus, NJ

Year Units Built	Number of Units
2011-2019	10
2001-2010	5
1999-2000	6
1990-1999	32
1980-1989	73
1970-1979	124
1960-1969	195
1950-1959	438
1940-1949	152
1939-or earlier	445

Source: Borough Construction Department

2.3.4 Teardown and Rebuilding

Table 10.1 shows the number of dwelling units that were torn down and rebuilt, for the years 2013 thru July 2019. This also includes dwelling units which were built on existing foundations.

Table 10.1
Tear Down and Rebuilding by Year, 2013-2019
Ho-Ho-Kus, NJ

Year	Number of Units
2013	3
2014	2
2015	2
2016	4
2017	8
2018	6
2019	0
Total	25

Source: Prepared by Borough Construction Department December 2019.

2.3.5 Housing Units by Structure

Single-family detached residences represent almost 95% of all dwelling units in the Borough. Related unit-by-structure information is shown in the accompanying table.

Table 11
Units in Structure: 1990, 2000, 2010 Ho-
Ho-Kus, New Jersey

Units in Structure	1990 Units	1990 Percent	2000 Units	2000 Percent	2010 * Units	2010* Percent
One Unit Detached	1345	92.9	1388	94.7	1393	94.8
One Unit Attached	32	2.2	30	2.0	30	2.1
2 units	39	2.7	34	2.3	33	2.3
3 to Units	10	0.7	13	.09	13	.8
5 to 9 Units	1	0.1	0	0	0	0
10 or More	4	0.3	0	0	0	0
Mobile Home	1	0.1	0	0	0	0
Other	16	1.1	0	0	0	0
Total	1448	100	1465	100	1469	100

Source: U.S. Census, 1990, 2000 and 2010.

*Note: 2010 data is from the 2006-2010 American Community Survey 5-year Estimates

2.3.6 Value of Housing Units

Housing values, both owner-occupied and rentals, increased dramatically in Ho-Ho-Kus and throughout the state between 1990 to 2000 and as estimated in 2018 as seen in Table 12.

Table 12
Value of Owner-Occupied Housing Units: 1990 and 2000 Ho-
Ho-Kus, New Jersey

Value Range	1990		2000		2018**	
	Units	%	Units	%	Units	%
Less than \$50,000	18	1.5	0	0.0	8	0.6
\$50,000 to \$99,999	7	0.6	0	0.0	0	0.0
\$100,000 to \$149,999	0	0.0	5	0.4	0	0.0
\$150,000 to \$199,999	62	5.2	6	0.4	0	0.0
\$200,000 to \$299,999	418	35.3	169	12.9	8	0.6
\$300,000 to \$499,999	408	34.5	962	73.4	110	8.2
\$500,000 or more	270	22.8	168	12.8	1,214	90.6
Total	1,183	100	1,310	100	1,340	100
Median Value	328,500		461,400		740,300	

Source: U.S. Census, 1990 & 2000.

** ACS estimates in 2018

In addition to the large increase in median housing value during the 1990's, the trend continued into the early 2000's. According to the Bergen County Department of Planning and Economic Development, average home sale price in 2001 was \$588,359. The average home value is estimated in 2018 to be \$740,300.

Table 13
Specified Renter-Occupied Housing Units: 1990 and 2000 Ho-
Ho-Kus, New Jersey

Value Range	1990	1990	2000	2000	2018**	2018**
	Number	Percent	Number	Percent	Number	Percent
Less than \$200	0	0	0	0	0	0
\$200 to \$299	5	4.3	0	0	0	0
\$300 to \$499	06	5.2	0	0	0	0
\$500 to \$749	15	12.9	7	5.7	0	0
\$750 to \$999	14	12.1	6	4.9	0	0
\$1,000 or more	64	55.2	79	64.2	75	100
No Cash Rent	12	10.3	24	19.5	0	0
Total	116	100	116	100	75	100
Median Rent	1,001		1,479		2,378	

Source: U.S. Census, 1990 & 2000 and **ACS estimate 2018

2.3.7 Housing Construction

Housing construction since 2013 is as follows; the low rate reflects the lack of vacant land in the municipality. Table 14 shows the number of homes constructed on virgin lots or construction on new lots created by a subdivision.

Table 14
Housing Construction: 2013-2019
Ho-Ho-Kus, NJ

Year	Single Family Units	Multi-Family Units
2013	1	0
2014	0	0
2015	3	0
2016	1	0
2017	2	0
2018	0	0
2019	3	0

Source: Ho-Ho-Kus Construction Department Permits.

2.3.8 Number of Bedrooms

As shown in Table 15, only 7.2 percent of housing units in the Borough have two or less bedrooms. Approximately half of units have three bedrooms.

Table 15
Number of Bedrooms in Housing Units: 1990 and 2000 Ho-Ho-
Kus, New Jersey

Bedrooms	1990		2000		2018**	
	Number	Percent	Number	Percent	Number	Percent
None	0	0.0	0	0.0	0	0.0
One	45	3.1	7	0.5	13	0.9
Two	94	6.5	98	6.7	72	4.8
Three	691	47.7	739	50.4	651	43.5
Four	427	29.5	457	31.2	569	37.9
Five or More	191	13.2	164	11.2	193	12.9
Total	1,448	100	1,465	100	1,498	100

Source: U.S. Census, 1990 & 2000 and **ACS estimate 2018

2.3.9 Occupants per Room

Overcrowding is defined as housing units with more than one occupant per room. All occupied dwelling units in the Borough average less than one occupant per room. Please see Table 16.

Table 16
Occupants per Room, 2018**
Ho-Ho-Kus, New Jersey

Occupants Per Room	Number of Units	Percent
1.00 or less	1,392	98.3
1.01 to 1.50	15	1.1
1.51 or more	8	0.6
Total	1,415	100

Source: U.S. Census, **ACS estimate 2018

2.3.10 Equipment and Plumbing Facilities

Table 17 presents other characteristics of housing conditions, including the presence of complete plumbing and kitchen facilities and the type of heating equipment used. As shown below, no units lacked complete kitchen or plumbing facilities in 2018 estimates, and all units use standard means of heating.

Table 17
Equipment and Plumbing Facilities: 1990 and 2000 Ho-
Ho-Kus, New Jersey

Facilities	1990		2000		2018	
	Number	Percent	Number	Percent	Number	Percent
<u>Kitchen:</u>						
Lacking complete facilities	0	0	0	0	0	0
With complete facilities	1,448	100	1,465	100	1,415	100
<u>Plumbing:</u>						
Lacking complete facilities	0	0	0	0	0	0
With complete facilities	1,448	100	1,465	100	1,415	100
<u>Heating Equipment:</u>						
Standard Heating Facilities	0	0	0	0	0	0
Other Means, No Fuel Used	1,448	100	1,465	100	1,415	100

Source: U.S. Census, 1990 & 2000 and **ACS estimate 2018

2.3 Employment Characteristics

2.4.1 Employment in the Borough

The tables in this section provide various employment data for the Borough. Table 18 depicts covered employment trends in Ho-Ho-Kus for selected years, these illustrate a downward trend from 1997 to 2004 which illustrate a downward trend in jobs within the Borough.

Table 18
Covered Employment Trends (Private Sector), Selected Years Ho-
Ho-Kus, New Jersey

Year	Number of Jobs
September 1982	521
September 1985	624
September 1990	750*
September 1997	1004*
September 2004	854**
September 2019	962***

*Source: New Jersey Department of Labor, compiled by Bergen County

Department of Planning and Economic Development.

**The lower figure represents a major employer going out of business.

***New Jersey Department of Labor Quarterly Census of Employment and Wages.

The Borough has a very limited amount of light industry all located at Dalebrook/Hollywood Park west of the railroad. There is only one small business area in the downtown.

2.4.2 Employment by Industry

The following tables describe the employment characteristics and occupational patterns of residents of Ho-Ho- Kus. Table 19 indicates that employment in the Borough is spread over a range of industries, the most common being the Finance, Insurance, Real Estate, and Rental and Leasing category. While professional jobs have increased, manufacturing jobs continue to decrease in the Borough since 1990.

Table 19
Employed Persons 16 & Over, By Industry: 2000 & 2018 Ho-
Ho-Kus, New Jersey

Industry	2000		2018*	
	Number	Percent	Number	Percent
Agriculture, Forestry, Fisheries, Mining	0	0.0	19	1.01
Construction	90	4.7	65	3.44
Manufacturing	150	7.9	111	5.88
Transportation, Warehousing, and Utilities	54	2.8	63	3.34
Wholesale Trade	134	7.0	70	3.71
Retail Trade	191	10.0	156	8.26
Finance, Insurance, Real Estate, and Rental and Leasing	321	16.8	423	22.40
Services:				
Educational	190	10.0	258	13.67
Health	188	9.8	172	9.11
Entertainment & Recreation	112	5.9	131	6.94
Other Professional	276	14.5	315	16.68
Other	164	8.6	88	4.66
Public Administration	39	2.0	17	0.9
Total	1,909	100	1,888	100

Source: U.S. Census; 2000. *ACS 5-year estimates 2018

2.4.3 Employment by Occupation

Table 20 depicts occupation characteristics for employees 16 and older. The majority of employees, 68.1 percent, are employed in the Managerial and Professional Specialty category, which rose from 52 percent in 1990 to 61 percent in 2000 and to an estimated 68 percent in 2018.

Table 20
Employed Persons 16 & Over, By Occupation:
2000 and 2018
Ho-Ho-Kus, New Jersey

Occupation	2000		2018*	
	Number	Percent	Number	Percent
Management, Professional and Related Occupations	1,175	61.6	1,286	68.1
Service	81	4.2	97	5.1
Sales and Office	524	27.4	349	18.5
Farming, Fishing and Forestry	0	0.0	0	0.0
Construction, Extraction, and Maintenance	62	3.2	77	4.1
Production, Transportation, and Material Moving	67	3.5	79	4.2
Total	1,909	100	1,888	100

Source: U.S. Census; 2000. *ACS 5-year estimates 2018

3.0 BACKGROUND INFORMATION

3.1 Regional Planning Framework

A. State Plan and the State Strategic Plan

In October of 2011, the Draft State Strategic Plan (SSP) was developed as an update to the current State Development and Redevelopment Plan (SDRP). The intent of the SSP is to increase focus on policies aimed to foster job growth, support effective regional planning, and preserve the State's critical resources. The four overarching goals that serve as the blueprint of the Plan are summarized as follows:

1. Goal 1: Targeted Economic Growth. Enhance opportunities for attraction and growth of industries of statewide and regional importance;
2. Goal 2: Effective Planning for Vibrant Regions. Guide and inform regional planning so that each region of the State can experience appropriate growth according to the desires and assets of that region;
3. Goal 3: Preservation and Enhancement of Critical State Resources. Ensure that strategies for growth include preservation of the State's critical natural, agricultural, scenic, recreation, and historic resources.
4. Goal 4: Tactical Alignment of Government. Enable effective resource allocation, coordination, cooperation, and communication amongst governmental agencies on local, regional, and state levels.

Unlike the existing SDRP, the SSP did not contain any mapping. Thus far it remains in its draft form and the SSP appears to have a greater emphasis on the State's overall economic framework and provide information and goals for New Jersey's various industry clusters. When and if the SSP is formally adopted, the Borough should examine how its Master Plan is consistent with the SSP.

B. Relationship to the State Development and Redevelopment Plan

Ho-Ho-Kus may best be described under the terminology of the State Development and Redevelopment Plan, as a Planning Area which has characteristics of both a Metropolitan Planning Area and a Suburban Planning Area. The former is characterized by "mature settlement patterns resulting in a diminished supply of vacant land", and the latter is characterized by location "adjacent to the more densely developed metropolitan Planning Area" and by "a lack of high intensity centers".

The emphasis in the State Plan is to reduce urban sprawl by concentrating development around transportation facilities. This is not an issue in Ho-Ho-Kus where the community is fully developed as a residential suburb with appropriate supporting facilities including both highway access and available public transportation.

The municipality believes it is consistent with all related issues and goals. The Borough's consistency review report was submitted for the inclusion in the State Plan. (October 2004)

3.1. Environmental Characteristics

An analysis of the borough's physical characteristics is important in determining the develop ability of the community's remaining vacant underdeveloped acreage. Additionally, information on physical features is useful in assessing sites being considered for redevelopment. This data enables a clearer assessment of the community's development potential, and assists in establishing projections for future population growth.

As shown by the accompanying Topographic Map, (Park Ridge Quadrangle #20 and Hackensack Quadrangle #31) the topography in the Borough is relatively level, except for valleys along the streams and three hill areas in the eastern section where the larger one-acre lot size pattern is established. This larger lot size pattern is appropriate for this area of steeper topography.

Soil conditions are generally favorable for development in Ho-Ho-Kus; this is reflected in the nearly complete development which has taken place. The underlying geology comprises the Brunswick Formation which is characterized by soft red shale with beds of sandstone. There are sections over this underlying formation of stratified drift comprised of sand and gravel, deposited during the glacial era (the Wisconsin Glacier).

As shown by the Zoning Map there are sections of the Borough within a 100 year flood plain, meaning areas subject to flooding in a severe storm statistically likely to occur only once in 100 years.

In 1972, a flood control study of the Ho-Ho-Kus Brook prepared by the County indicated some exposure to future flooding of this brook. This fact could affect the general area of the Borough.

The Borough continues to take steps to reduce flooding around the central business district. It was instrumental in having a flood control program upgraded at Immaculate Heart Academy during its athletic facility reconstruction. The Borough coordinated efforts with Washington Township and the County to provide flood control along Wearimus Road and adjacent properties. The engineering department are requesting seepage pits in all new and renovation construction projects. The detention system along Tributary #1 to the Saddle River was expanded by three and one half million gallons in 2010. (see Stormwater Management Element 8.1 for additional information).

The Blauvelt Avenue drainage line was installed by the Town. This line provides drainage from Glendon Road area east to Tributary #1 to the Saddle River. The system also provides relief to the underground Zabriskie Brook Tributaries in Cheelcroft.

The Borough installed an underground detention system under Arbor Drive in 2006 to alleviate local flooding in this neighborhood and have had an ongoing discussion with the State to improve the drainage on Route 17 which is the root cause of this problem.

A published Wetlands Map prepared by the U.S. Fish and Wildlife Service and utilized by the Army Corps of Engineers in restricting land development, shows that the only designated wetlands areas in Ho-Ho-Kus are in the immediate vicinity of existing streams.

Chapter 27 Floodplain Management has been updated in 2019. The document identifies where the regulations apply, the requirements, provisions for flood hazard reduction and location of information pertaining to flooding in the Borough.

As noted in this Chapter, the areas of special flood hazard for the Borough of Ho-Ho-Kus, Community No. 340044, are identified and defined in the following documents prepared by the Federal Emergency Management Agency:

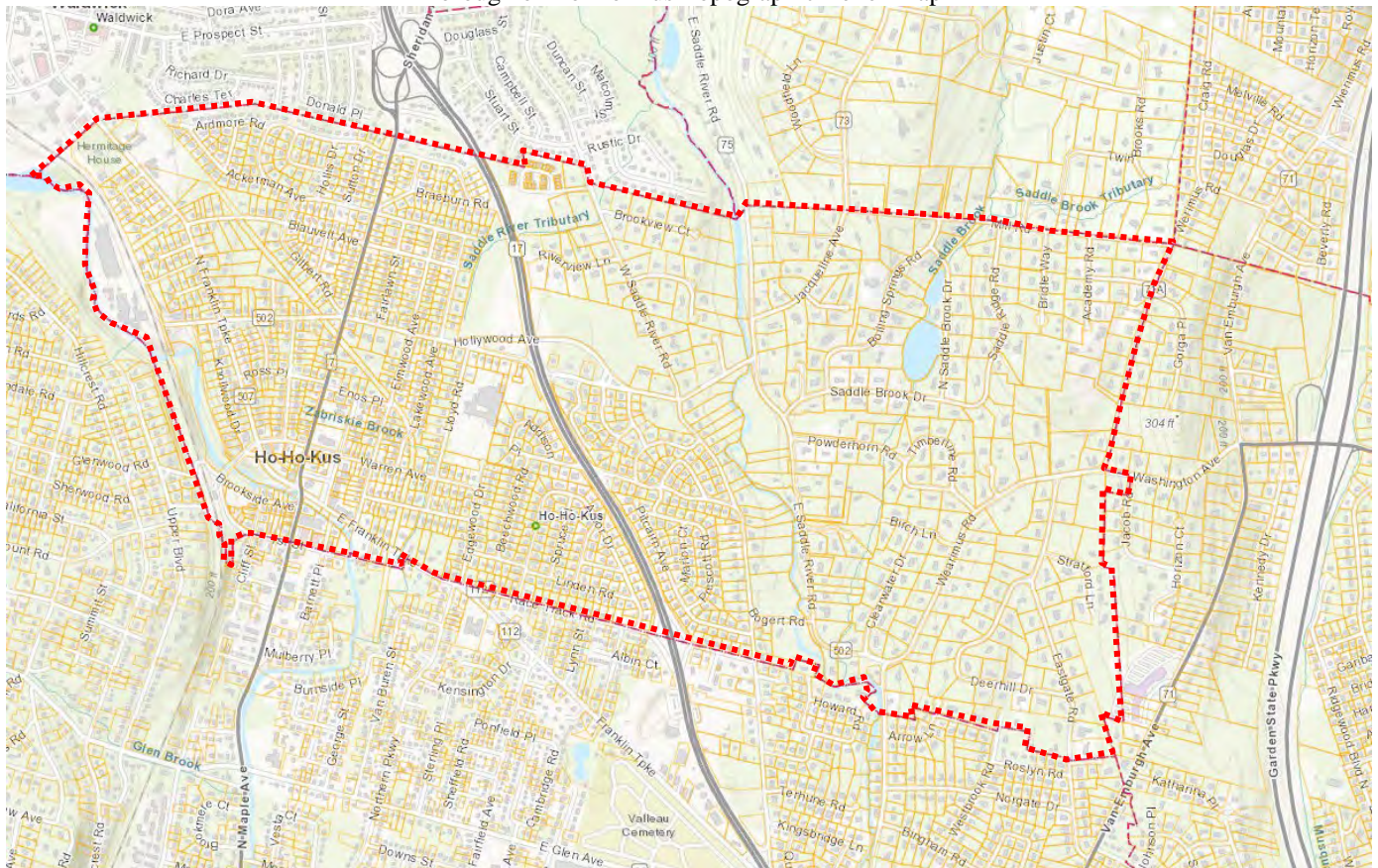
1. A scientific and engineering report "Flood Insurance Study, Bergen County, New Jersey (All Jurisdictions)" dated August 28, 2019.
2. "Flood Insurance Rate Map for Bergen County, New Jersey (All Jurisdictions)" as shown on index 34003C0000 and panel numbers are 34003C0088J, 34003C0089H, 34003C0176H and 34003C0177H whose effective date is August 28, 2019. For reference only these maps can be found currently at the following link:

<https://msc.fema.gov/portal/search?AddressQuery=Hohokus%20nj#searchresultsanchor>

3. Best available flood hazard data. These documents shall take precedence over effective panels and FIS in construction and development regulations only. Where the effective mapping or base flood elevation conflict or overlap with the best available flood hazard data, whichever imposes the more stringent requirement shall prevail.

Portions of Bogert Road and Hollywood Avenue fall within flood hazard areas.

Borough of Ho-Ho-Kus Topographic Relief Map



4.0 LAND USE ELEMENT

4.1 Overview

The Land Use Element is the most critical element of a master plan. It requires consistency with the findings of other elements, as well as an analysis of existing conditions and emerging patterns of development. The Element is intended to guide all new development in the Borough.

4.2 Existing Land Use

Ho-Ho-Kus occupies an area of 1,154 acres and is predominantly developed, with only 1.4 percent of land remaining vacant. As discussed below, this vacant land has environmental constraints which render development very difficult or impossible.

As noted in Table 22, the Borough is predominantly developed with single family residential uses. The following table depicts the acreage and percentage of total acreage of each land use in the Borough:

**Table 22
Land Uses 2000
Ho-Ho-Kus, New Jersey**

Type of Land Use	Acres	%
Residential, single family	810	70.2
Residential, 2 to 4 family	2	0.2
Residential, Town House	12	1.0
Commercial and Mixed Residential	10	0.9
Light Industrial	10	0.9
Public and Semi-Public Facilities	30	2.5
Public Open Space, Recreation and Conservation*	60	5.2
Utilities	9	0.8
Vacant**	16	1.4
Streets, Railroad	188	16.3
Streams, Brooks & Ponds	7	0.6
Total	1,154	100.0

Source: Land Use Map prepared in October 1986.

* Over half of this acreage is in the delineated flood zone, and is applicable to the Flood and Stormwater Management Ordinance

** There are four tracts shown as vacant. First is a residential property on Bogert Road of 4.4 acres which includes a stream, a pond, and accompanying wetlands which occupies over four acres. A part of this section which is not in the wetlands is a strip of less than thirty feet in depth along East Saddle River Road, south of Bogert Road. It is too shallow to allow any building development. A second tract shown as vacant is a 3.5-acre parcel on East Saddle River Road north of Hollywood Avenue; it is in the floodway and has unbuildable steep slopes. The third vacant tract, of 4 acres faces West Saddle River Road and borders the north side of Bogert Road and is in the floodway. In 2012 the DEP granted approval for the owner to build on one of these acres. The fourth tract is off West Saddle River Road at Normandy Court. Five acres of this property is wetlands and is a natural retention basin for tributary #1 to the Saddle River.



EXISTING LAND USE

SINGLE FAMILY	[Pattern]
2-4 FAMILY	[Pattern]
MULTI-FAMILY (TOWN HOUSE)	[Pattern]
MIXED RESIDENTIAL AND COMMERCIAL	[Pattern]
COMMERCIAL	[Pattern]
INDUSTRIAL	[Pattern]
PUBLIC	[Pattern]
SEMI - PUBLIC	[Pattern]
UTILITY	[Pattern]
VACANT	[Pattern]

BOROUGH OF HO-HO-KUS
BERGEN COUNTY, NEW JERSEY

4.3 Land Use Zoning

A. Planning Board and Zoning Board of Adjustment

The Planning Board and Board of Adjustment's policy is to hold a joint meeting once a year. The purpose is to raise various issues that are of common interest to the Boards.

The Planning Board reviews the Board of Adjustment's annual summary of variance applications. This current review finds that a substantial number of variance applications are associated with single-family dwellings. A majority of the applications receive approval. It is uncertain at this time whether this situation is due to excessive and unreasonable zoning regulations or due to other causes. Since numerous and widespread variance relief can eventually alter the character of residential areas, the Planning Board will continue to monitor the situation and review with the Board of Adjustment as to its causes.

B. Existing Zoning

The existing zoning pattern is shown on the accompanying Zoning Map.

C. Residential

There are four single family zones, one multifamily-affordable housing and four separate downtown multifamily/mixed use residential zones. The four single family zones reflect the Borough's development history and range from one-acre minimum lots with minimum lot frontages of 200 feet in the R-1 Zone, to 10,000 square foot lots with 75 foot frontages in the R-2 Zone, to 7,500 square foot lots with 60 ft. frontages in the R-2A Zone and 6,500 square foot lots with 60 foot frontages in the R-3 Zone. There is a two-family zone with a minimum required lot size of 10,000 square foot and a townhouse zone with a density of up to four units per acre.

The multifamily residential zone, identified as the MF/AH zone, is located adjacent to the Ho-Ho-Kus train station over the current commuter train station lot. This zone was created in 2017 to address the Borough's affordable housing obligation in compliance with settlement agreements entered into with Fair Share Housing Center and other interested parties. The zone permits multifamily, one-hundred-percent affordable residential development with at least 13 units affordable to very-low-, low-, and moderate-income households.

The downtown residential zone is an overlay zone with 4 separate designations identified as the Downtown Inclusionary Overlay Residential/Mixed Use Zones 1 thru 4. These zones overlay the GB General Business, R-2 or R-4 Zones, each with a specific set of criteria. Residential is permitted on the second floor of a structure where the zones overlay the GB Zone while uses in accordance with the GB Zone are permitted on the first floor as a mixed-use building. Multifamily residential buildings are permitted where the zone overlays the portions of the R-2 and R-4 Zones at a density of 12 and 6 units to the acre respectively.

D. Business Zone

The General Business Zone consists of small retail and service commercial establishments and small professional uses that provide for the daily needs of people within the community. These commercial areas are characterized by small lot arrangements with modest sized buildings which are readily accessible to the surrounding residential neighborhoods they serve. This designation encompasses the Borough's GB Zone.

This district functions as a primary commercial district serving a neighborhood and somewhat broader area. It should provide for a variety of retail and service uses which are directed toward meeting the shopping and related needs of the community's residents. This area may also permit office uses as principal activities, either as freestanding buildings or as mixed-use buildings in combination with retail uses. The overall intent of the plan is for the district to encourage retail and service commercial uses which complements its established scale of development.

Large-scale facilities of a purely regional nature should not be encouraged. It is reaffirmed that appropriate floor area ratio provisions and/or other zoning mechanisms should be incorporated to discourage development of such facilities.

A comprehensive analysis of the district should be considered to foster the following improvements to the district:

1. The rehabilitation of buildings and sites and the adaptive reuse of older buildings;
2. The provision of additional park benches, landscape features, façade improvements and other similar public and private actions;
3. The provision of buffer/screening elements to separate the commercial uses from adjoining residential development;
4. Common access and shared parking areas;
5. The imposition of uniform signage designed to reinforce a general business district identity.

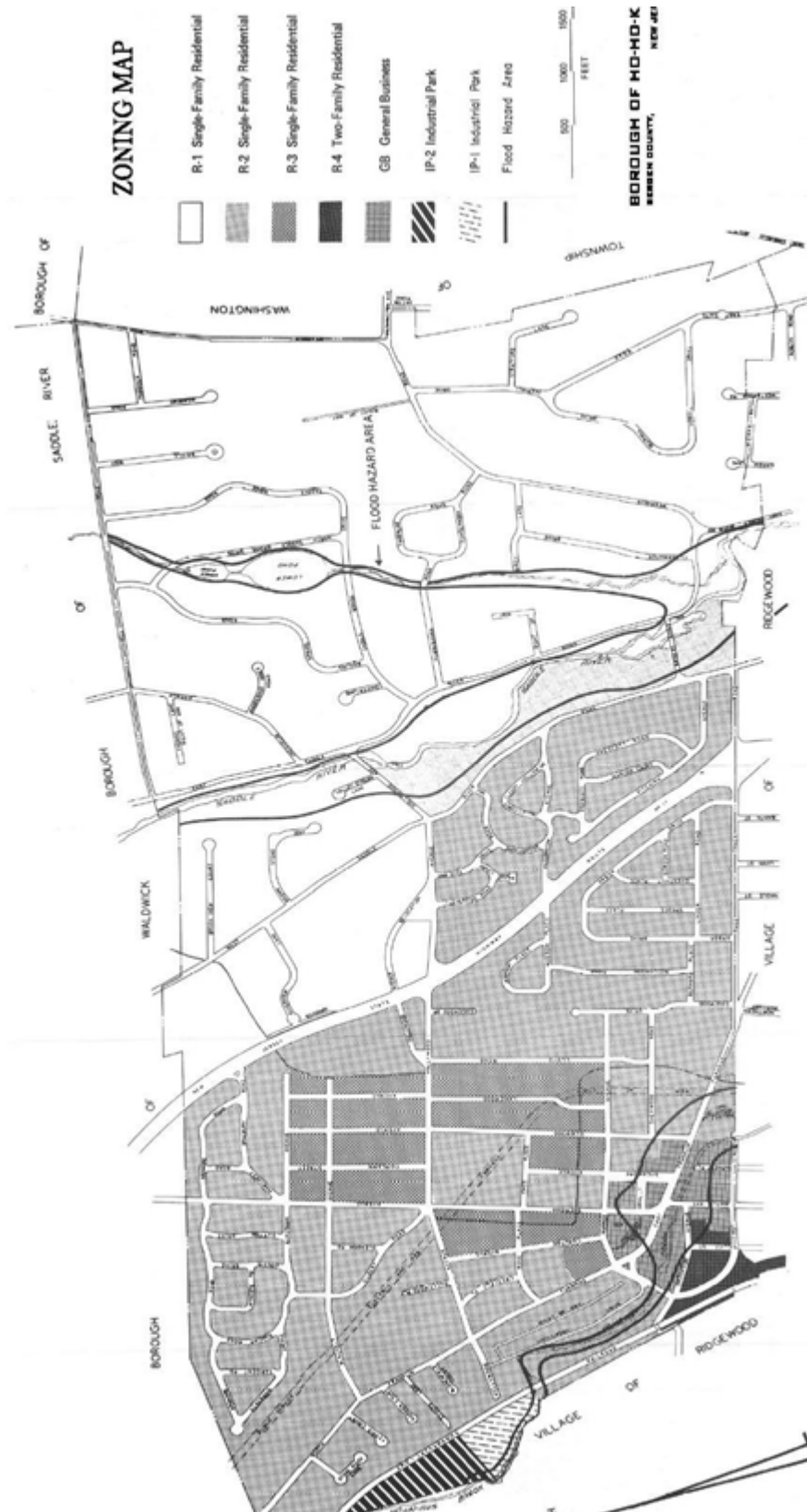
The General Business Zone encompasses the central shopping area, while the two light industrial zones reflect the differences in development of Dalebrook Park on the west edge of the Borough.

While the current Zoning Map indicates the flood hazard area within which there are development restrictions mandated by the Borough and State it is strongly recommended these depictions be updated and referred to the current flood mapping as provided by the Federal Emergency Management Agency (FEMA). The FEMA mapping for the respective areas of the Borough and regulated by Chapter 27 of the Borough regulations can be found at the following web link:

<https://msc.fema.gov/portal/search?AddressQuery=Hohokus%20nj#searchresultsanchor>

E. Light Industrial

The Zoning Map delineates three small industrial districts situated in the westernmost portion of the Borough. This category essentially affirms the community's existing industrial zoning for this portion of the municipality. These areas provide for warehousing, light manufacturing, offices, and laboratories. Municipal buildings, including a Department of Public Works site and Recycling Center, are provided for in the Industrial Park (IP) III District. Conditional uses include public utilities; County, State, or Federal buildings or uses; and wireless communications towers. No significant change in the community's approach to regulating industrial development is contemplated. Any development which occurs within this district should incorporate appropriate landscaping design to ensure an attractive environment.



4.4 Relationship of Zone Plan to Zoning in Adjacent Municipalities

The Borough's zoning pattern is consistent with that of the adjoining communities. The area to the east in the Township of Washington comprises single-family residential zones with minimum lot sizes of one acre and one-half acres. In Saddle River to the northeast, the zoning is again for single-family use with a minimum lot size of two acres. Waldwick, to the north, includes single family zoning with lot sizes of 7,500 and 15,000 square feet plus a Borough Commercial Zone on North Franklin Turnpike.

In the Village of Ridgewood to the south and west, is single-family zoning with minimum lot sizes of 10,500 and 14,000 square feet. A retail business zone exists on Maple Avenue on the southern border of the Ho- Ho-Kus business district. To the southwest is an office zone, not adjacent but located along on East Franklin Turnpike and Route 17.

Nothing is noted at this time that adversely affects Ho-Ho-Kus from any of the zoning districts of the adjoining municipalities.

4.5 Future Land Use Plan

No changes are proposed in the land-use plan for the Borough as shown on the Zoning Map. The potential for actual changes in the existing pattern of land-use is dictated by lack of vacant land. The present pattern is considered appropriate and desirable.

4.6 General Purposes

The Municipal Land Use Law requires that all municipal master plans set forth a statement of objectives, principles, assumptions, policies and standards upon which the master plan recommendations are based. The land use plan herein sets forth specific goals, objectives and supportive policy statements for Ho-Ho-Kus, and also incorporates the general purposes of the MLUL as described below:

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

- G. To provide sufficient space in appropriate locations for a variety of agricultural, residential, recreational, commercial and industrial uses and open space, both public and private, according to their respective environmental requirements in order to meet the needs of all New Jersey citizens;
- H. To encourage the location and design of transportation routes which will promote the free flow of traffic while discouraging location of such facilities and routes which result in congestion or blight;
- I. To promote a desirable visual environment through creative development techniques and good civic design and arrangement;
- 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;
- K. To encourage planned unit developments which incorporate the best features of design and relate the type, design and layout of residential, commercial, industrial and recreational development to the particular site;
- L. To encourage senior citizen community housing construction;
- M. To encourage coordination of the various public and private procedures and activities shaping land development with a view of lessening the cost of such development and to the more efficient use of land;
- N. To promote utilization of renewable energy resources;
- O. To promote the maximum practicable recovery and recycling of recyclable materials from municipal solid waste through the use of planning practices designed to incorporate the State Recycling Plan goals and to complement municipal recycling programs.

4.7 Goals and Policies

The plan's residential and non-residential goals and planning policies are as follows:

Goal 1: To maintain and enhance the existing areas of stability in the community, and to encourage a proper distribution of land uses by designating areas which have their own uniform development characteristics. A principal goal of this plan is to preserve and protect the residential character and existing density of the community by restricting incompatible land uses and intensities of use from established residential areas, and limiting intensities of use to the levels, and locations, prescribed herein.

Policy Statement: The Borough of Ho-Ho-Kus recognizes that one of its most significant attributes is a land use arrangement incorporating well-defined single-family residential neighborhoods, with virtually no intrusions of non-residential development in residential neighborhoods. These neighborhoods are characterized by homes in proportion with the lot

sizes uniformly sized in the zoning districts of the borough. The plan's land use recommendations are designed to protect and reinforce this prevailing residential development pattern, prohibit incompatible land use arrangements, and reinforce the intensities of use recommended in this plan.

Goal 2: To ensure that any prospective development is responsive to the borough's environmental features and is designed to preserve the community's physical characteristics.

Policy Statement: The Borough of Ho-Ho-Kus seeks to limit development to that which is sensitive to the community's particular physical characteristics, and preserves the borough's sensitive environmental features. In particular, the borough seeks to limit development to that which preserves steeply sloped areas (defined to include any slope of minimally fifteen percent grade), wetlands, and flood plains, and retains existing vegetation (particularly trees of a caliper of six inches or more and clusters of trees which may be of lesser caliper if determined appropriate). The borough takes cognizance of the fact that there are numerous sites in the municipality that are typified by extensive environmentally sensitive features and therefore may not be able to accommodate its full zoned development potential.

Goal 3: To preserve the established residential character and scale of the R-1, R-2, R-2A and R-3 residential areas.

Policy Statement: The borough seeks to maintain the established residential character and scale of the R-1, R-2, R-2A and R-3 districts and to promote development that is in character and scale with the established neighborhoods. The borough seeks to limit the overbuilding of residential structures that are out of scale with their neighborhoods through development regulations encouraging building features such as varied roof lines, articulated building massing, and varied setbacks.

Goal 4: To ensure that any future development of the community's infrastructure be limited to solely accommodate the borough's present level of intensity of development as identified in this plan.

Policy Statement: The borough seeks to provide the minimum level of infrastructure improvements to accommodate local needs, and discourage the imposition of new or expanded facilities that may be utilized to encourage or support higher levels of development than contemplated in this plan. The borough's land use policy is expressly designed to discourage infrastructure improvements that would enable an increase in the carrying capacity of the land, and result in increased pressures for more development in the community.

Goal 5: To preserve the spacious setting of housing sites that characterizes the borough's R-1 residential areas.

Policy Statement: The borough recognizes that the attractive open space character of the community's R-1 residential neighborhoods is reinforced by the broad setbacks provided between dwellings and the substantive minimum width required for residential lots. The borough's residential land use policy is designed to reaffirm this prevailing development pattern and encourage a continuation of the policy that calls for broad minimum lot widths

and side yard setbacks between detached dwellings in an effort to retain the community's overall open space character.

Goal 6: To affirmatively address the community's low and moderate income housing obligation in the manner established by the Borough of Ho-Ho-Kus Housing Plan.

Policy Statement: The Borough of Ho-Ho-Kus has adopted a Third Round Housing Plan on July 20, 2017 and amended on March 8, 2018. This plan affirmatively addresses a Court-approved, Settlement Agreement to address its fair share affordable housing needs.

Goal 7: To encourage and provide buffer zones to separate incompatible land uses.

Policy Statement: The borough recognizes the need to reinforce the delineation of boundaries separating residential and non-residential uses, and more dense residential development from less dense detached residential use, as well as generally encourage appropriate landscape amenity to physically separate residences in the community. Appropriate buffer/screening devices are to be encouraged to separate incompatible land uses and differing intensities in order to minimize adverse impacts on properties. This should be accomplished primarily within the framework of appropriate open space buffer widths containing suitable planting elements (incorporating such elements as multiple rows of staggered plant material, planting clusters, etc as a means to provide suitable buffer protection), with supplemental fencing when appropriate.

Goal 8: To discourage the creation of flag lots.

Policy Statement: The borough maintains that flag lots represent an improper land use arrangement that results in over utilization of property, and represents a development pattern which hinders emergency service access to such lots.

Goal 9: To preserve and enhance the Borough's commercial areas by defining their functional role in the Borough and enhancing the quality of life within the commercial center through an appropriate mixture of activities, and provide suitable parking facilities to serve the businesses in the commercial district.

Policy Statement: The Borough seeks to encourage the continued development of the community's business district for retail and service commercial uses serving the daily needs of the resident population, as well as addressing broader shopping and business needs as reflected in this Plan. The Borough policy is to reaffirm the general business district with its own integrity, uniformity of purpose, and integration of building, landscaping, signage, design and parking elements as set forth in the Land Use Plan, and also encourage the establishment of a definitive developmental character for the other commercial and business categories delineated herein.

Goal 10: To promote a safe and efficient traffic circulation system that serves the community, while retaining the community's suburban setting within the overall framework of a local circulation system.

Policy Statement: The borough recognizes that the existing circulation system incorporates

some deficiencies that serve to impede traffic flow. These include the limitations imposed by the fact there is only one east-west road serving the community, and the consequential large volumes of traffic that occur on Hollywood Avenue. The intent of the plan is to improve the effectiveness and safety of certain intersections, and improve roadway alignments, as is necessary. However, the borough also notes that substantive road widening that would create additional travel lanes along entire lengths of roadway would have a negative impact on the community's suburban setting and established character and is therefore neither desirable nor to be encouraged.

Goal 11: To preserve the historic features of the borough as an integral part of the community's unique character.

Policy Statement: The borough seeks to identify, maintain and protect historically significant structures as identified in the plan through the adoption of regulations that reaffirm the historic elements that characterize the community, consistent with the land use act's intention to preserve historic properties.

Goal 12: To support the overall philosophy of the State Development and Redevelopment Plan (SDRP) as a means of providing growth management on a state-wide basis while retaining the principles of home-rule.

Policy Statement: The borough maintains that the general intent of the SDRP, to manage growth within the framework of an assessment of needs and infrastructure capabilities, is an appropriate and reasonable approach to growth management.

Goal 13: To continue to provide and improve access to mass transit for residents.

Policy Statement: The borough recognizes the need to provide and improve access to mass transit for residents of the borough, including the continuing need to provide parking to borough residents at the rail station. The existing provisions of mass transit should be periodically upgraded and improved in order to maintain their viability.

Goal 14: To facilitate or provide improvements to community facilities to provide a higher level of service, safety, and enjoyment for residents.

Policy Statement: Community facilities are essential to the operation of the borough and their continued enhancement, including projects such as the relocation of the public library and replacement of the Maple Avenue Bridge, is encouraged to ensure that public facilities are available to meet the needs of existing and future residents.

4.8 Land Use Ordinance Amendments and Supplements 2013 to 2019

Adopted July, 2013

Ordinance #1024

Established new regulations for variances, and improved lot coverage and minimum yard requirements in residential zone districts.

Adopted February, 2014

Ordinance #1026

Amendment to the fees collected for land use applications.

Adopted in 2015

Ordinance #1035 (May)

Amendment to both lot coverage and improved lot coverage percentages in residential zones.

Ordinance #1039 (May)

Establishment of a street tree planting deposit requirement.

Ordinance #1041 (October)

“Business office” added to Zoning definition listing.

Ordinance #1045 (December)

Amendment to Ordinance #1039, specifically E 5 (a), requiring a street planting deposit be made prior to the issuance of a Certificate of Occupancy, rather than before a construction permit is issued.

Adopted in 2017

Ordinance #2017-04 (April)

Creation of the R-2A zone.

Ordinance #2017-10 (July)

Creation of a downtown inclusionary overlay residential/mixed-use zone 1 through 4 also known as OL-1, OL-2, OL-3 and OL-4.

Ordinance #2017-11 (September)

Creation of a multi-family affordable housing (MD-AH) district

Ordinance #2017-12 (September)

Creation of the general business/inclusionary residential (GB-IR) district to implement the Borough/Chamberlain Settlement Agreement on Block 1015, Lot 9, Maple Avenue

Ordinance #2017-13 (September)

An amendment to Ordinance #2017-12

Adopted in 2018

Ordinance #2018-03 (March)

Creation of a Downtown Inclusionary Overlay Residential/Mixed-Use Zones 1 through 4 for compliance with the requirements of the Supreme Court.

Ordinance #2018-10 (October)

Establishment of a new section entitled and regulation of same: Tobacco Shops, Smoke Shops, Cannabis Shops and Electronic Vapor Substance Inhalation Shops

Adopted in 2019

Ordinance #2019-19 (January)

Amendment to the Violations and Penalties section of the Zoning Ordinance.

Ordinance #2019-21 (March)

Amendment to require address numbers on either side of a business awning.

Ordinance #2019-22 (March)

Amendment regulating the width of residential driveways and separate parking areas.

Ordinance #2019-25

Amendment and supplement to the floodplain management regulations, as recommended by the NJDEP

The following is the link to the above referenced ordinances, and the entirety of the Borough Ordinances : <https://www.ecode360.com/HO0180?needHash=true>

5.0 HOUSING

Ho-Ho-Kus Borough has addressed the statutory requirements of a Master Plan Housing Element pursuant to the New Jersey Fair Housing Act (“FHA”) at N.J.S.A. 52:27D-310 by adopting several Housing Element and Fair Share Plans. Most recently, the borough received a Judgement of Compliance and Repose on June 11, 2018 regarding their Third Round Housing Plan adopted July 20, 2017 and amended on March 8, 2018. This plan affirmatively addresses the Court-approved, Settlement Agreement between Ho-Ho-Kus Borough and Fair Share Housing Center, Chamberlain Developers, Inc. and Johnathan L. Mechanic D.B.A. Ho-Ho-Kus Crossing (executed December 21, 2016).

As background, initially, the Borough received first round substantive certification from COAH on February 6, 1991 and, subsequently, received second round COAH substantive certification on October 7, 1998. Both COAH certifications acknowledged the Borough’s lack of vacant land and, in the second round, reduced the Borough’s pre-credited need (all new construction) to a zero (0) realistic development potential (“RDP”) with an unmet need of 83 units. COAH approved the Borough’s means of addressing its unmet need through the adoption of an affordable housing development fee ordinance.

COAH’s third round rules and methodology marked a significant departure from the affordable housing formulas utilized in COAH’s two prior rounds. Previously, COAH assigned an affordable housing obligation as an absolute number to each municipality. The third-round rules implemented a “growth share” approach that linked the production of affordable housing with future residential and non-residential development within a municipality.

To address COAH’s initial December 2004 third round rules, the Ho-Ho-Kus Planning Board adopted a third round Housing Element and Fair Share Plan on December 12, 2005 and revised that plan on October 26, 2006. However, COAH’s growth share approach was challenged and overturned in the Appellate Court’s unanimous decision of January 25, 2007. The Appellate Court invalidated key aspects of COAH’s third round rules and ordered COAH to propose and adopt amendments to its rules to address the deficiencies identified by the Court.

Also, on July 17, 2008, Governor Corzine signed P.L.2008, c.46, which amended the FHA in a number of ways. Key provisions of the bill included establishing a statewide 2.5% nonresidential development fee instead of requiring affordable housing units to be constructed as nonresidential growth occurred; the elimination of regional contribution agreements (“RCAs”) as a means of addressing the obligation; and the addition of a requirement for 13% of affordable housing units to be restricted to very low income households (defined as households earning 30% or less of median regional income).

COAH adopted new third round growth share regulations in June 2008 and, the Borough adopted a new third round plan on December 16, 2008 and petitioned COAH on December 23, 2008. The Borough’s third round plan continued to document the lack of vacant land and confirmed COAH’s prior round vacant land adjustment which reduced the Borough’s prior round RDP to zero (0) with an unmet need of 83 units. In addition, the Borough’s 2008 Plan requested an adjustment of household and employment growth projections to reduce COAH’s projected third round growth share of 49 down to one (1). Also, the Borough had been assigned

a zero (0) third round rehabilitation share.

COAH deemed the Borough's 2008 petition complete on April 13, 2009 and one objection was filed regarding the Borough's plan by Fair Share Housing Center. COAH had not issued a pre-mediation report and, thus, had not instituted COAH mediation with the Borough before another Appellate Court decision on October 8, 2010 again invalidated COAH's 2008 third round growth share methodology and portions of COAH's regulations. The Court directed COAH to revise its third-round methodology to be substantially similar to COAH's first and second round methodology. The decision also upheld those portions of COAH's third round rules which assessed municipal present need (rehabilitation share) and prior round need (first and second round obligations). The Supreme Court affirmed this decision in September 2013, and on March 14, 2014, issued an order which required COAH to adopt new Round 3 regulations by October 22, 2014.

COAH failed to adopt their newly revised Third Round regulations, in October of 2014. Fair Share Housing Center ("FSHC"), who was a party in both the 2010 and 2013 cases, responded by filing a motion in aid of litigant's rights with the New Jersey Supreme Court. The Supreme Court heard the motion in January 2015, and on March 10, 2015 issued *In the Matter of the adoption of N.J.A.C. 5:96 and 5:97 by the New Jersey Council on Affordable Housing*, 221 N.J. 1 (2015) ("Mount Laurel IV"). In this decision, the Supreme Court held that COAH was effectively dysfunctional, and consequently, returned jurisdiction of affordable housing issues back to the trial courts, where it had been prior to the creation of COAH in 1986.

The Mount Laurel IV decision also created a process for municipalities, like Ho-Ho-Kus, that have addressed their fair share obligations in the past but could not obtain Third Round substantive certification of their Housing Element and Fair Share Plan (HE&FSP) because of COAH's inaction, to instead work towards getting its plan approved via a Third Round Judgment of Compliance and Repose. These municipalities were entitled to file declaratory judgment actions seeking to declare their affordable housing plans constitutionally compliant and were also entitled to apply for temporary immunity from all Mount Laurel lawsuits, including builder's remedy lawsuits, while they prepared a new or revised affordable housing plan.

In response to the Mount Laurel IV decision, the Borough of Ho-Ho-Kus filed a Declaratory Judgment Complaint. The Court granted temporary immunity to the Borough, until the most recent Superior Court Settlement Order and subsequent Judgement of Compliance and Repose on June 11, 2018. The Borough adopted the implementing ordinances related to the plan to provide the regulatory changes as required. Please refer to the latest Housing Element and Fair Share Plan and Section 1.4 for further information and documentation.

6.0 CIRCULATION AND TRANSPORTATION

6.1 Major Roads and Traffic Pattern

The accompanying Traffic and Transportation Map of the Borough indicates the pattern of major roads in the Borough. The streets are oriented around State Highway Route 17,

which provides the major regional access to the Borough. Within Ho-Ho-Kus, Route 17 has the character of a modern, limited access highway, thanks to the foresight of the Borough Planning Board, which did not allow strip commercial development during construction in the 1930's. There is one crossing of the highway within the Borough at the Hollywood Avenue interchange, and it functions satisfactorily. Until February 1986, there was a second crossing with traffic signals at Race Track Road. The State Department of Transportation proposed to build a major interchange at this location, but it would have displaced 32 existing homes in Ho-Ho-Kus and Ridgewood. Instead, the decision was to close off the crossing and add a pedestrian bridge in Ridgewood south of the Race Track Road. This change avoided a disruptive change in the residential pattern of the adjoining areas.

The State completed a highway widening in 1989. The entire length of Route 17 was expanded to three moving lanes in each direction. The impact of this construction, relative to noise pollution, has been mitigated by the construction of noise barrier walls on both sides of Route 17 within the boundaries of the Borough. In addition, three entrance and exit roads to Route 17 were closed. (Addison Place, Braeburn Road and Washington Avenue).

The last segment of Interstate 287 was opened in the fall of 1996 (Montville to Mahwah). Interstate 287 adds a third north-south regional road to Bergen County. No local implications are apparent, but it is logical to assume that significant truck traffic has been diverted from Route 17. However, offsetting this benefit is the increase in traffic east and west on a number of streets within the Borough, resulting from continued development in Northern Bergen County and access to Interstate 287.

6.1.1 1997 – Bogert Road Bridge

Replacement of the county bridge on Bogert Road, over the Saddle River, was completed in 1997. The bridge is 147 feet long with proper width and height to allow proper flow of the river. In addition, the new bridge has a sidewalk for pedestrians to cross safely.

Other than Route 17, the major arterial roads connecting the Borough with adjoining municipalities are primarily County Roads. Connector roads, which connect neighborhoods within the Borough, are indicated on the map.

The pavement widths on the County roads are, in most instances, below the 30-foot width, which is normal for residential streets. This reflects the historical development of these roads. The narrower widths function reasonably well because on-street parking is generally prohibited. At one time, the County proposed a wholesale widening program for the County Roads, but this would have been extremely disruptive to the adjoining residential areas. In any event, a widening to four lanes would not be economically justified in an area such as Ho-Ho-Kus.

To improve safety and traffic flow along Hollywood Avenue, the County installed two additional traffic lights. A four-way traffic light was erected at the intersection of Sheridan Avenue and Hollywood Avenue. A blinker light was installed at West Saddle

River Road and Hollywood Avenue. In 2002, a blinker light was installed at North Franklin Turnpike and Hollywood Avenue.

In 2007 a three-way traffic light was installed at Lloyd Road and Hollywood Avenue by the County. The purpose of this signal was to control pedestrian crossing at the school intersection.

6.2 Traffic Problems and Plans

With the rehabilitation of Zabriskie Park on North Franklin Turnpike, the Board recommends that the commuter walkway be replaced and upgraded was completed in 2017. The improved walkway with enhanced lighting is now more efficient and safer for all who use and maintain it.

The Hollywood Avenue Bridge, over the Saddle River, was open for traffic in 1940, and for years the bridge was subject to major flooding problems. Traffic volume over the bridge has been very heavy for years. As the traffic continues to grow in both volume and weight, it is likely to cause a greater problem. The County has made patch repairs to the approaches, but the bridge needs major upgrading and repairs. The increase in traffic volume makes urgent the need for appropriate upgrading. This roadway between East and West Saddle River Road continues to be seriously eroded by flooding of the Saddle River. Rocks and road bed have been added by the County, but the road is deteriorating at a rapid rate. This bridge problem also has had impact on the Borough's water supply system.

There is a small traffic triangle at the junction of two county roads, East Saddle River Road and Wearimus Road. The triangle was formed by a series of large trees growing in the center of the roadway. The trees have been removed; a small traffic triangle was constructed. This intersection still remains very dangerous. The triangle was not constructed with the motorist in mind. The Board recommends that the Borough meet with the County and arrange for professional traffic engineers to redesign this intersection as soon as possible.

The intersection at Warren Avenue and Elmwood Avenue has been improved by the addition of more signage and stripping on Elmwood Avenue that increases the warning that there is a stop at the intersection.

Although the Borough restricts truck traffic on Hollywood Avenue west to North Franklin Turnpike, the traffic and accident level is still high. The county has installed a blinking light and left turns have been restricted at certain times in the day. Additional restrictions or options that might reduce the number of accidents should be considered. The hours that left hand turns are restricted should be extended. (from 9AM to 10AM and 5PM to 6PM). The lettering and symbols of existing signs should be enlarged.

The Board recommends no left turn, southbound, from Franklin Turnpike onto Hollywood Avenue twenty-four hours a day for trucks, buses and trailer traffic. Truck and trailer equipped vehicles are unable to safely make this turn.

The Board recommends no left turn, westbound, out of Orvil Court. Vehicles turning left interfere with the flow of northbound Sheridan Avenue traffic. The exiting driver has trouble adjusting for the traffic light at Franklin Turnpike.

Although speed tables were initially installed on the straight portions of Powderhorn Road along with the modification of the road configuration of the westerly intersection at Timberline Road, these were subsequently removed when the road was repaved in 2016.

Stop signs have also been placed at both Timberline intersections of Powderhorn Road.

The Board recommends that the following additional steps be taken to protect the residents on Powderhorn Road: all buses, trailer equipped vehicles, and commercial vehicles should not be permitted in either direction, except for those trucks serving residents living in this neighborhood.

Traffic congestion at the Lloyd Road School is a problem prior to school starting time. In good weather the problem covers a period of ten to fifteen minutes. During inclement weather, the problem escalates considerably, resulting in traffic backups on Hollywood Avenue. The problem repeats itself in the afternoon when school is closing. The school has established staggered drop off and pick up times for parents to assist in traffic flow problems. The Lloyd/Hollywood intersection has been redesigned. Part of the redesign included the addition of a traffic light. The intersection was reconfigured to accommodate the school traffic. The sidewalk on the west side of Lloyd Road was fully extended to connect from Hollywood Avenue to Warren Avenue in the summer of 2007.

The Board recommends that the Borough prohibit commuter parking on Lloyd Road near Hollywood Avenue. Currently, several commuters park on the east side of Lloyd Road near Hollywood Avenue. This causes additional traffic problems and limits access for emergency vehicles to turn onto Lloyd Road.

The Borough and the Village of Ridgewood must coordinate efforts to improve access between their municipal facilities and properties east of Route 17. Currently all traffic is now directed to the Hollywood Avenue overpass, putting stress on area roads and creating serious traffic and safety problems. Children attending the Lloyd Road School use the same intersection to cross. Emergency services have one access to the east side. This sometimes includes the Village of Ridgewood. The need for improved design of the intersection at Race Track Road or Franklin Turnpike is required. The lack of an adequate and proper east-west crossing of Route 17 was created by the Department of Transportation closing of Race Track Road on the border of Ridgewood and Ho-Ho-Kus.

Where the Borough-owned roads of West Saddle River Road and Bogert Road meet is a large triangle. This triangle has steep slopes, vegetated, and a narrow one lane to the north and is in a flood plain and wetlands. In order to protect the integrity of the triangle and provide a sufficient line of sight for motorists, the area and roadway were upgraded in 2008.

In 2005, pedestrian crossing signs were placed at major crossings. These signs continue to be placed in the middle of the road to remind drivers that it is the law to stop for pedestrians in crosswalks.

There have been many improvements to curbing where needed and the installation of handicap ramps at intersections. The road striping has recently been upgraded with highly reflective paint. Road signage has also been improved with the application of reflective material. In the business district, the pedestrian crosswalks with color scored concrete bricks have seriously faded. They need to be recoated and brightened.

The general increase in traffic and traffic mishaps is an area-wide issue. Even the finest planning and diligent policing practices cannot overcome the increased inattentiveness, incompetence and poor driving habits of the driving public.

The noise walls on the southbound lane, of Route 17, south of Hollywood Avenue, have no protection. The Borough should request the state DOT to install guardrails for safety of drivers and the residents. Because the area is unprotected, the walls have been damaged by several motor vehicles.

The Board had previously recommended the placement of flood elevation markers in the lowest area of Hollywood Avenue. This was done at Hollywood Avenue as well as Bogart Road. Unfortunately, they were washed away in 2012 and need replacement. The Board recommends the Borough contact the County to replace the flood elevation markers on these two roads.

Although some roadwork has been done to improve the ingress to Hollywood Avenue from Route 17 northbound, with turn lane extended rumble strips added and signs updated, this exit still experiences traffic safety problems. The present signage is inadequate. A driver heading north on Route 17, at 55 miles per hour, has eight seconds to change lanes and make the turn. The Board recommends that the municipality require the Department of Transportation to install proper notification signs as it has done for Waldwick and Ridgewood interchanges. Notification signs should be placed a half mile and a mile before Hollywood Avenue. U-turn signs posted in Ridgewood should also be removed. The Borough and State agreement did not provide for u turns at Hollywood Avenue.

The Board recommends that the Borough and Board of Education purchase the property at 1 Rich Court and 702 Hollywood Avenue. The property would be owned by the Board of Education for improving ingress to the school and for parking and for the widening of Lloyd Road.

Three County thoroughfares, Franklin Turnpike, Maple Avenue and Sheridan Avenue, meet in the middle of the central business district. Because of the unusual road alignment, traffic and pedestrian safety is always at risk. This problem has been exacerbated by the increase of motor vehicle traffic and regional road changes. Pedestrian and auto traffic have difficulty in maneuvering this interchange. The traffic signal system is inappropriate for today's traffic. There is no signal system for pedestrians. The Board recommends creating crosswalks with textured pavement for pedestrians. A pedestrian crossing control system and street signage would go a long way in providing safety. The new traffic light signal system must be designed to accommodate generator power. The current system has a backup power connector. The new traffic light signal system generator would be under the control of the Ho- Ho-Kus Police and DPW. Emergency fueling would be handled by Ho -Ho-Kus O.E.M. In addition, appropriate street lighting designed by Public Service and Gas, must be installed. Replace existing concrete curbing with granite block curb. Replace concrete sidewalk with color scored concrete sidewalks. Two non-illuminated bollards should be installed in front of the Ho-Ho-Kus Inn crosswalk on the Franklin Turnpike side. All site plan applicants, in the business district, will be required to participate in the upgrading of crosswalks, lighting and sidewalks that their property

impacts.

In 2019 the County made major repairs and upgrades to Race Track Road, North Franklin Turnpike and East Franklin Turnpike. This work included improvements to the curbing and the installation of handicap ramps at all the crossings and intersections.

The recommendation to install a backup power generator to the Sheridan Avenue/Hollywood Avenue interchange traffic light, was completed. The Borough and the County finished the project in 2018. The Borough has control of the generator connections during all power outages.

In 2019 the County did major upgrades and paving to North and East Franklin Turnpike. The County addressed the Borough's request to move the stop line marking for the traffic light at North Franklin Turnpike (east bound lane). Moving the stop line a few feet back allows for safer conditions from the Sheridan Avenue intersection.

6.2.1 First Street Traffic Light

The Board recommends a traffic light be installed at First Street and N. Maple Avenue. Ingress and egress from First Street have become a major safety problem for drivers and pedestrians. The traffic volume is expected to increase in late 2020 and 2021.

An apartment complex has been approved on the east end of First Street. This facility contains retail and a total of 67 apartments.

The New Jersey Department of Transportation, Railroad Division, will be changing the direction of traffic from upper Ridgewood. The traffic will be directed one way down the Ho-Ho-Kus hill. Commuters to the Ho-Ho-Kus train station will egress down First Street to N. Maple Avenue.

An affordable housing complex of 13 units will be constructed from 2020-2021 a block from First Street and N. Maple Avenue.

The traffic light must be under the control of the Ho-Ho-Kus Police Department, DPW and OEM in order to provide emergency fuel to the traffic light generator during power failures. (Other traffic lights in the Borough are serviced in this manner.)

The traffic light must be electronically connected to the Maple Avenue Bridge traffic light in order to properly control the traffic flow on North Maple Avenue.

6.2.2 Maple Street Bridge

Bergen County has introduced an ordinance to appropriate funds for the replacement of various bridges, including the Maple Avenue Bridge over the Ho-Ho-Kus Brook. Work on the project has been delayed almost thirty years. The Bridge was further impacted by hurricane Floyd in September 1999. Additional damage was done to the Borough's utilities on and under the Bridge. FEMA money was provided for the system repair. As of 2013 no work has been done. The Board recommends that the Borough and with its engineer address this problem with the County. This is a safety issue for pedestrians, motor vehicles emergency services and a couple of businesses on the downstream side. For additional details, please see Historic Section 11.2.19.

6.3 Parking Problems

The parking areas that are the most congested are Sheridan Avenue, North Maple Avenue, Orvil Court, and Sycamore Avenue. Parking spaces available in front of stores are often limited and are frequently taken by the employees. Customers who cannot find proper parking spaces either double park or park in restricted areas causing traffic problems.

Solutions are:

- A. Employees of stores should be encouraged to use the municipal parking lot.
- B. Police patrols should be increased to ticket vehicles that exceed the parking time limit.
- C. Parking time limits on Orvil Court and Sycamore Avenue should be changed from 3 hours to 2 hours from 8 a.m. to 6 p.m. except Sundays and holidays. The Borough should purchase property whenever it becomes available to increase the availability of public parking in critical areas.

6.4 Public Transportation

The Secaucus Junction (completed in 2004) allows Borough residents direct rail service to the Northeast corridor (Amtrak), rail connection to Newark Liberty International Airport, service to Pennsylvania Station, New York and access to the Meadowlands Sports Complex and the upcoming shopping and entertainment center. In addition, this connection allows residents access to all other Jersey rail transit lines.

The Secaucus Rail Station is expected to increase ridership by 10 percent, according to New Jersey Transit Rail. If this occurs, the Borough should consider restricting parking to Ho-Ho-Kus residents. New Jersey Transit Rail no longer expressed interest in adding a one level addition to the current parking facility.

The commuter parking lot adjoining the railroad station includes 85 permit parking spaces restricted to residents of the Borough, plus 145 metered spaces open to all commuters. Demand for the permit parking spaces is at capacity. There is no proposal for the expansion of this facility. The DPW upgraded the parking meter collection system at the railroad station in the fall of 2013. The new kiosk system is more user friendly. It also allows for payment via cell phone as well as bills or coins.

Bus service provided by the US Coach Lines to midtown Manhattan is very good; service to intermediate points such as Route 17 Paramus, is excellent as well. There is hourly service on Route 17, plus more frequent service at rush hours. There is a bus stop at Hollywood Avenue and Route 17 (north and south bound). US Coach Line also services the park and ride facility in Ridgewood located on the south bound lane.

In 1987, the State constructed a Park and Ride Facility on south-bound Route 17 in Ridgewood, just south of Race Track Road. However, demand exceeds capacity as it is nearly impossible to obtain parking after the morning rush hour. Bus and limousine services to area airports are provided by a shuttle company. Parking for persons using these services is available.

The area still lacks public transportation between towns. The park and ride facility does not address the issue.

7.0 COMMUNITY FACILITIES

7.1 Introduction

This section of the Master Plan includes a review, evaluation and history of public facilities, departments, schools, parks, recreation, semi-public facilities and utilities. The accompanying map identifies the above locations. While Ho-Ho-Kus provides an excellent range of community services for its present population, vacant land for future expansion is practically non-existent.

7.2 Public Facilities

7.2.1 Ambulance and Rescue Squad

The Ho-Ho-Kus Memorial Volunteer Ambulance Corps was incorporated in September 1955 under the auspices of the local Veterans of Foreign Wars Post 192.

Through the years the Corps has had three locations. First, the V.F.W building on Cliff Street 1955 to 1962; second, the old firehouse on East Franklin Turnpike from 1962 to 1983; in 1983 the Corps moved to its present location, 55 Sycamore Avenue (east end of Borough Hall).

In the spring of 2012, the interior of the Ambulance Corps Building was renovated. This was accomplished by the members and a series of contractors. The funding for this extensive project came from donations and a fund drive.

The rooms were cleaned, resealed and painted. The kitchen was completely renovated and new energy efficient equipment installed. The meeting room floor was replaced.

The primary function of the Ambulance Corps is to provide emergency medical services to the people of Ho-Ho-Kus. Members are trained to New Jersey State Standards, are required to pass state tests, and are certified by the State Department of Health. The

training, testing

and certification include such areas as first aid, cardiopulmonary resuscitation (CPR), emergency child birth, and extrication from motor vehicle accidents. Members also undergo supplemental training in other areas beyond those mandated by the state, such as, rope rescue, rappelling, pediatrics emergency care, and NJ transit emergency response.

The Corps has two fully equipped ambulances and one Six Wheel Polaris Rescue Utility Vehicle for BLS (Basic Life Support) and rescue. The Corps membership levels are broken-down into the following categories; 4 First Responders, 2 Driver/Lifters, 8 EMT's that also are Driver/Lifters, and 11 EMT's. The Corps has divided their members into crews that provide twenty-four hours, seven days a week, three hundred sixty five days yearly coverage to our residents. Many members donate over 100 hours a year of their time to helping provide this coverage.

In addition, the Members maintain a stock of durable medical equipment, such as crutches, walkers, wheelchairs, and other medical health care equipment that is available to all residents at no charge.

The Corps is a member of the 20th District New Jersey State First Aid Council that unites 16 neighboring towns into a mutual aid group. This group enables each town to provide backup coverage to each other when additional equipment and services are needed. This valuable agreement provides our residents with the security that they will at all times be able to be provided free BLS care.

In 2002, the Borough of Ho-Ho-Kus enacted a Volunteer Incentive Program for the certified emergency services Ambulance Corps members in order to encourage new membership and provide retention at all volunteer levels required to provide BLS service in the town.

The Ambulance Corps was established as a Borough Department under Chapter 3 of the Borough Code in 2004.

The Ambulance Corp is currently comprised of 21 active members. Three are part time and 18 are fulltime. Of the fulltime we have 5 driver/lifters and 13 EMTs to cover day and night 7 days a week, 52 weeks a year. Each squad is made up of a Driver/Lifter, an EMT Crew Chief, and an EMT. Shifts are broken down to 5 squads assigned to on of the following nights (Sunday, Monday, Tuesday, Wednesday, and Thursday) the shifts are 6 pm to 6 am. Each squad also covers every 5th weekend (Friday 6 pm to Sunday 6 pm) as part of their assignment. Active Borough employees from DPW and Borough Hall are drivers and EMT's cover the daytime Monday through Friday 6 am to 6 pm. We have a Shooter Task Force that has completed TCCC, TECC, and Rescue Task Force training classes. All 6 members are outfitted with ballistic protection and mass casualty jump bags as well as equipment on their vests. We are continuing to recruit new members for all positions and provide free training for drivers and EMT's. The backbone of a volunteer organization is the ability to attract and retain residents that want to give back. We continue to reach out and search for residences.

The Ambulance Corps has its own website and twitter account.

HHKVAC.org

7.2.2 Construction Department/Planning Board/Board of Adjustment and Zoning Official Offices

The above offices were merged in January, 2015. The Construction Department is located on the second floor of the Borough Hall, 333 Warren Avenue. It is staffed with a Technical Assistant who co-ordinates the work of the various inspectors and Sub-code officials with applicants. The Technical Assistant also processes the needs of the Zoning Official and Borough Engineer. The Technical Assistant is also the Board Secretary for both Land Use Boards of the Borough. Additional staff include Construction Official/Building Sub-code Official, Zoning Official, Building Inspector, Plumbing/Mechanical Sub-code Official, Plumbing/Mechanical Inspector, Electrical Sub-code Official, Electrical Inspector, and Fire Sub-code Official and Fire Inspector.

The Construction Department has its own separate software package, with state licensing approval. Recording of various permit applications, from inception of the application through the completion process, is the main function of this system. This software package is also used to record work completed and work yet to be completed, regarding necessary inspections which are the responsibility of the Construction Department.

The software is used to track building projects by block and lot and to manage fee schedules which are used to calculate fees for building permits and transmit financial summaries and monthly reports to the Department of Community Affairs (DCA).

There are three PC terminals in the combined departments. One is used by the TA/Board Secretary, which has the Mitchell Humphrey software for both construction and residential zoning permits. The Construction Official has a terminal also with the same Mitchell Humphrey software. The last terminal is for use by the sub-code officials and inspectors, but does not contain permitting software.

The Construction Department operates under the New Jersey Uniform Construction Code. The NJ Department of Community Affairs, Division of Codes and Standards, can be accessed by the following link <https://www.nj.gov/dca/divisions/codes/>.

7.2.3 Department of Public Works

In the early days of the Borough, the dirt roads and a few paved ones were maintained by the "Road Master" who was usually a volunteer resident.

Ho-Ho-Kus hired its first full-time Street Department employee in 1930, and by the early 1940's a small brick building was constructed on the west end of Hollywood Avenue by the Department. Additions to the building happened as the Road Department responsibilities expanded.

The Department of Public Works, as we now know it, was officially established in 1970. Currently, the D.P.W. is located in a modern two-story facility built in 1993 on the old Street Department building site. It consists of administrative offices, storage areas and an equipment maintenance garage with a fueling station across the street.

In 1988 the D.P.W. designed and developed the Recycling Center across from its headquarters (see Recycling Element 10.0).

The DPW is responsible for the maintenance and cleaning of 19.2 miles of streets within the town. They also maintain Borough buildings, parks, Borough sidewalks, storm drains, sanitary sewers (see utilities element), shade trees under the direction of the Shade Tree Commission, snow removal, water service (see utilities element), and recycling (see recycling element).

The DPW upgraded the parking meter collection system at the railroad station in the fall of 2013. The new kiosk system is more user friendly. It also allows for payment via cell phone as well as bills or coins.

The department completed the replacement of all street corner signs in 2016. Federal law required that these signs be changed to a larger size.

DPW information appears within the Borough's website. The purpose is to provide residents information on the services the DPW provides, along with practical information regarding the utilities they are serving.

Specialized software is used for monitoring and recording maintenance of the town motor pool. The application tracks mileage as well as service details, and is used to generate internal reports for use by DPW mechanics. The fuel pumps and tanks at the DPW garage are monitored by a system called "Gas Boy" tied in to the desktop computers at DPW. Alarms for overflow and spill would precipitate an alert inside building, as well as an external strobe and alarm outside the building.

DPW radio communications equipment was purchased within the last ten years. Communications are connected to a fibre loop within the Borough. DPW converted all well houses and water tank level alerting into that same loop in 2018. Sewer alerting was completed in 2019. Alert notifications are communicated faster and more safely into a secure computer terminal at DPW. No pagers are being used. Staff may use a personal cell phone; however, there is no automated alerting being transmitted to those cell phones.

The department has six desktop computers and four printers. DPW performs routine data backups on their server. The data on Borough networked PCs at the DPW building is backed up and data sent to the town server.

DPW performs routine data backups on their server. The data on borough networked PC's at the DPW building is backed up and data sent to the town server.

Under the new storm water management guidelines, issued by the New Jersey

Department of Environmental Protection, all the Department of Public Works Road Equipment must be washed off after operation. The rinse water must be collected, cleaned of contaminants, by passing through an oil water separator, and be pH neutral before discharge. This system has been in operation since February 2009.

In 2019 a program was undertaken to upgrade security issues at Borough buildings and utilities properties.

The DPW has its own Facebook page at: www.facebook.com/pages/Ho-Ho-Kus-DPW/

7.2.4 Fire Department

In 1911 the Ho-Ho-Kus Volunteer Fire Department was organized. It had one hand-drawn rig and was set up in the Borough Hall on East Franklin Turnpike where it had a two-bay garage and a meeting room above. In 1939, with the need for more equipment, an additional bay and storage area was added.

The Department moved to its present location on Sheridan Avenue in 1962. This firehouse has three bay areas, shops, a radio room, storage area and large meeting room. In 1993 the building was modernized to provide additional office space and to bring it up to State and Federal Code. In order to remove diesel fumes from the bays, an exhaust system was installed in 1995.

The Department presently operates three "Class A" pumpers; each is rated at 1,500 gallons per minute. A KME fire rescue truck was added in 2003. An older 1980 MAC pumper rated at 1,000 GPM, which operated in reserve status as Company 2, was replaced in 2007 with a new KME pumper truck. A 75 foot LTI Ladder Truck, put in service in 1994, was replaced in 2018 with a new 109-foot KME Ladder Truck. The borough's 1937 Ahrens-Fox fire truck was retired and is maintained for ceremonial occasions as an official historical artifact of the Department.

In the fall of 2013, the existing building generator was replaced after 30 years of service. The Building's original boiler was also replaced.

The Fire Department is completely computerized. A fully customizable desktop and tablet cloud-based software program called CODES was implemented in 2019 as a replacement for Fire Programs. CODES is utilized for incident reporting, maintaining personnel and training records, equipment and apparatus documentation, calculating percentages and statistics, and much more.

The Fire Department uses a digital signage software program called Rise Vision to display CODES data and Department activities in the firehouse. There are two displays in the firehouse (one on each floor).

The Fire Department launched a mobile field application in 2017 called IamResponding ("IAR") which facilitates pre-arrival information including auto-mapping and population of response and location data, at the time of dispatch. Primarily utilized as a messaging

application, the software delivers the ability to map fire hydrants, water mains, truss roof locations, unique hazards, etc. This system interfaces with the PD Lawsoft CAD and is dispatched by clicking on the icons located on the PD CAD screen. Clicking these icons sends the information contained in the CAD to the Fire Department's computers, tablets and mobile devices.

The Fire Department participates in a State data collection program called NFIRS (National Fire Incident Reporting System.) Critical pieces of information from every call are entered to create a census of incidents. For example, a spate of dishwasher fires ... NFIRS is able to track make, model, and manufacturer to survey similarities throughout the country. NFIRS can interface and track the cause and origin of every fire.

The Fire Department interfaces with the Borough network and VOIP (Voice Over Internet Protocol) phone system. It has multiple PC workstations and operates two fire dispatch consoles. The Department manages various communication platforms including a G Suite for non-profits account. The Firehouse maintains a router and four access points providing enhanced Wi-Fi coverage and speed.

In 2019, the Fire department received approval from the County of Bergen to operate on the Bergen County PSOC System (Phase 1 P25 trunked radio system). The Department has purchased 21 all-band portable and mobile radios, which allows it to operate on the Bergen County PSOC System as well as maintain interoperability with local, county and state resources.

The Fire Department uses a combination of Fire Command and Fireground channels:
Response 4 (Fire Command)
Response 1 (Fire Command)
Operations 1 (Fireground)

Fire Command traffic is between the Police Desk, Fire Desk, Apparatus and Command.

Fireground traffic is on the scene of the incident. It is separate from Command traffic. This structure maintains optimal communication during an incident and eliminates the risk of a complete exterior communication failure.

The Fire Department utilizes Crash Recovery System software to assist in pinpointing and deactivating potential hazards within a vehicle involved in a motor vehicle accident. When the Fire Department enters the vehicle license plate into the database it accesses detailed diagrams of the vehicle.

The Fire Department operates 6 Apple iPad's using FirstNet LTE. The Borough signed onto FN in 2019 and is in the process of transitioning remaining Verizon LTE devices over to FN as their contracts expire.

The Fire Department uses a system called eDispatches to capture and send dispatch audio to members' mobile devices in the form of text message, app push notification or even phone call, at the time of dispatch.

With the use of Nixel and social media, authorized Borough OEM, Fire Department, Police Department, DPW, and school officials can apply emergency messages utilizing customized distribution lists town wide or to selected businesses and local neighborhoods. The Police Department maintains the database for residents. The software works with a recording or typed message, then prompts a distribution list. It has rapid dial out capability over multiple line (100+) for swift distribution within minutes and it can target selected audiences within specific neighborhoods in an emergency.

The Fire Department is 100% volunteer. It is comprised of senior members and junior members (16 to 18 years of age). As of 2020, the Department has 68 members:

42 'Active', 3 'Probationary', 8 'Inactive/Life', 2 'Honorary' and 13 'Junior' Additionally, the Department has a Chaplain and two positions appointed by the Mayor – Commissioner and Deputy Commissioner.

In 2002, the Borough of Ho-Ho-Kus enacted a Volunteer Incentive Program (VIP) for Fire Department members in order to encourage new membership and retain current ones. The program was revised in 2011 to include elevated requirement levels.

Members are encouraged to attain EMR First Responder certification. The Department currently has 16 medically trained members recognized by the Borough Medical Director that operate under the direction of the Ho-Ho-Kus EMS: 9 certified as EMR (Emergency Medical Responder), 6 as EMT (Emergency Medical Technician) and 1 as LEFR (Law Enforcement First Responder).

The Fire Department has its own website and social media account:

<http://www.hhkfire.com>

<http://www.facebook.com/HHKFD>

7.2.5 Office of Emergency Management

The Borough's Office of Emergency Management (OEM) is comprised of the Local Emergency Management Council (LEMC) consisting of a team of fifteen key local emergency representatives (community wide) including Borough Council, Police, Fire, EMS, School, DPW, Health, Church, and the private sector. This team meets monthly to review topics associated with emergency planning preparedness (including lock down drill, evacuation drills, contagion response, hurricane preparedness, etc.). Plans are routinely updated in its Emergency Operations Plan (EOP) which is comprised of fifteen sections, one for each of the leads.

The active LEMC evolved following Hurricane Floyd in 1999 where town was left with virtually no means of communications to critical sectors. This event raised awareness that emergency planning measures needed to be strengthened. OEM subsequently developed a plan to improve communications. This led to the acquisition of new radios, a dedicated OEM radio channel, and improved PD/FD communications. Multiple Zetron consoles were linked offering redundancy between the EOC/OEM Op Center, Police and Fire in

the Borough Hall. The Borough also has supplied cell phones to key personnel and all department heads. Emergency communications are now coordinated with the County through its online web site called WEBEOC. Critical notifications and reports can be updated and shared County wide on this site.

The All Purpose Room at Ho-Ho-Kus School had been designated an OEM shelter. It became a vital community resource in 2012 in the aftermath of Hurricane Sandy. OEM had an emergency diesel powered generator installed adjacent to the Multi-Purpose Room wing which supports electricity for lights, heating, cooling, and bathrooms. The generator has its own transfer switch which tests itself once a week.

FEMA requires a County Disaster Mitigation Plan. The Borough's OEM plans have been on file at the County and FEMA. This year, 2019, the plan was updated and expanded to meet new FEMA and State requirements. The updated plan is filed with the County and FEMA.

The back up generator for the Hollywood Avenue and Sheridan Avenue traffic light, recommended by the OEM, was installed in 2018. The operation of the generator is under the control of the Borough.

The Fire Department has its own generator since the mid-80's. It was upgraded and replaced in 2015. The Borough Hall generator supports the Police Department and town offices. Each kicks in automatically whenever they sense a power drop off.

The Community Emergency Response Team (CERT), established in 2005, constitutes a separate community volunteer group. OEM, FD, and PD have power to activate the group if needed. The program educates people about disaster preparedness for hazards that may impact their area and trains them in basic disaster response skills, such as fire safety, light search and rescue, team organization, and disaster medical operations. Using the training learned in the classroom and during exercises, CERT members can assist others in their neighborhood or workplace following an event when professional responders are not immediately available to help. CERT members are also encouraged to support emergency response agencies by taking a more active role in emergency preparedness projects. The Ho-Ho-Kus CERT group is one of only a handful of the groups in Bergen County and participates in local, county, as well as, regional drills and events. The Ho-Ho-Kus CERT organization has been recognized with the Presidential Volunteer Service Award for its work.

Since 2016, CERT has participated with the BC RACES RADIO NET. The BC-RACES is a County wide network of Ham Radio operators. Licensed CERT personnel use FCC authorized two-way amateur radio frequencies as the alternative communications made for the Ho-Ho-Kus OEM operations center in case of emergency. The Borough has an emergency radio authorized by the FCC to operate using the call sign of W2HHK. This system is tested on a weekly basis.

/CERT has a fully equipped motorized pickup vehicle at its disposal. In addition, there are two trailers operated by CERT. The trailers contain various supplies and equipment to

handle most emergency support functions. The CERT team is the active force with vehicles. CERT maintains a storage building for its equipment adjacent to the DPW offices and motor pool.

The Ho-Ho-Kus CERT web address is www.Ho-Ho-KusCERT.org.

7.2.6 Police Department

The origin of the Police Department dates back to 1905, when a part-time marshal was hired to provide services when required. After the borough was incorporated in 1908, a full-time office was needed. A formal Police Department was organized in 1920 with its location being in the first schoolhouse on East Franklin Turnpike. The growing Police Department moved to its new facility in the Borough Hall at Sycamore Avenue and Warren Avenue in 1983.

The Department currently includes sixteen full-time officers: a chief, a captain, four sergeants and ten patrol officers. Additionally, there are four full-time civilian dispatchers, a few part-time dispatchers and seven crossing guards. There are eight radio patrol cars—five marked and three unmarked. Two bicycles are available for police patrols in the Business District, at the public school and at special events. In 2005 a motorcycle was added to the fleet (in 1926 the Council purchased a used motorcycle with a sidecar so that the police officer could patrol more efficiently). The Department may need to add extra officers when housing projects are completed.

The “Enhanced 9-1-1 Emergency System” has been in operation since March 1995. The radio communication system incurred problems during tropical storm Floyd in 1999 when it was drowned out by communications from neighboring municipalities and a full radio up-grade resolved the problem. The Borough has renewed its FCC license to use frequency 158.94. The Police Department, Department of Public Works, Fire Department and Volunteer Ambulance Corps will also use the higher band frequency.

The Police Department has the software ability to interface through the Internet with the State of NJ Information System to cross-check any criminal activities. Also, the public can now pay traffic tickets to the Municipal Court on line using personal credit cards.

The specifics of the computer system of the Police Department are kept on file at the Police Department.

The front desk at the PD has two dispatching workstations. There also are computer workstations in the office of the Chief and the office of the Captain, as well as the detective’s office upstairs, the fingerprint room and the booking room. The borough provides the computer terminals and they are maintained by contract with an outside vendor. The CJIS terminals are provided and maintained by the Bergen County Prosecutor’s Office. The Chief has his own printer. All other terminals are connected to a heavy-duty color printer maintained by an outside vendor.

There are two Zetron Communication systems at the front desk dispatch stations (one

serves as a back-up) with identical capabilities. The Police Department, Fire Department, Office of Emergency Management, Department of Public Works and the EMS are linked by the same radio frequency. It can be switched to the Boroughs of Waldwick, Saddle River, Midland Park or the State Police Emergency Network (SPEN).

The borough's Early Warning Lightning Detection System alarms are connected directly to the dispatch desk so that the PD may dispatch vehicles to the municipality's playing fields if desired.

There is a telephone voice recording system whereby all incoming calls are recorded on a DVD. Such calls can be retrieved on a terminal and then replayed. All voice messages are copied to a hard drive and then burned to DVDs and archived on site according to guidelines.

A digital phone system was installed when the borough upgraded its equipment. The PD has a dedicated number, but the system also is on the same phone switch/server as the borough and may be contacted through the borough's main phone number. There are back-up analog phones linked directed to the FD and EMS. There also is a back-up line for the digital service (should the main switch drop, the front desk will be alerted). There is a large overhead video screen terminal at the front desk. The Borough has various surveillance equipment monitoring and protect its facilities.

Additional computer systems include the Track System which is a statewide bulletin system whereby a picture can be scanned-in and sent statewide for alerts (e.g. amber alerts). Another server is tied to the new kiosk parking system at the NJ Transit train lot. It provides real time reports for parking enforcement purposes (i.e. who has paid and who has not). Although these systems are on universal power supply back-up, Borough Hall has its own generator that starts automatically should there be a power failure.

The 9-1-1 Console (Swift Reach—Reverse 9-1-1) is not computer specific. Assigned individuals within the borough can distribute town-wide messages if necessary (including the Mayor, PD Chief, FD Chief, Borough Administrator, DPW Superintendent and the School Superintendent). Municipal-wide residential and business phone numbers were assembled from initial phone records and new numbers are continually being added to the database included cell phone numbers.

The PD's booking/interview room technology includes an ALCO Test machine (breathalyzer) and a MorphoTrak fingerprint scanning machine. Prints are automatically scanned and digitized together with a mug shot, then saved and transmitted directly to the State Police. Officers can print a copy themselves for the arrest folder. The interview room has digital audio and video recording equipment which is required by the State (remote cameras and microphones in the ceiling). Interviews are recorded and burned into DVDs, then archived according to guidelines.

Mobile radios (in police vehicles) run off a repeater system (signal amplifier) that provides town-wide coverage. Vehicles can receive information on a computer running on a system

called DATAMAX via a mobile air card. This system can access CJIS and retrieve information remotely. BCPO supports the mobile computers. Each car has digital audio and video recording systems (Panasonic Arbitrator System) that replaced an older VHS system. Whenever police cars pass Borough Hall the mobile computer automatically uploads information and time-stamps it, via wireless signal, to a server in the detective's room. These files, burned to DVDs, can then be used as discovery evidence later. The video system and the officer's remote pocket microphone are turned on when a vehicle's alert lights are activated. Everything is recorded, including a 30-second preview snip prior to the actual stop as well.

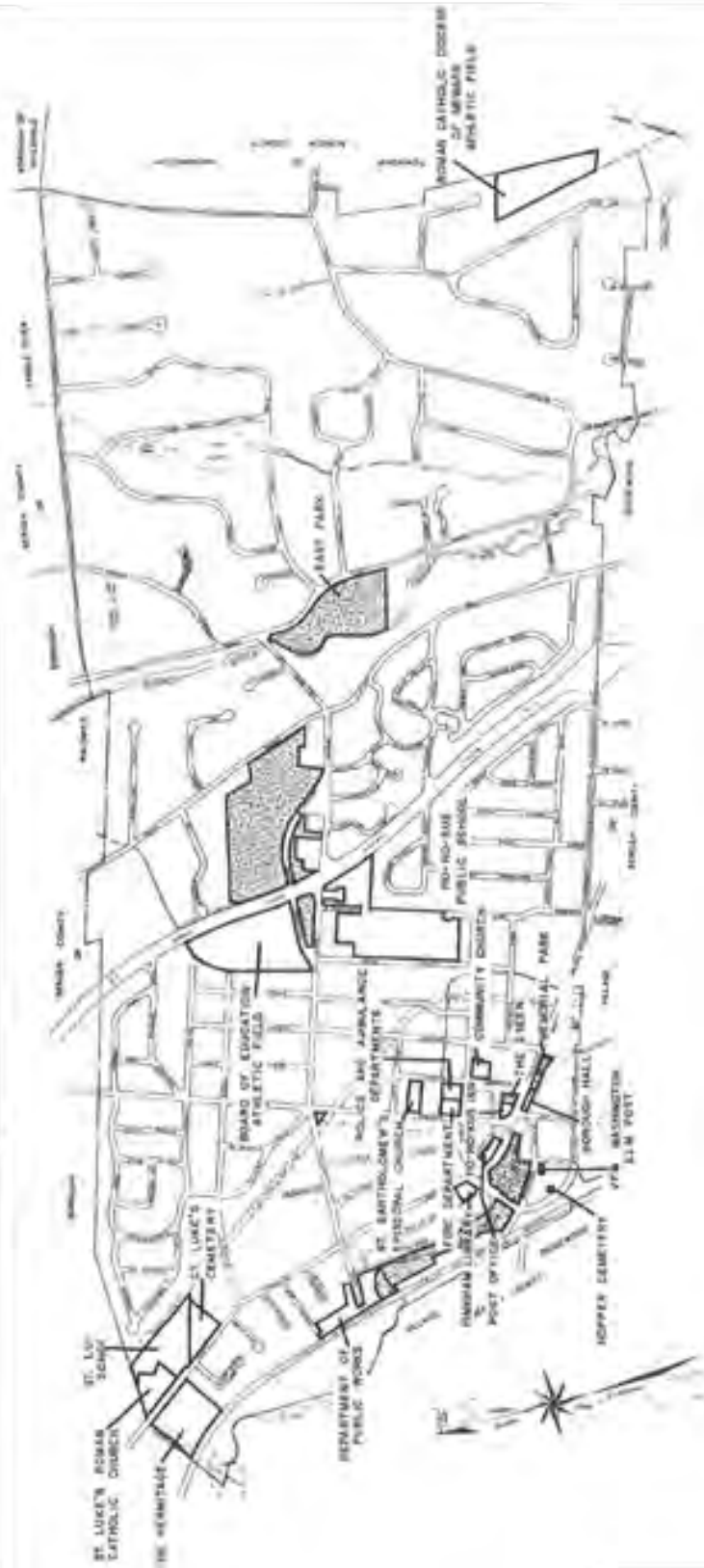
The Department's first *Automatic License Plate Reader (ALPR)* will soon be installed in one of the police vehicles. While the vehicle is moving, the system performs a constant "side scan" of passing or parked vehicles searching for "wanted" vehicles or persons. When recognition occurs, an alert appears on the car's mobile computer and the officer can confirm the information through the CJIS.

Sixteen portable police radios (some older than 14 years) will soon be replaced by the most modern type of portable communications systems.

The latest in electronic policing—the "*E-Ticket*"—will soon be used by the Ho-Ho-Kus Police Department. Using electronic equipment in the patrol car that is connected directly to a computer in the municipal court, a police officer can "swipe" a traffic violator's driver's license (similar to swiping a credit card when making a purchase at a store). Using a keyboard, the officer then adds the violation description and applies an electronic signature. A ticket will automatically be printed on the spot and given to the violator. Meanwhile, all of this information is being sent directly to both the municipal court of the borough and the NJ State MVC. The electronic "*E-Ticket*" system is both efficient and cost-effective since it speeds the process, eliminates the need for writing paper copies of forms and tickets, and eliminates the need to print and transport ticket books.

In order to attain the highest standards of police department management, the Ho-Ho-Kus Police Department will seek *Police Department Accreditation* from the State of NJ Association of Chiefs of Police and the Commission on the Accreditation of Law Enforcement Agencies (CALEA). The bid-seeking process was won by The Rodgers Group, LLC, a company comprised of former law enforcement officials and professionals. The company is expert in the training and assisting of a police department in receiving such accreditation. A grant in the amount of \$25,000 was received by Ho-Ho-Kus from the Joint Insurance Fund (JIF) to defray the cost of the accreditation program that will take approximately one year to attain. The various programs provided during the training process include, but are not limited to: vehicular pursuit, dealing with domestic violence situations, detainee transportation, bias based policing, use of force, leadership, off duty behavior, etc.

The Police Department has its own website and twitter account: www.ho-ho-kuspolice.com
twitter.com/HoHoKusPD



COMMUNITY FACILITIES

BOROUGH OF HO-HO-KUS BERGEN COUNTY, NEW JERSEY

DEAN BOORMAN & ASSOCIATES.....CONSULTANTS
1987

PARKS AND PUBLIC OPEN
SPACE AREAS



400 0 400 800 1200
FEET
SCALE IN FEET

7.2.7 Municipal Building

The first Borough Hall was located on East Franklin Turnpike and was formerly the first Ho- Ho- Kus schoolhouse. Over the years the building was altered to also house the police and fire departments. In 1962, the Fire Department moved to newly built quarters on Sheridan Avenue. A new police and ambulance facility were constructed on Sycamore Avenue behind the Fire Department building in 1983. As time passed, Borough Hall out- lived its usefulness. The cost of renovating the structure was prohibitive because it was located in a flood zone, contained asbestos, and required handicapped provisions. Therefore, in 1992, the Borough deemed it prudent to build a new Borough Hall between the Fire House and Police Station locations. The new addition on Warren Avenue completes the Municipal Complex with the Borough Hall in the center, the Fire Department to the West, and the Police and Ambulance Departments on the East. All of the Borough's administration offices are located in this building - the Borough Administrator, Borough Clerk, Treasurer, Tax Collector, Municipal Court, Water Registrar, Solid Waste, Purchasing, Tax Assessor, Construction Department, Board of Health, Planning Board, Board of Adjustment, Recreation Commission, Office of Emergency Management and the Mayor and Council Chambers. Municipal employees in the Administration Building number eight full-time and eleven part-time administrative personnel. In 2019 a program was undertaken to upgrade security issues of Borough Buildings and properties.

7.2.8 Borough Technology

The Borough website, www.ho-ho-kusboro.com/index.htm, debuted in 2000. The original website was constructed to initially be used as a community calendar. Today, this website offers its citizenry a broad range of information and services. Listed on the website currently are numerous activities such as annual meeting schedules for the Zoning and Planning Boards, Mayor's Council meetings, recycling schedules, garbage pickup zone schedules, etc.

Currently, various Borough Municipal Codes are posted on the website, indicating to the resident's regulations and their requirements for various code compliances. The Borough Master Plan is also posted on this site. Ho-Ho-Kus nonprofit organizations are permitted to post upcoming meetings and activities. Additions to the calendar are permitted on a weekly basis.

All Borough Departments have the use of a software notification package commonly described as Reverse 911 (Swiftreach). This software enables the departments to call all residents or sections of the Borough, during Emergency situations such as flooding, animal control, weather related extremes, or Homeland Security issues. Additional notifications and important communications are also shared through the following;

Facebook: www.facebook.com/pages/Ho-Ho-Kus-Borough-NJ

Nixle text 888777 then enter
07423

Facebook will provide more general Borough information on happenings and various community events. **Twitter** will provide general Borough information on happenings and various community events. **Nixle** is an important method of emergency communication to mobile and smart phones. The Borough's website and email blasts also provide Borough information that is current and informative to its residents.

The Ho-Ho-Kus Library has its own software package that interfaces with the Bergen County Co-Operative Library System. This benefit gives residents the ability to request specific books from throughout the United States for delivery to the library. The Library also provides three terminals to the internet for use by all residents, with this cost covered by a grant obtained by the Borough.

Public school technology section will be found in the Public School Element.

7.2.9 Building Code Effectiveness

Through the Building Code Effectiveness Grading Schedule (BCEGS) program, Insurance Services Office (ISO) assigns each municipality a building code effectiveness classification from 1 to 10 for both commercial and residential construction. Insurers and individual policy holders benefit from reduced losses in communities with favorable classifications.

The rating classification for the Borough of Ho-Ho-Kus by ISO is 3 for commercial and 4 for residential.

The lower the class number, the higher the point range.

The point range for Ho-Ho-Kus is 77-85 for commercial and 65-77 for residential.

Please see chart from the ISO website.

Date of review: (final ISO letter after review was done): 9/6/16

How ISO determines the classification

ISO evaluates many criteria, including staffing levels and qualifications of plan reviewers and field inspectors, code adoption and amendment, and the community's commitment to building-code enforcement. We assign each criterion a certain number of points and total the points to arrive at the BCEGS class. The classification table below shows the point range that corresponds to each class.

Classification Table

Class	Point range
1	93.00 – 100.00
2	85.00 – 92.99
3	77.00 – 84.99
4	65.00 – 76.99
5	56.00 – 64.99
6	48.00 – 55.99
7	39.00 – 47.99
8	25.00 – 38.99
9	10.00 – 24.99
10	0.00 – 9.99

Source: Insurance Services Office (ISO) website 2019

7.2.10 Fire Prevention Official Property Maintenance Officer

The Fire Prevention Officer and Property Maintenance Officer responsibilities are handled by one municipal employee.

The Fire Prevention Officer's regular duties consist of enforcement of the State of New Jersey Uniform Fire Code which handles fire investigations, investigation of complaints, public education, regular fire inspections and smoke detector/carbon monoxide compliance.

The purpose of the Property Maintenance Officer to provide for the public health, safety and welfare and to preserve the property value in the Borough.

7.2.11 Ho-Ho-Kus Volunteer Fire Department Ladies Auxiliary

The Ho-Ho-Kus Volunteer Fire Department Ladies Auxiliary was re-established on October 17, 2001. The membership consists of wives and significant others of registered members of the Volunteer Fire Department and averages 20-25 members. (See Woman's Auxiliary, Historic Element 11.2.24 for additional information.)

The mission statement of the organization is to support and promote the goals of the Ho-Ho-Kus Volunteer Fire Department, benefit charitable causes, and to foster the values of Pride, Community, and Family throughout their membership.

In addition to supporting the efforts of the Fire Department, the Ladies Auxiliary conducts various fundraisers throughout the year. These support their Scholarship Fund,

which awards 2 scholarships annually, as well as contributions to various local charities and families in need. During Town emergencies, the Ladies Auxiliary has set up kitchen rotations and provided hot meals to all O.E.M. responders, as well as, homebound residents and those at town shelters.

The Ladies Auxiliary may be found on Facebook at: www.facebook.com/HHKFDLA

7.2.12 Library

In 1924, the Ho-Ho-Kus Woman's Club sponsored an open meeting in order to form the Ho-Ho- Kus Free Public Library Association. A jail cell, intended but never used for female prisoners, housed the first library.

In 1927, Borough officials authorized funds for the library, and in 1930 they purchased a real estate office and relocated the building to East Franklin Turnpike where it became the official Borough Library.

By the summer of 1939 the library underwent major renovations to the exterior and interior of the building. All the rooms were redecorated and painted. The library was reopened to the public in September. The Board of Trustees conducted an open house on October 4th. The Board Members acted as hosts showing the visitors about the upgraded facilities. The date was marked by a formal hanging of a watercolor study of the library in its park like setting.

Two large wings, one on the east and one on the west, were added in 1953. This building, no longer the library, is still owned by the Borough for rental as office or club space.

The current library on the corner of North Franklin Turnpike and Warren Avenue was donated to the Borough by Caroline Mildreth Worth Pinkham and was dedicated as the Worth-Pinkham Memorial Public Library in 1988. The Borough is attempting to obtain full ownership of the property verse perpetuity rights, as was laid out in the original donation.

The Ho-Ho-Kus Library is not attached to the borough computer network, however it does have its own PC system and software package that interfaces with the Bergen County Co- Operative Library System (BCCLS). This benefit gives residents the ability to request specific books from any of 74 member libraries across Northern New Jersey.

BCCLS provides both the hardware and maintenance for the network. The system was last upgraded on 12/12/12, going from former Unicorn system to now Polaris. Polaris is the application used for library look ups, and check in, check out services. The main BCCLS server is located in Hackensack. The next Polaris upgrade is scheduled for 2019 at which time the server will also be relocating to Fair Lawn

There are five administrative desktop computers and one laptop and three client terminals for users. Two printers installed. Users can print to either a network dedicated

laser device at the main desk, or to a WiFi enabled printer.

Client PC users can access the internet, view their account info, perform look ups and request books. Requests are routed to the Cloud which automatically determines where books can be retrieved from the library community and routed to the library.

Sponsored by recent funding from the Ho-Ho-Kus Ladies Auxiliary, twelve new children's tablets are now available to loan to young readers.

Wi-Fi access is available within the library, at no cost to the Borough, by Optimum Online service.

Additionally, the library has an internet service called Overdrive (www.overdrive.com). Users are able to browse the Overdrive site, check out or place a hold on books, and download up to five books, audio books, etc. (free) to their portable devices (e.g. Kindle, Nook, iPad, iPod, iPhone, etc). There is a two-week check out timeframe, after which the reading material is then wiped from the device.

The library also offers a dedicated internet check out service exclusive only to Ho-Ho-Kus residents called "Hoopla". This download service offers residents ebooks, audio books and additional multi-media fare, e.g. movies, TV shows and music.

The library has its own web site and social media sites:

[https:// www.hohokus.bccls.org/](https://www.hohokus.bccls.org/) where news and information is maintained

<https://www.facebook.com/WorthPinkhamML/>

<https://linkkle.com/WorthPinkhamML>

https://www.instagram.com/worthpinkham_ml

Whether with growth and expansion of the existing building, or a future relocation, the library's technology infrastructure will need to be enhanced and expanded accordingly. The Board also highly recommends WiFi service to be expanded to include all major carriers, for the convenience and safety of the public.

With a community survey conducted in July 2019, the majority of respondents were generally positive regarding their perceptions of and experiences with the library. Almost all respondents believed the library to be a very important resource within Ho-Ho-Kus and support its continued existence, as well as its participation in BCCLS.

However, complaints were near uniform in nature and reflected the limitations of the physical building, including its lack of space for programming, collections, and modern technological amenities, and – most overwhelmingly so – its poor access. Even respondents that were pleased with WPML's events and collections criticized the lack of parking and the stairs required to enter the building. This was notable among senior citizens and parents/caregivers of young children. Based on this commentary, it is essential that WPML work to correct these limitations, so it is able to offer the services its community members desire – services which, according to numerous respondents, are already available in most other nearby towns. Various residents indicated a

preference for the Ridgewood, Waldwick and Wyckoff libraries due to their larger and more modern offerings.

The library property being held in perpetuity for the past 25 years is unacceptable. The Library Board is very aware of the short comings at this location, based on such surveys. They are unable to act to correct it due to the lack of progress on the ownership issue. It is recommended that the Council and Library Board meet and draw up a plan of action to solve these issues.

7.2.13 Lightning Detection

In nearby Montvale, 4 children were struck by lightning; two (2) were fatal. The Ho-Ho-Kus Office of Emergency Management (OEM) undertook a study into lightning strikes in Town. The OEM group concluded that there was a need for some form of notification. In the Fall 2009, a fund drive was conducted. Funds were developed along with matching grant. A detection system was purchased in August 2010. The notification part of the system was installed at the North Field and at the School Athletic Field. Signs were installed at all locations explaining the procedures. The police enforce the regulations at the sound of the alarm. The detection part of the system is in Police Headquarters where the events are monitored.

In June 2012 the system was expanded. Additional notification systems were installed at the north side of the School (playground and parking area) with additional strobe light notifications at the school athletic field. Procedure signs were also added.

The Office of Emergency Management notifications:

- Facebook – www.facebook.com/pages/Ho-Ho-Kus-Borough-NJ/368231613266732
- Borough Website – www.ho-ho-kusboro.com
- Swiftreach (Reverse 911) – <http://swift911.swiftreach.com/public/200022/>
- Nixle – text 888777 enter 07423

7.2.14 Railroad Station

The present railroad station on First Street and Brookside Avenue was built in 1908 by a Ho-Ho-Kus resident who was contracted by the Erie Railroad. The Station is a one-story Richardsonian Boulder style building. Unlike most Erie Stations of that period, it consists of two waiting rooms separated by a ticket office with a baggage room on the north end.

By 1911, the road around the station was paved and curbs and sidewalks were installed. Landscaping included grass and shrubs.

In fall of 1923, the Erie Railroad installed fencing around the station. It had a gate to

allow passengers access to the other side. This fence is still in place to prevent improper crossing.

A new concrete building with canopies and a platform was added on the west side by the Erie Railroad Company in 1953 and the Borough took ownership of the Main Station in 1964. Maintenance of the platforms and right-of-way are the responsibility of New Jersey Transit Rail. New Jersey Transit Rail changed the track crossing gates (2002). They designed a new system 100 feet north of the station, and made it automatic, thus eliminating the crossing guard.

The baggage office houses the Borough's audible Fire Alarm System.

The larger waiting room, on the south end, is available for use by various community groups. See “Historic Element 11.2.3” for additional details regarding Ho-Ho-Kus Railroad Stations.

7.3 Shared Services

The Borough of Ho-Ho-Kus has been involved with formalized inter-local Shared Services programs for over fifty years. Prior to this, the Fire and Police Departments were involved in the sharing of services for more than one hundred years.

Currently, the Borough has Shared Service programs with a number of individual municipalities, with the County of Bergen, and with the Northwest Shared Services Group of 13 municipalities. Additionally, the Borough is a member of the NW Bergen Mutual Aid group for Fire, Police and Ambulance.

7.3.1 Shared Service Agreement

- with/County of Bergen: Social Services
- with/Northwest Bergen Shared Services Group: street resurfacing
- with/Waldwick: leaf grinding
- with/Waldwick: transporting ground leaves out of town
- with/Waldwick: Well Baby Clinic (childhood immunizations)
- with/Ridgewood: use of swimming facilities
- with/Ridgewood: Adult Health Clinic (flu shots, blood pressure screening)
- with/Allendale: Municipal Court Administrator
- with/Upper Saddle River: Recreation Department Director
- with/Midland Park: Ho-Ho-Kus supplies gasoline and diesel fuel
- with/Northwest Bergen Regional Health Commission: Health Officer
- with/Paramus: mechanical maintenance for repair of Borough vehicles.
- with/Paramus: Public Safety Answering Point (PSAP) for 9-1-1 calls

The Borough also participates in the State and County Purchase Programs.

7.4 Semi-Public Facilities

7.4.1 Ho-Ho-Kus Inn

The Ho-Ho-Kus Inn, which is listed on the National and State Registers of Historic Places, is located in the middle of the business district on East Franklin Turnpike. It was originally built in 1790 as a private residence for J.J. Zabriskie. In 1890, the mansion served as an inn and remained that way until it was converted to a restaurant.

In order to preserve the landmark, the Borough purchased the property in 1941 and has leased it as a restaurant ever since.

The interior of the building was restored to post- revolutionary décor in 1957. Although the outside had major restoration in 1989, most of the building has survived in its original state. In 1998, the interior was completely renovated. A new exterior canopy, signage, and landscaping was also done at this time.

In 2008 the interior and exterior were heavily renovated. This work also included major structural repairs. A restroom was added on the non- historic side for handicap patrons. The grounds were completely re-landscaped. A driveway was added on the western side. The addition came about because the County wanted an existing circular egress in front eliminated. (See Historic Element for additional details.)

The terms of the lease are as follows:

First term: 10 years February 1, 1999 - January 31, 2008

Second term: 3 successive periods of five years

2/1/08 - 1/31/13

2/1/13 - 1/31/18

2/1/18 - 1/31/23

7.4.2 Houses of Worship

St. Luke's Roman Catholic Church on North Franklin Turnpike was established in 1864. The first church, a mission-type structure with only the barest essentials, provided worship for people all the way from Mahwah to Ho-Ho-Kus. In 1917 the mission building was replaced with a true church building. This church burned to the ground in 1948 and was rebuilt into the present large brick structure in 1950. Major interior renovations were made in 1977.

St. Bartholomew's Episcopal Church on Sheridan Avenue can be traced back to 1903, when it was organized as a mission church by Christ Church of Ridgewood. Its first members met in a private school on Hollywood Avenue called the "Valley School". (The Valley School

House was built in 1870 as a cooperative private school. The building ownership was transferred in 1915 to St. Bartholomew's Church, but it was impossible to obtain a clear title to the property).

In 1930 the church built a parish house on the present Sheridan Avenue property, and in 1948 the Valley School building was physically moved from Hollywood Avenue to Sheridan Avenue in order to connect it to the parish house.

The Community Church began in 1912 holding its services and Sunday school classes in homes and local stores. In late 1914, a small portable church known as the Reformed Church of Ho- Ho-Kus was erected on Sycamore and Warren Avenues. A permanent structure was completed at this location in 1927, and the name was changed to the Community Church of Ho-Ho-Kus in

1937. An extensive renovation and expansion project was completed in 1955. The congregation has provided broad community benefits including general fund raising and hosting Boy Scouts of America events among others.

7.4.3 Cemeteries

The St. Luke's Church Cemetery

The St. Luke's Church Cemetery on North Franklin Turnpike was established about 1860, and was expanded in 1990. St. Lukes received permission to expand the cemetery in 2012. Additional land was acquired on the south side of their property.

The Hopper-Zabriskie Family Cemetery

The Hopper-Zabriskie Family Cemetery is located on First Street, adjacent to the commuter parking lot. It was established in 1790. It is of historic importance because it provides information about the early settlement of Ho-Ho-Kus. The cemetery is owned and maintained by the Borough for general maintenance.

In October 2017, a local Boy Scout from Troop 7 in Ridgewood chose the Hopper-Zabriskie Family Cemetery for his Eagle Scout project. The project started out with a clean up of the area, doing improvements, and surface cleaning the remaining headstones.

By June 2018, the Scout's project progressed into a major improvement to the historic site. The cemetery site now includes appropriate fencing, a bench for visitors to the site and an identification sign. In addition, a historic marker was permanently installed. This permanent marker provides historical information relating to the burial ground, as well as the location and identification of graves. The marker is also equipped with a QR code imprint which, when scanned with a personal cell phone, allows the visitor to access additional historic information and photos.

The Ackerman family cemetery, established in 1838, was presumed to be in Ho-Ho-Kus because the Ackerman's were early settlers of Ho-Ho-Kus. Actually, it is situated in Waldwick on the border of Ho-Ho-Kus. It is located on the northwest corner of Normandy

Court, which is in Ho-Ho-Kus.

7.4.4 Post Office

The first post office, called New Prospect Post Office, was begun on January 1, 1809 and was housed in the Hopper-Zabriskie-Toll House on North Franklin Turnpike.

In 1858 the name was changed to the Ho-Ho-Kus Post Office, and a more regular postal service was established.

It was moved to the Miller General Store on the south side of North Franklin Turnpike in 1908. In 1940 the office was moved again to the north side of the Turnpike into the Cheel Building.

The Post Office moved to its present location in 1958. The building is situated on the historic site of the Hopper-Zabriskie-Toll House on North Franklin Turnpike near the business district.

7.4.5 Chamber of Commerce

The current Chamber of Commerce was organized in 1990 and consists of over 70 business (retail and industrial) professionals (doctors, dentists, and lawyers) and non-profits. Each June the organization hosts “A Taste of Ho-Ho-Kus”. This event raises money used to donate to Ho-Ho-Kus volunteer organizations, support the Chamber’s college scholarship and the Chambers holiday decorations. The Chamber meets regularly in various facilities around the town.

The original Chamber of Commerce was formed and incorporated in 1929. All meetings were held in the Ho-Ho-Kus Inn.

7.4.6 Other Buildings and Organizations

The first organization building in the Borough is the Veterans of Foreign Wars Washington Elm Post #192 Hall on Cliff Street. Under terms of a construction agreement with the Borough in 1953, the VFW acquired a small piece of Borough land at the east end of the parking lot on Cliff Street. The members completed construction of the facility in 1955 and moved in shortly thereafter.

The Borough has jurisdiction on any construction and major use or leasing of the facility.

The Washington Elm Post was originally headquartered in the old Ho-Ho-Kus Fire House, on East Franklin Turnpike. They had been meeting at this location since their formal installation as Post 192, (September 23, 1939). The VFW was one of the instrumental groups organizing the Ho-Ho-Kus Ambulance Corps. In 1957, the corps housed the ambulance in its garage until 1962.

The Ho-Ho-Kus Antique Fire Association used the garage area for storage and repairs to their 1934 small Ahrens Fox fire truck from 1972 to 1975.

The building was renovated and repainted in 1976. This was the same year the Ridgewood VFW merged with the Ho-Ho-Kus VFW.

In 1996, the Ramapo Valley Model Railroad Club leased a portion of the building and built a large train layout for the members of the club and the public to enjoy. This arrangement with the Model Railroad Club lasted until 2017. The Club was required to move due to a court order.

The VFW now has 100% control of the building. It leases the facility for parties and group meetings.

7.4.6.1 The Old Library

The second building is the Old Library on East Franklin Turnpike. In 1930, the Borough purchased a real estate office on North Maple Avenue and relocated it to 188 East Franklin Turnpike. It is currently located between the Memorial Parks. Two large wings were added in 1953 one on the east and the other on the west.

After 1988, the building no longer functioned as a library. The Borough still retained ownership for the possibility of leasing it as a club house or as an office building. Currently the building is leased as a business office.

The terms of the lease are as follows:

First term: 7 yrs July 1, 2002 – June 30, 2009

Second term: 5 yrs July 1, 2010 – June 30, 2014

The building was unleased/unoccupied from 2014-2017. A new lease is in place covering 2017-2022.

7.5 Recreation Commission

The Recreation Commission was established by the Borough Council in September 1999 Chapter 51A Borough Code. The commission consists of seven members including a liaison from the Board of Education, the Borough Council, HHK/SR Athletic Association and four members at large.

7.5.1 Recreation – Active

There are three active recreation areas in the Borough totaling twenty acres. One is the

public school grounds on Lloyd Road and the second is the North Field on Hollywood Avenue. Both areas are owned by the Ho-Ho-Kus Board of Education. The public school maintains the Lloyd Road field, but in 2001 the Borough took over the care and maintenance of the North Field. The third is behind St. Luke's Church on North Franklin Turnpike owned and maintained by St. Luke's Church.

It was previously recommended that the municipality be permitted to take over ownership of the North Field. This has not occurred, but the field was renovated in 2010 by a grant received by the Borough. The Borough Recreation Commission now handles most field activities in coordination with the school. The Borough had been responsible for maintenance of the playing fields.

The Board previously recommended that the elevated section of the North Field be brought down to the same level as the main field. This was accomplished in 2010. An additional playing field was created as well as a storm water detention area to handle another three and a half million gallons of storm water.

The Green on Sycamore Avenue should had a new Gazebo installed for all to use.

The Zabriskie Park has had major renovations and improvements starting in 2014. The grounds were updated, debris removed, trees trimmed, flowers and gardens added, and trees and bushes planted. A new solid walkway was installed making it easy to commute across the park and very efficient to maintain. New tables, chairs and benches were installed around the park. The remains of the dam and surrounding area were cleaned of debris and improper growth. In the summer, local fisherman use the park extensively. In winter, children use it for sleigh riding and early skiing. A bench was installed at the area at the top of the dam. This area is very popular for people to sit and relax. The lighting fixtures, for the park, have been purchased. They are expected to be installed by early fall 2020. The historic marker is the only item that needs to be completed for the park upgrade.

Table 23
Active Recreation Areas
Ho-Ho-Kus, New Jersey

Location	Acreage	Jurisdiction	Facilities
Public School Grounds	8	Board of Education	Baseball Diamonds, Soccer Fields, Playground, Track, Basketball & Tennis
North Field*	12	Board of Education	Baseball Diamond, Soccer & Lacrosse* Field
St. Luke's	3	St. Luke's Church	Soccer/Football

* Note: This area is designated retention/detention basin.

7.5.2 Recreation-Passive

There are 11 passive recreation, conservation, and open space areas totaling 43 acres as follows:

- The Saddle River/East Park picnic and nature area above and below Hollywood Avenue*
- The Ackerman-Nagle Park east of Route 17 and north of Hollywood (a nature conservation and wildlife preserve with various trails and paths for recreation and exercise)
- The land below the relocated Hollywood Avenue east of Route 17
- The Zabriskie Park on North Franklin Turnpike, a scenic and nature area*
- The Ho-Ho-Kus Brook Ravine, a scenic nature area with steep slopes*
- Woodland Park on Hollywood and Sheridan Avenue
- The old Borough Hall location on East Franklin Turnpike* (Memorial Park)
- Memorial Park east of the old library* (Old Memorial Park)
- “The Green” on Sycamore Avenue where the Borough Gazebo is located*
- The old Hopper-Zabriskie grave yard on First Street
- The Hermitage, a National Historic Landmark on North Franklin Turnpike.

*Note: These areas are in the delineated floodplain zone and are applicable to the Flood Management and Storm Water Management Ordinances.

Table 24 outlines the characteristics of the recreation passive parks.

The Ackerman-Nagle Park enhances the Borough’s water quality which comes from a number of wells within the Borough. Use of the park by Borough residents would be enhanced if entrances to the trails were marked and a small parking lot provided on West Saddle River Road. Volunteers who would maintain the park should be encouraged.

As a museum the Hermitage has undergone extensive refurbishing with both floors now being open to the public. With assistance from 2 Rotary Clubs and from private sources, the landscaping was significantly improved. The Rosencrantz house, which is located on the property, had a major renovation/expansion during 1998/99. The expanded facility provides space for administration, archival storage, display of the permanent collection, and educational facilities.

Table 24
Passive Recreation, Conservation and Open Space
Areas Ho-Ho-Kus, New Jersey

Location	Acreage	Jurisdiction	Activities
Saddle River* East Park	12	Borough of Ho-Ho-Kus	Trout fishing Foot Trails Picnic Tables Grills
Ackerman-Nagle Park Hollywood Ave.	15	Borough of Ho-Ho-Kus	Nature Conservancy And Wildlife Preserve
Open Space below Hollywood Ave.	1.7	Borough of Ho-Ho-Kus	Remainder from Road Relocation
Ho-Ho-Kus Park* North Franklin Tpk.	3	Borough of Ho-Ho-Kus	Zabriskie Park
Ho-Ho-Kus Brook Ravine*	5	Borough of Ho-Ho-Kus	Scenic Ravine
Woodland Park Hollywood and Sheridan Aves.	0.1	Borough of Ho-Ho-Kus	Landscaped
Memorial Park* E. Franklin Tpk.	.05	Borough of Ho-Ho-Kus	War Memorial
The Green*	.01	Borough of Ho-Ho-Kus	Grass Area
First Street	.01	Borough of Ho-Ho-Kus	Historic Graveyard
E. Franklin Tpk	.5	Borough of Ho-Ho-Kus	Brookside Park
The Hermitage	5	State of New Jersey	Historic Museum

Note: *These areas are in the delineated floodplain zone and are applicable to the Flood Management and Storm Water Management Ordinances.

7.4 Schools and School Technology

7.6.1 Ho-Ho-Kus Public School

Please note, due to the significant disruptions to the operations of the school system as a result of the 2020 COVID-19 Pandemic, the Planning Board was not able to meet and update the following information with the Ho-Ho-Kus Board of Education (BOE). It is anticipated this information may be able to be updated once the BOE is able to address the needs of the pandemic on the operations of the school system. The following information is repeated from the 2013 Master Plan to be updated in the near future.

“Where students can get a private education at public expense.”

The Borough’s one public school, the Ho-Ho-Kus Public School, is located on a 15-acre site on Lloyd Road housing grades Pre-Kindergarten through Eighth Grades. The site of 15 acres is about half the size of the state’s recommended area; however, there are approximately ten acres (North Field) that are used by the community and school for athletic programs. The building was constructed in several stages as shown in Table C-7 below.

Table 25
Building Construction Phases
Ho-Ho-Kus Public School

Project	Year(s)
Original building	1936-37
Four-room addition	1950
Five-room addition	1952
Five and one-half room addition	1955
Four-room addition (including Kindergarten)	1958
Library and gymnasium addition	1978-79
Art, general music, instrumental music	2000-2001
10 standard classrooms; 2 science rooms with labs; technology lab; new main entrance; consumer science room; instrumental music room; 9 small group instruction areas for special education, basic skills and resource room; new multi-purpose room	2004-2005
TW studio	2006
5 th grade computer lab	2009
STEM lab	2011
Elementary computer lab	2012

*A re-locatable classroom was added in 1970, and a second re-locatable was added in 1972. In 1995, the re-locatables were dismantled and Instrumental Music, Child Study Team, and Speech Services were reconfigured into the main building.

Ho-Ho-Kus is part of Bergen County Special Education Region I. The Ho-Ho-Kus School has a number of programs for students in need of special education. The school district began offering an Integrated Pre-K program for both Regular Education and Special Education students and provides a program for 20 students. The school conducts a Resource Center program and an in- class support group. In addition, speech/language, occupational, and physical therapy are available as related services. Twenty Four (24) students from ages 3 to 21 are served by the program.

Ho-Ho-Kus students in grades 9-12 attend Northern Highlands Regional High School on a sending/receiving relationship. During the 2012-13 year, two hundred thirteen (213) students attend Northern Highlands Regional High School, eight (8) attend Bergen Academies in Hackensack, and one attended Bergen County Technical School in Teterboro.

The physical condition of the building was evaluated during the completion of the 2005 LRFD (Long Range Facility Plan) which was performed by the architect, Di Cara/Rubino. In addition, the school district program and facility underwent monitoring by the state in 2002. The district met a majority of the components required for LRFD compliance. The building meets the requirements of the American with Disabilities Act. As part of the 1998 referendum, an elevator was installed. The educational facilities are listed in Table C-8 below.

Table 26
Educational Facilities
Ho-Ho-Kus Public Schools

Educational Facility	Number
Kindergarten classrooms	4
Classrooms grades 1-5	16
Classrooms grades 6-8	11
Pre-k	1
Speech/language	2
Foreign language	2
Science lab	2
Computer lab	2
Health	0
Media Center	1
Gymnasium (2 stations)	1
Auditorium	1
STEM lab	1
TV studio	2
Career tech lab	1
Art room	1
Occupational/physical therapy	1
Small group instruction	7
Choral/music room	1
MPR (multi-purpose room)	1
5 th grade computer lab	1
Elementary computer lab	1

Vocal and instrumental music and art are currently being instructed in the new addition, and many of the academic classrooms have multiple usage.

Enrollment for the Ho-Ho-Kus Public School as of December 2012 is listed in Table C-9 below.

Table 27
December 2012 Enrollment
Ho-ho-Kus Public School

Grade	December 2012 Enrollment
Pre-kindergarten	15
Kindergarten	73
1st	65
2nd	65
3rd	82
4th	67
5th	67
6th	59
7th	82
8th	72
Total	647

The Board of Education has plans to meet the physical plant needs for the future. A roofing plan was completed in the summer of 2011 and new roofs were installed on the gym in 2012 and auditorium in 2013. The building is networked for technology, and computers are in each classroom.

The State Education Facilities and Financing Act (effective July 2000) stipulates that municipal Planning Boards must review the local Board of Education long-range facilities plan prior to submission to the State Commissioner of Education and forward the resolution to the State Commissioners office.

Both Ho-Ho-Kus Boards met at a public meeting on November 1, 2010. The Planning Board's review and findings are as follows:

1. A thorough and efficient system of public school education in the Borough includes ensuring that students are educated in physical facilities that are safe, healthy and conducive to learning.
2. The need to repair, renovate and construct new school facilities should be considered in view of the anticipated growth in school population in conjunction with the cost of such repair, renovation and construction to ensure a thorough and efficient education in the Borough.

3. The design of school facilities should incorporate maximum operating efficiencies and new technologies to advance the energy efficiency of school facilities and the efficiency of other school building systems, and construction in connection therewith should be achieved in as efficient a manner as possible.
4. The Ho-Ho-Kus Board of Education provides for a Kindergarten through Fifth Grade Elementary School Program, and a Sixth Grade through Eighth Grade Middle School Program, both such programs being housed in a school building located at 70 Lloyd Road, Ho-Ho-Kus, New Jersey 07423 (hereinafter “the Building”).
5. The Building was constructed in 1936 and has had seven (7) separate additions since its opening. The Building consists of 104,503 sq. ft.
6. Classroom sizes in the Elementary School Program appear adequate. The Elementary School facilities include a gymnasium, a relatively new library, four good-sized and properly equipped Kindergarten rooms, an auditorium and an MPR (Multi-Purpose Room) that also serves the needs of a separate area for eating. In addition, there is a new art room and music facility that were completed and are used by all of the students. The 2003 Bond Referendum was completed in September 2005 at a total cost of \$12,562,000.00 of which \$3,448,344.00 was funded by a State grant from the NJSCC (New Jersey Schools Construction Corporation).
7. The facilities for children in the Middle School grades may be inadequate as the school gains population. Among the issues to be considered by the Board of Education in the near future are (1) which grades should be included in the Middle School; (2) the need for separation between Middle School and Elementary School youngsters; (3) provision of space, which would belong entirely to the Middle School; and the use and placement of technology. These program issues must be explored before decisions with respect to facilities can be made.
8. The enrollment for the Elementary School and Middle School in the 2011- 2012 school year was 649 students. The enrollment for the 2012-2013 school year was 647 students.
9. The Board of Education has established a Resource Center for students with special education needs. There were 73 special education students in 2012-13.
10. The Plan did not address recycling issues. The Superintendent indicated that a full recycling program for cardboard, paper, plastic, glass and aluminum is currently in place.
11. The parking lot for teachers at the school building is adequate. Presently there are ingress and egress problems at Lloyd Road, which include safety concerns.

The Planning Board recommends the establishment of a committee to study this

problem for the purpose of establishing a better circulation plan.

12. The asphalt at the south end of the school building has been expanded. The Planning Board finds and recommends that parking, maintenance, and storm water management issues with respect to this facility be addressed by the Board of Education.
13. The Planning Board considered the North Field facility and finds that this is part of the Borough's storm water management plan. The Planning Board recommends that storm water management with respect to this facility be respected. The storm water storage was expanded in 2010. The playing field surface was also expanded.
14. The Planning Board finds that any orange lighting at the Building should be replaced with white lighting.
15. The multi-purpose tennis court is controlled by the Board of Education and all shrubbery and landscaping surrounding it are currently maintained by the Board of Education.
16. The Planning Board finds and recommends that a committee be formed to establish public relations between the Board of Education and the community with respect to educational facilities.
17. The Planning Board finds and recommends that the Board of Education allocate at least eight (8%) percent of its annual total school budget for the maintenance of educational facilities.
18. The Board recommends that the Borough and Board of Education purchase the property at 1 Rich Court, 702 Hollywood Avenue. The property would be owned by the Board of Education to improve ingress to the school and for parking. The Borough would widen Lloyd Road from Hollywood Avenue to the Rich Court intersection.

Ho-Ho-Kus Public School continues to be committed to preparing our students for the future. The district's technology program is aligned with the New Jersey Vision statement that "All students will be prepared to meet the challenge of a dynamic global society in which they participate, contribute, achieve, and flourish through universal access to people, information and ideas. Our school's technology undergoes constant evaluation and review to assess its value in the learning process and to reflect the rapidly changing nature of technology."

Technology is available throughout the school. The building is wired for Internet access. There are approximately 250 desktop and laptop computers accessible to the students, staff and administration. Each middle school classroom has a desktop computer. Elementary classrooms have two or more. Larger clusters of computers are available to the Tech Lab, the Career Tech Lab, the Media Center, Robotics Room, and the 5th grade wing. A new lab with N-Computing devices will be available to elementary students later this school year. Seven laptop carts serve as a mobile mini lab for instruction.

Laptops and desktops have undergone operating system and memory upgrades.

Computers and laptops are networked and ready with a variety of software programs including Microsoft Office, Inspiration and Type to Learn. Internet access provides availability to updated information and applications.

The Ho-Ho-Kus Education Foundation has generously funded many of our technology programs. Their support includes our Career Technology program for fifth and sixth grade students. Modules include health and fitness, flight technology, music, computer graphics, and virtual architecture.

Third, seventh and eighth grade students participate in Lego MindStorms Robotics. Students work collaboratively to build and program robots that perform a variety of tasks. The HHK television production program, also funded by the Ho-Ho-Kus Education Foundation, offers seventh and eighth grade students an opportunity to write, produce and film their own television shows. The shows are viewed by the entire student body.

SmartBoards have been installed in each classroom. Document cameras are also available in middle school Math and English classes.

The technology is designed to foster communication and collaboration with the community. The district website, www.hohokus.org, is updated with important school and community related events. Teachers maintain webpages for important classroom news, notices, and homework assignments. Staff members have school email accounts. Swiftreach, a community notification system, is activated to contact Ho-Ho-Kus school families via telephone of important messages including school closings and delayed openings. The district also maintains family email addresses to contact parents for general school happenings and emergency notifications.

The security system provides surveillance, and electronic card reader identification cards control access to the facility.

The Ho-Ho-Kus Public School has its own web site:

www.hohokus.org

7.6.2 ECLC of New Jersey (Education, Careers and Lifelong Community)

Established in 1970 as a private non-profit that offers lifelong services to nearly 900 children and adults from 11 counties in New Jersey. These services help individuals with autism, Downs Syndrome and other special needs. Students are enrolled in the Ho-Ho-Kus ECKC when their hometown school district cannot provide the intensive therapies and curriculum required by the student. The Ho-Ho-Kus ECLC school, located on North Franklin Turnpike, the site of the former St. Luke's grammar school, enrolls between 80-100 students in a warm, nurturing environment where students learn and grow.

ECLC students graduate with a clear plan for their future. ECLC offers two employment path services through an affiliate. Community Personnel Services (C.P.S.) and a day program entitled PRIDE. Some students combine these options, by working part-time and attending PRIDE on a part time basis. C.P.S. employment specialists help graduates find jobs in or near their hometown and provide support and advocacy in the workplace.

The PRIDE adult program in Bergen County is located in Paramus. Adults choose their schedules from a wide range of options, including fitness, computers, book clubs, food shopping, cooking yoga, fine arts and more. They also venture out into the community for volunteering, field trips and other activities.

Learn more about ECLC: www.eclcofnj.org

7.5 Shade Tree Commission (Community Forestry)

The Borough's Community Forestry Program has been in place since 1961 when the Shade Tree Commission was formed per NJSA 40:64 sections 1-14. The current Commission consists of five resident volunteers who are appointed by the Mayor. They are responsible for the ongoing management of the Borough's aging tree canopy with respect to the planting, care and control of trees and shrubbery in parks and public places owned by the borough as well as within the county rights of way. The Shade Tree Commission also has oversight for all the trees and shrubs within all public parks and lands within the Borough of Ho-Ho-Kus.

Ho-Ho-Kus' Community Forestry program is governed by, and with the authority of, Chapter 57 of the Ho-Ho-Kus Borough Code entitled Shade Tree Commission; which outlines the Commission's powers and responsibilities and various other issues regarding the planting, preservation, protection and care of public trees in Ho-Ho-Kus in new subdivisions and Borough of Ho-Ho-Kus previously developed land. The latest ordinance was updated in 2013, by Ordinance #1018 and is currently under review to bring it in line with current standards.

The Commission is committed to preserve the aesthetic appeal of existing streetscapes and overall character of the quiet, shaded residential neighborhoods. However, the existing tree population is aging and gradually deteriorating. It has been determined that the indiscriminate, uncontrolled and excess destruction, removal and cutting of trees upon lots and tracts of land within the Borough of Ho-Ho-Kus will cause increased drainage control costs, increased soil erosion and sedimentation, decreased fertility of the soil, degradation of water resources, decreased groundwater recharge, increased buildup of atmospheric carbon dioxide, the establishment of a heat island effect and increased dust and pollution. The singular or cumulative effect of any of the foregoing could adversely impact the character of Ho-Ho-Kus, decrease property values, render the land unfit and unsuitable for its most appropriate use, and negatively affect the health, safety and general welfare of Ho-Ho-Kus' residents. Thus, the Board strongly recommends that the Shade Tree Commission regulate and control indiscriminate and excessive cutting of trees within the Borough and to require appropriate tree replacement.

Ho-Ho-Kus currently has a Community Forestry Management Plan (CFMP) in place that

covers a five-year period and is an essential guide to successfully achieving a healthy, economically efficient, and safe community forest. A CFMP reflects a proactive approach to tree/forest management thereby lowering tree hazard problems, decreasing tree maintenance and removal costs, and increasing tree benefits for the community. Ho-Ho-Kus' initial plan prepared in 2000 was accepted by the state and state approved plans have been in place since that time; the current plan for 2020-2025 is pending state approval.

The borough is currently accredited with the New Jersey Urban and Community Forestry Program (NJUCF). This NJUCF Accreditation provides maximum liability protection for a municipality under the New Jersey Shade Tree and Community Forestry Assistance Act. It will ensure that if the courts seek information from the New Jersey Forestry Service concerning the status of our municipality under the Act, a case can be made that our municipality is participating in the program and in full compliance with the Act.

The Borough has been a "Tree City" USA, a program by the National Arbor Day Foundation, for 18 years (established in 2001). Ho-Ho-Kus has achieved Tree City USA status by meeting four core standards of sound urban forestry management: maintaining a tree board or department, having a community tree ordinance, spending at least \$2 per capita on urban forestry and celebrating Arbor Day. The official Arbor Day in New Jersey is the last Friday in April. The Ho-Ho-Kus Shade Tree Commission celebrates Arbor Day every year. Don't forget to celebrate trees every day, especially during the month of April.

The Shade Tree Commission is required to keep an inventory of trees, those planted and those removed. Currently the Commission's responsibility covers all trees located in the Borough and County right of way; typically, those found within 10' of face of curb. It keeps records of what has been planted and what has been removed. There was a time that the Commission's mission was dedicated to mitigation of storm related damage due to Hurricane Irene (August 27, 2011), the Halloween Snowstorm (October 31, 2011), Hurricane Sandy (October 31, 2012), severe local rainstorm (August 1, 2014), snow storm Jonas (January 23-25, 2016) and high wind storm (May 15, 2018). During that time, the Borough's tree stock, as well as the residential tree stock, was heavily damaged by these storm events. Now with climate change on the forefront of our environmental responsibility, the Commission's mission has expanded to also include an increased responsibility during the construction process by implementing a restitution requirement for all trees of 8" caliper and greater removed as a result of construction activities in the Borough.

In effort to preserve the existing tree population, shade tree management programs are being evaluated for suitability for the task; specifically, I-Tree Inventory. Currently, inventory is now being done manually on spreadsheets and is not automated. The Commission's five-year strategic plan includes developing a digital tree inventory assessment utilizing software to; identify trees in serious health decline or in a potentially hazardous condition as well as identify invasive pest infestations such as Emerald Ash Borer and Spotted Lantern Fly. This would further help develop a program for systematic routine pruning; with the intent to separate the Borough into five distinct routine pruning zones, each to be addressed yearly. Emergency situations would be addressed as needed. Also developed would be planting, removal, and maintenance schedules for all trees under the Commission's purview. In addition, this procedure would maintain the public safety, optimize the benefits that trees provide to the

community (relative to the cost of maintaining them), and maximize the service life of existing trees. Information regarding the number and location of “vacant” planting sites and an inventory of damaged sidewalks would also be available.

The Commission’s ongoing tree program projects to plant 250 trees in the years 2020-2025.

8.0 STORM WATER MANAGEMENT

Background and History

The following outline is a historic review of the problem and the progressive steps taken to provide effective control.

8.1 Flooding

- 1754 The earliest recorded date of flooding on the Ho-Ho-Kus Brook comes from the Pennsylvania Gazette. It reports stating unusually violent weather in the summer of that year “It rained without the least intermission, for upwards of three hours, and a greater quantity fell in that space of time than ever was known in memory of the oldest man now living there. A small fresh water stream having overflowed its bank to such a degree that by impetuosity of the torrent, 30 yards of a small hill, 60 feet in height, was entirely washed away. A sawmill belonging to John Hoppe (Hopper), with his dwelling- house was carried away. Many horses, cows etc. were drowned. In short the loss is incredible and must undoubtedly amount to some thousands, for many places in the low lands were 10 feet under water, where none was ever known to have been before”.
- 1862 There has always been some confusion as to when the dam, across the Ho-Ho-Kus Brook near the current day business district, broke. Research has discovered that the dam broke twice. The smaller dam, used to provide power to the mills for the Zabriskie family, breaks in 1862, and is replaced by a larger state of the art dam, later known as the Zabriskie Dam. This dam forms Sylvan Lake.
- 1881 Storm water damages the Rosencrantz mill-dam which requires rebuilding. Its icehouse is considerably damaged by the rise of the Ho-Ho-Kus Brook (formerly known as the Ho-Ho-Kus River), and a bridge over the dam is seriously damaged. Downstream a house and its belongings are washed away along with the bridge.
- 1882 In late September, the Zabriskie Dam (Ho-Ho-Kus Dam) bursts. The downtown area floods under several feet of water, and all local roads and bridges are damaged or destroyed. Four other up-stream mill dams including two at the Brookdale Bleachery and one at Bampers Saw Mill have given way earlier in the day - one of several reasons why the Zabriskie Dam fails. Sylvan Lake, the recreational and fishing area has vanished, and it is reported that Ho-

Ho-Kus looks like a "deserted village". The economic loss is very high with water power to the mills gone; employment is wiped out.

- 1893 In winter the Ho-Ho-Kus Brook overflows again. The blacksmith is driven out of his shop unable to use the building until the ice has melted and the water level has receded. The few roads in the area are washed out and require rebuilding.
- 1903 A catastrophic flood of the Saddle River and Ho-Ho-Kus Brook occurs in October. This storm is generally used as the flood of record in the Passaic River Basin. The Maple Avenue Bridge is washed away, along with roads. Most dirt roads have turned into piles of rock. The general store holds in place, but all the merchandise is washed downstream and fish are found in rooms of the Ho-Ho-Kus Inn. Little is recorded about the Saddle River, but it is known that the river rose so rapidly that livestock disappeared. Railroad service is disrupted; Ho-Ho-Kus, Ridgewood and Saddle River are surrounded by water and cut off from the rest of Bergen County for many days. It is reported that the area is a sea of water.
- 1920 During the mid to late 1920's storm water flooding becomes an issue for both Ho-Ho-Kus and Saddle River streams. Flooding destroys paved roads and washes away the dirt ones substantially slowing bus and automobile travel. The Erie Railroad has delayed train service.
- 1927 The Inter County Protective League for Flood Control is established to research and resolve flooding in the Passaic Basin, 1935. The State Highway Authority piped a stream under Route 2 (17) during the construction of the Highway. The stream was named Tributary #1 to the Saddle River. The pitch of the piping system, under the highway, was flat.
- 1938 A hurricane causes heavy flooding along the Saddle River; roads are closed because of high water and bridges are severely damaged.
- 1940 Hollywood Avenue bridge over the Saddle River is replaced because of heavy loss.
- 1945 The next catastrophic flood is 23 - 24 July. The Ho-Ho-Kus Brook and the Saddle River overflow. The Ho-Ho-Kus Brook floods much of the downtown business section, causing considerable damage to public and private property. Residents are evacuated or rescued from homes. Brookside Avenue experiences a road collapse. Many areas of East Franklin Turnpike and Sheridan Avenue are washed away. In addition, the grounds around the Ho-Ho-Kus Inn and its front steps are eroded away. The public water system is contaminated and drinking water has to be boiled. The Erie Railroad Bridge over the Ho-Ho-Kus Brook is in precarious condition. People located on the Saddle River are rescued by boat along with motorists on Route 17. East Saddle River Road is closed after a delivery truck with its driver disappears in a bridge washout. The parts of Bogert Road and

Hollywood Avenue that cross over the Saddle River are closed.

- 1949 A storm water monitoring station was built on the Ho-Ho-Kus Brook. The station is under the jurisdiction and control of the Passaic Valley Sewer Commission. The Ackerman Avenue drainage Project was also constructed. The system provides storm water drainage for most of the Cheelcroft area. Eventually moving storm water from as far as St. Luke's Church to the Saddle River.
- 1950 The Planning Board requires storm water management at the two new subdivisions known as Ho-Ho-Kus Park Estates and the Race Track development.
- 1954 The Brewster Estates subdivision constructs two man-made lakes (upper and lower) that control flooding and act as a retention/detention system for that development and the Saddle Brook.
- 1955 In December, the Northwest Bergen County Mayors held a meeting in Ho-Ho-Kus to pass a resolution for the Bergen County Board of Freeholders to make facilities and engineering offices available for developing a flood control program in Northwest Bergen County.
- 1966 The State Highway Department builds the Hollywood Avenue overpass, but does not make adequate provisions for storm water run-off, thereby causing a great portion of water to be channeled into Tributary #1 to the Saddle River.
- 1970 The Sheridan Avenue underpass is constructed. Again, the Highway Department did not address the run-off problem in Ho-Ho-Kus. The Department constructs a second culvert under Route 17 to allow water to travel east or west along Tributary #1 to the Saddle River.
- 1971 In September the Ho-Ho-Kus Borough Council declares a State of Emergency because of tropical storm Heidi. The Mill Road Bridge over Saddle Brook collapses, causing damage to the sewer system and the Public Service Gas line. The water system is threatened with a rupture and road damage is sustained at Mill Road, Powderhorn, Clearwater, Birch Lane and portions of East Saddle River Road. Bogert Road and Hollywood Avenue over the Saddle River are closed. A motorist is rescued at the Hollywood Avenue Bridge. Tributary #1 to the Saddle River causes flood conditions to numerous homes on Lakewood Avenue, north of Hollywood Avenue. The North Field is flooded by a foot of water. The Ho-Ho-Kus Brook overflows but does not cause severe damage.
- 1972 A new box culvert bridge is constructed by the County on Mill Road over Saddle Brook. The County prepares a Flood Control Study of the Ho-Ho-Kus Brook.
- 1977 The Election Day storm causes flooding of major proportions within the

Borough. East Saddle River Road, Bogert Road and Hollywood Avenue inundated. Portions of Bogert Road are washed away. The Borough's emergency service sets up a facility on the east side of the Saddle River to provide protection. The Ho- Ho-Kus Brook runs very high with water flooding East Franklin Turnpike. Stores suffer damage; parking lots and driveways are destroyed, and the retaining wall where the brook swings south towards Ridgewood is washed away. Tributary #1 to the Saddle River causes major flooding. Homes receive flood damage on Hollywood near Lloyd Road and on Lakewood Avenue, north of Hollywood. The North Field is under water. On the east side of Route 17, along Tributary #1, West Saddle River Road, Brookview Court, and Riverview Lane experience street flooding. Severe flooding is experienced by Waldwick residences downstream; Waldwick's pump station is also flooded. The Borough of Ho-Ho-Kus sewer system receives high infiltration from Tributary #1.

- 1978 A new retaining wall is installed along Ho-Ho-Kus Brook where it bends south towards Ridgewood.

- 1985 The Borough passes a Flood Plain Management Ordinance.

- 1988 The Borough with the help of Ho-Ho-Kus and Waldwick citizens forces the New Jersey Department of Transportation to address the flooding caused by Route 17. The DOT constructs two underground detention systems under the northbound lane at Tributary #1. It constructs a second drainage culvert under the refurbished highway to allow additional drainage to pass from west to east towards the Saddle River. The North Field is considered a natural retention/detention system.

- 1989 After homes and structures are removed from the floodway on the east end of First Street, a parking lot and small park replace the buildings.

- 1990 The builders of Normandy Court, the 24 unit townhouse project, build an underground retention/detention system. The unused portion of the property is designated as wetlands and is designated a natural retention system. This retention/detention system in conjunction with the North Field system handles 358 acres of drainage. It also acts as a back water channel for the Saddle River.

- 1991 The Borough adopts a Storm Water Management Ordinance.

- 1994 The Borough removes the old town hall from the floodway on East Franklin Turnpike and creates a park.

- 1997 Immaculate Heart Academy makes corrections to its storm water control system to protect residents on East Gate Road and Stratford Lane. The school installs and maintains a retention/detention system. They add new drainage. The installation of a berm and large collector pipeline is installed to handle one

hundred year storms.

- 1997 The County replaced the Bogert Road bridge over the Saddle River. The bridge is 147 feet long with proper width. In addition, a sidewalk for pedestrians was included. This bridge replacement significantly improved the proper flow of the river.
- 1999 Tropical Storm Floyd hits in September of this year. A dam on the New York border breaks, flooding towns along the Saddle River and to the east. The rising water and swift currents have an effect on the Hollywood Avenue Bridge. The water level rises high enough to divide the town in two parts. Valley Stream Lane, Bogert Road and Mill Road are also flooded. The business district becomes a small lake. The Ho-Ho-Kus Brook overflows at Franklin Turnpike/Sheridan Avenue intersection. A water main breaks under the Maple Avenue Bridge. A temporary connection is made to correct the problem. Telephone and electricity is interrupted all over the Borough. The Fire Department with the help of the Police and Department of Public Works rescues several people in the Saddle River. The County and the Borough declares a State of Emergency, and for the first-time homeowners, businesses and the Borough are eligible for FEMA assistance.
- 2001 The Borough administered joint participation improvement project along Wearimus Road. The County and Washington Township contributed in funding the project. Ho-Ho-Kus was responsible for design, bid and inspection of the construction. The resolution of this problem took years of perseverance by the Borough.
- 2003 The Borough Amends the Driveway Ordinance to include seepage pits to control storm water runoff.
- 2005 The Flood Plain Management Ordinance is amended to bring it in line with New State and Federal Guidelines.
- 2006 The New Jersey Department of Environmental Protection requires the Borough to establish and amend seven Ordinances, regarding storm water management (1. Illicit Connections, 2. Improper Disposal of Waste, 3. Littering, 4. Pet Waste, 5. Recycling, 6. Wildlife Feeding, 7. Storm Water Control).
- 2006 The Blauvelt Avenue drainage line was installed by the Town. This line provides drainage from Glendon Road area east to Tributary #1 to the Saddle River. The system also provides relief to the underground Zabriskie Brook Tributaries in Cheelcroft.
- 2006 The Borough installed and underground storm water detention system under Arbor Drive and Gordon Court.
- 2007 The mapping of all storm water outfall pipes and streams is completed as part

of the new storm water management regulations. This is the first step prior to installing a municipal filtration system for all storm water streams and drainage pipe lines.

- 2007 On April 15th a large northeastern storm deposited 7 inches of rain in the area. Neighboring towns sustained flood damage to roads and structures. Ho- Ho-Kus Office of Emergency Management was activated, services were not required. The new Arbor Drive detention system operated as designed. The neighborhood did not experience flooding. Hollywood Avenue at the Saddle River was closed for a few hours. Several inches of water covered the road at Valley Stream Lane. Ho- Ho-Kus Brook overflowed on the road. Many residents sustained water in the basement. Some experienced this intrusion for the first time. The President declares a federal state of emergency. The Borough is eligible for FEMA assistance.
- 2010 In March of this year the area suffered a series of heavy rain and wind storms. This series of events lasted until mid-April. Trees and power lines were down. Many Ho-Ho-Kus residents suffered from flooded basements. Power surges caused damage to various electrical equipment. Many homes had water problems that were never experienced before. The President declared a federal state of emergency. The Borough was eligible for FEMA assistance.
- 2010 The expansion of the storm water detention system was completed in the spring of 2010. The elevated section of the North Field was brought down to the same level as the main field. This reconfiguration allows for an additional 3-1/2 million gallons storage and detention of storm water runoff. The project was completed by grants the Borough received.
- 2011 For the first time on record, the Borough experienced a flash flood. Due to heavy rain in Orange and Rockland Counties, on the morning of June 23rd, the Saddle River started flooding throughout the entire Valley. By mid-afternoon, Hollywood Avenue and Bogert Road were under water and had to be closed for over an hour. The only damage was to the road bed and surface of Hollywood Avenue.
- 2011 Hurricane Irene struck Ho-Ho-Kus on August 27th. It severely disrupted power, transportation, phone service, and access to medical, food and fuel facilities for several days. It flooded much of the business district, East Franklin Turnpike, Sycamore and Sheridan Avenues. The Maple Avenue Bridge was closed as the water was running over the bridge roadway. In the Saddle River Valley, Hollywood Avenue and Bogert Road were flooded as well as the southern end of East Saddle River Road. The high wind created debris problems in the streets, hampering movement about the Town. Some evacuations and rescues did occur. The emergency shelters were opened to assist people. The President declared a Federal State of Emergency. The Borough and the Ho-Ho-Kus Board of Education were eligible for FEMA assistance.

- 2012 Warren Avenue Bridge underwent major repairs and upgrades to the steel structure, roadway, sidewalks and lighting. The water and gas mains were also replaced. (See Historic Section 11.2 for the bridge history)
- 2013 April 13th a grant application was filed for work on the Ho-Ho-Kus Brook and the Saddle River. The Ho-Ho-Kus OEM requested assistance from FEMA to de-snag the two rivers.
- 2013 A heavy rain and thunder storm caused flood conditions and fires in neighboring towns on September 12th. Route 17 North was flooded in Saddle River. Ho-Ho-Kus Fire Department responded to assist Saddle River with house flooding and house fires. The Department responded to another house struck by lightning in Walldwick. Ho-Ho-Kus did not experience any severe flooding problems from this storm.
- 2014 The Borough experienced a sever local storm in the afternoon of August 1. The Fire Department and DPW responded to multiple alarms on the west side of town for trees and wires down. The west side of town had to deal with flooding. Route 17 North bound was flooded forcing traffic north on West Saddle River Road. Brandywine and Valley Forge Roads experienced high flood water levels due to the rain and insufficient drainage. This high water caused at least one motor vehicle to be towed out of the high water. This neighborhood flooding issue was not known by the Borough at the time. After several meetings a plan was developed to address the situation. Funding was applied for, from the State, to upgrade the storm drains and drainage.
- 2019 An ordinance to amend and supplement Chapter 27 of the Code entitled “Floodplain Management” was adopted by the Mayor & Council.
- 2019 The Borough started to expand and upgrade the drainage system from Van Dyke Drive through Brandywine in May. The system was covered by a grant the Borough received to address the flooding conditions in this area. Additional work is scheduled for 2020.
- 2019 The State DEP approved the previously constructed parapet wall located on top of the existing concrete embankment all along the Ho-Ho-Kus Brook within Block 1013 Lot 2 (1-7 N. Franklin Turnpike).

The borough’s storm water control ordinances are in compliance with New Jersey Department of Environmental Protection (NJDEP) standards as mandated by the changes in the NJDEP regulations. In addition to development regulation changes, the NJDEP regulations also mandate that the municipal master plans be updated to contain a storm water management element addressing the mandated requirements. The Storm Water Management Element is being compiled by the borough in support of NJDEP requirements and will continue to be added to the Master Plan as a separate element upon adoption.

8.2 Severe Snow Storms

These snow storms impacted the Borough's Police and DPW. In addition to the emergency service volunteers who serve during these events. The disruption ranged from moderate to severe.

- 1947 This epic blizzard struck on Friday December 26th leaving 26.5 inches of snow. Drifts were so high that roads could not be plowed for a couple of days. The town hired outside contractors to assist. The Borough road department had limited equipment due to war years. The 2000 residents remained safe at home. Power and phone service remained in operation for most of the residents.
- 1970 March 29th, Easter Sunday, an unpredicted storm left 18 inches. The snow blocked people from attending religious services and visiting friends and family. All businesses were closed for 24 hours. By midday, Monday, the public was clearing driveways and traveling partially cleared roads. No serious damage occurred, but most were inconvenienced for the holiday.
- 1979 Monday February 19th, Washington's Birthday Holiday, a severe snow storm deposited 15 inches of snow. It disrupted the town for a day. Roads were passible within 24 hours. The business district was closed for a day. No severe damage or disruption was experienced.
- 1987 A severe winter storm arrived January 22nd and ended the following day. The temperature was very cold, some wind, but left 14.5 inches of snow. Roads were open but coated with snow and ice. Commuters had trouble getting home the first night. The Governor declared a state of emergency due to the commuter problem. The Borough and residents had very little disruption.
- 1988 The town experienced a severe winter storm on January 25th. A heavy wet snow continued all day, leaving 16 inches. Travel was difficult on local roads. The deep freeze following the storm caused ice conditions. The Borough and residents experienced only minor damage and disruption.
- 1993 A severe winter storm started on February 12th, resulting in an 18 inch build up. The area continued to receive snow on and off until March 13th. On that date hurricane force winds brought 14 more inches of snow resulting in loss of power and phone service to about half the town. Stores and all local businesses were closed. The low temperature and storage of excess snow became a major issue. This complex snow event resulted in a Federal

Disaster declaration. The Borough applied for FEMA assistance.

- 1994 This severe winter storm arrived on February 19th. It left 18 inches of snow over a two day period. Commuting became difficult. The train was the best form of transportation. By Monday February 21st, Presidents Day, the town was back fully functioning and all

roads and businesses were open. Residents did not experience loss of power or phone service.

- 1995 Two severe winter snow storms struck this year. The first one on February 14th resulted in moderate disruption to the community. The storm struck on Sunday leaving 12 inches. The public stayed off the roads allowing the DPW to make a fast and efficient cleanup of the roads.

The second storm hit December 19th leaving 12.5 inches over a two day period. The DPW kept the roads reasonable clear despite the weather conditions. Power and phone service was not disrupted. The storm caused minor damage and disruption

- 1996 A blizzard struck the area January 7th leaving 28 inches of snow. High winds caused some loss of electric service in various parts of town including the business district. The storm struck on Sunday forcing most to stay home, thus allowing the DPW better conditions to clear the streets. The storage of excess snow was a problem in the cleanup process. The area suffered major disruption for several days. A Federal disaster declaration was issued for this storm. The Borough applied for FEMA assistance.

- 2000 Bergen County Declared a disaster for the blizzard that struck the area December 30th. High winds hail and 14.5 inches of snow disrupted large sections of the County. Ice and snow build up caused safety problems in town and the business district. The DPW had a new piece of equipment delivered before the storm. This was of great help in the cleanup. The long three day weekend was also a good break in the cleanup process. The Borough and its residents experienced minor disruption and damage. This was the first storm that the reorganized local Office of Emergency Management was involved.

- 2003 Presidents Day, February 16th, the area experienced a blizzard. The snow levels were 18 inches in most areas. The high winds resulted in many areas of town losing power. DPW employees slept at their facility due to travel conditions and safety. Snow removal and storage area were developed which helped with parking and road clearing. A Federal disaster declaration was made for this storm. The Borough applied for FEMA assistance.

- 2005 The Governor declared a state of emergency when an 18 inch blizzard hit the area on January 25th. The Saturday afternoon snow storm was the first one of the year. Residents were prepared before the storm. This public reaction allowed for a quick and efficient cleanup. Saturday night and Sunday crews were able to clear all roads for safe travel on Monday. There was little disruption or damage reported in the Borough.

- 2006 A 19 inch blizzard happened on the weekend of February 12th. Roads were passible by late Sunday. The public stayed at home and most businesses were closed. The DPW had all the roads cleared by early Monday. School was open and traffic moved at a reduced speed. Overall disruption to the residents was minor.

- 2010 There were two major snow events this year. The first was a severe snow storm depositing 12.5 inches on Wednesday, February 10th. The messy mix began in the middle of the day, causing major disruption on the roads and commuting. A small

number of homes lost power Wednesday night. School was closed along with several businesses. Many people stayed home the next day allowing -for faster cleanup including the commuter parking lot.

The second event was a 27.7 inch blizzard arriving on the day after Christmas. This storm disrupted businesses and transportation for several days. Health and safety became an issue for residents and their holiday guests. Roads were closed or not passible for over 24 hours in many areas. The DPW hired part time help to assist. Many residents stayed home on Monday following the long holiday weekend. By Tuesday all roads were passible and the local business district was open. A Federal disaster declaration was made for this storm. The Borough applied for FEMA assistance.

- 2011 This severe snow storm struck before Halloween on October 29th. The snow was a 10 inch very heavy wet mixture. The leaves had not fallen from the trees yet. This combination caused a very high level of trees and limbs to fall on streets, homes and electric lines. All roads in town were severely impacted. Several homes had extensive damage from falling trees and limbs. Residents were advised to stay at home. Phone service was sporadic in some areas. A large number of homes lost power. Emergency service groups assisted including using personal cars to assist those in need. The shelters were open, but not heavily used. The DPW hired extra help to assist. They made all roads passable, but took almost 3 weeks to remove snow, leaves and debris from the roads. The Ho-Ho-Kus School was closed requiring damage cleanup as was the National Historic site, "The Hermitage". Debris removal was a major issue for all three organizations. Halloween was postponed for a week due to safety issues. The magnitude of this storm caused major damage and disruption to the entire community. This storm was declared a Federal disaster. The Borough, The Ho-Ho-Kus Public School and The Hermitage applied for FEMA assistance.

- 2016 January 23 to 25 (a weekend) the area was impacted by a 28 inch snow storm (known as Jonas). The Department of Public Works' members worked for 48 hours to clear the roads and walkways. The Ambulance Corps and Fire Department stood by in their respective headquarters during the storm, but were not called into service. The Police Department were able to handle the storm without extra help.

The Board of Education handled the cleanup, roads, parking area and walkways in time for the Monday morning opening.

The Borough and school applied for and received funding from FEMA to help cover the cost of the event.

- 2017 A winter snow storm (known as Stella) struck the area on March 14 with 11.5 inches of snow. Ho-Ho-Kus was not impacted, but neighboring towns had trouble with the cleanup process. Ho-Ho-Kus DPW was able to stay ahead with the road clearings. The Ambulance Corps and the Fire Department stood by, but were not called into service. The Police were able to handle calls without extra hours. The town was not eligible for FEMA funding for this storm.

- 2018 A Nor'easter snow storm (known as Quil) caused major damage in the Borough and

surrounding towns, March 6-7-8-9. The storm contained high winds and left snow amounts of 24 inches. Tree limbs snapped, trees, telephone poles and powerlines came down all over town. Most roads were closed and NJ Transit suspended bus and rail transportation. The school was forced to close.

The storm created a threat to safety and health for residents in the area of Hollywood Avenue, just west of the Sheridan Avenue intersection. A tree came down on a utility pole that had a transformer. The transformer exploded causing a fire on Hollywood Avenue. The fire was fed by sewer gas. Emergency service evacuated the local residents to the Borough shelter.

The DPW, with outside assistance, worked feverishly to remove tree limbs and trees, along with snow, to allow the utility to handle the electrical emergencies.

The Fire Department handled 26 alarms. The Ambulance Corps handled 12 calls during the storm. Ambulance Corps members also provided medical assistance to residents at home without power. The Police worked overtime to assure all emergency calls were handled quickly and appropriately.

The Woman's Fire Auxiliary provided meals for residents in the shelter, assisted by CERT volunteers. They also provided meals for Police, DPW, Fire, Ambulance and other who were working on the various storm issues.

By midday Thursday, most roads were passable, except Hollywood Avenue west of Sheridan Avenue. Television and radio reporters were about town covering the unusual Hollywood Avenue event.

The Borough and school applied for and received funding from FEMA to help cover the cost of the storm recovery.

8.3 Wind Storms

Listed are a series of wind storms that had an impact on the Borough's Police and DPW. In addition to the emergency services volunteers, who served during these events. The disruption ranged from moderate to severe. Each listing is accompanied by a brief description

- 1979 Hurricane-Tornado event took place early in the morning of September 6th. Tornado type winds bounced down from Upper Ridgewood and moved east. This wind action was preceded by a hurricane that struck earlier that night causing major disruption to the community and all residents. Power outages lasted as long as five days. Phone service was disrupted for approximately half the community. Some trees fell and blocked roads. The major problem was live wires in streets and on front lawns of residential property. For the first time, the Fire Department had more alarms in a week than they experienced in a year. The good weather, after the storm allowed the community to cope with the event. The quick clean up allowed others to drive to other areas for food services.

- 1983 A high wind tropical storm struck the Borough July 6th. Some power was lost in various parts of town for a short time. There was only a slight disruption to local business and minimum damage about the Town.
- 1985 Hurricane Gloria struck the area, with high winds and a small amount of rain on September 26th. A minimum amount of people lost power and only a couple homes lost phone service. The DPW had streets cleared in a few hours.
- 1988 A tropical storm struck on August 29th. High winds caused power loss in several parts on the east side of town. The loss of phone service was minimal. Damage and disruption were minor to the community.
- 1995 November 11th the area experienced a two day wind storm. Lightning and a small amount of rain accompanied the storm. Power and phone service was disrupted for several days in various parts of the Borough. The downtown business district was without power for two days. A few property owners experienced moderate damage.
- 1996 The Northeaster struck on October 8th. High winds and very little rain was the order of the storm. A few residents experienced power loss for twenty-four hours. Damage and impact was minor to the community.
- 1997 A Northeaster caused moderate damage on August 16th. Most residents experienced power loss as long as five days. Very few people lost phone service. This storm had a fair amount of rain but did not cause flooding.
- 2012 Hurricane Sandy struck before Halloween on October 29th. This storm caused major destruction and damage to a major portion of the Borough. A Federal State of Emergency was declared. The rain accompanying this hurricane was minimal. Power outages were vast and in some cases, power was not restored for thirteen days. Phone service suffered greatly. Cell phone service helped in most homes. Power charging stations were set up at Borough Hall and the town shelter 24/7. Several areas were isolated due to trees, telephone poles and wires blocking ingress and egress. The town shelter handled over 200 people a day with food, safety and warmth. Some evacuations were required for a hand full of people. The school was closed for over a week. Debris cleanup was on a massive level. The DPW hired extra help to assist. It took over 4 weeks to remove and properly dispose the debris generated by the storm. Every street in town suffered some form of disruption. The Borough and Ho-Ho-Kus Board of Education applied for FEMA assistance.
- 2018 On May 15, the town endured a high wind storm accompanied by heavy rains. Towns south of Ho-Ho-Kus experienced high levels of flooding. The wind caused a series of downed trees and power outages about town. Local train service was interrupted for over an hour. On Bernard Place, a tree fell on a house causing major damage to the structure. A large tree and live wires also fell on a car, trapping a person in the vehicle. The Fire and Police Departments, along with the Ambulance Corp, responded. Along

with Public Service, the group teamed up and conducted a rescue and safe removal of the uninjured occupant. As a precaution, the occupant was taken to the hospital. The rescue process and safe clearing of the area took 2.5 hours. The DPW was about town to insure the streets were clear and safe. Ho-Ho-Kus Fire Department assisted Waldwick at a house fire later in the evening.

8.4 Droughts

1988 July 6th to August 31st the Borough declared a water emergency.

1995 July 8th to September 10th the State declared a drought emergency.

1999 August 6th to September 17th the State declared drought emergency.

2002 March 4th to November the State declared drought emergency.

2012 July 1st to July 30th the Borough declared a water emergency.

9.0 UTILITIES

9.1 Water Department

A water distribution system to serve Ho-Ho-Kus was constructed in 1906. The water supply was previously obtained through connections with the Village of Ridgewood and the Borough of Waldwick. In June 1954, Ho-Ho-Kus completed construction of its own two wells because Ridgewood and Waldwick could no longer adequately serve its needs. Later, additional wells and pumping stations were added to total six (currently only five are in operation). In 1991 it was necessary to install stripping towers on two wells due to volatile organic contamination. The wells were required to comply with state regulations at that time, as well.

The present supply system is owned by the Borough and operated by its Water Department, which maintains above ground tank reservoir in the northeast section of the Borough. The tank capacities are 1,000,000, 500,000 and 250,000 gallons. The new million gallon storage tank construction was completed in 1998, and the 500,000 tank was refurbished in 2000. The 250,000 gallon tank was refurbished in 2006. The Borough's water is supplied from five artesian rock wells, which serve 1,517 customers in Ho-Ho-Kus, 13 in Saddle River, 14 in Ridgewood, 1 in Waldwick and 1 in Washington Township. The water department has emergency interconnections with Ridgewood, Waldwick, and United Water of New Jersey. A complete environmental study report is prepared and sent to each customer annually. This report is known as the Consumer Confidence Report (CCR). The hydrants and valves are tested periodically.

The Borough's water allocation permit dated June 27, 2008 allows Ho-Ho-Kus to pump 30 million gallons per month and a total of 237 million gallons per year.

In 2009 the Water Department began to refurbish Well #1. A new pump was installed and

contact piping was installed to allow a longer time for the chlorine to work on the water before going out into the system. This contact piping was also completed on Well #4 to bring both wells up to new DEP specifications.

In 2010 the Water Department pumped a total of 247.16 million gals. for the year, resulting in a fine from the DEP.

In 2011, the Water Department again over pumped, this time by 30.97 million gals. for the year, resulting in an additional fine to be levied by DEP.

Due to over pumping for two years in a row, it became necessary to implement a water conservation program. The Borough mailed a newsletter to each resident and business explaining how to efficiently maintain their landscaping. Ho-Ho-Kus also imposed watering restrictions during July and August to limit consumption. In the past, residents were permitted to water three days per week. With the conservation program in place it now is two days per week.

Also, in 2011, the Borough began the application process to the DEP for an increase in our allocation. This process has been ongoing for 2 years. This has enabled us to stay within current pumping restrictions, however as the Borough continues to grow, it becomes obvious that more water is necessary for fire protection and the health and safety of our residents.

In September 2013, the application for water increase allocation was reviewed. Ho-Ho-Kus was granted an increase allotment to 34.5 million gals. per month and 280 million gals. per year.

The Water Department is required to make ongoing improvements to the system in order to stay in compliance. Requirements under the Federal Safe Drinking Water Act and New Jersey Department of Environmental Protection can change every year.

Water monitoring services are tracked and logged via the DPW's custom software application. Borough wells and storage tanks are secured and electronically monitored. Monitoring is tied into the DPW computer network, e.g. which wells are on the rotation, which wells are off, gallons pumped, threshold alerting, etc. Data reports are packaged up into preformatted reporting templates using software application and then sent electronically to the State DEP. DPW routinely collects water samples for testing. Compliance testing is performed by laboratories certified for drinking water analysis by the State of New Jersey. The results are conveyed directly to the State DEP in Trenton with Ho-Ho-Kus Department of Public Works on copy. Test results are made available for viewing on the State DEP web site.

Quarterly residential water readings are taken via a portable laptop/handheld monitor/receiver for compiling meter readings for billing purposes (residential and commercial). Electronic drive by data collection can be completed within about 2.5 hours. An upgrade to the meter system, for all users, started in fall 2013. The system will allow for more efficiency in meter reading and quicker leak detection.

As previously mentioned, in 2012, the Borough of Ho-Ho-Kus petitioned the New Jersey Department of Environmental Protection for an increase in its pumping allocation. It is hoped that by achieving this increase in pumping, the Borough will not have to have such strict water usage restrictions in the summer months.

As the regulatory landscape changes, the Borough shall continue to upgrade and improve its water supply system in order to operate it in an economic and efficient manner.

9.2 Solid Waste

Since 1996, when a special committee formed by the Mayor and Council decided that the Borough of Ho-Ho-Kus would not collect and dispose of solid waste itself, the municipality has been soliciting bids from private contractors periodically for full service solid waste hauling and disposal, as well as for collection of recycling materials. Each contract ranges from two to five years depending upon the favorability of the charges obtained from the contractor. The Borough pays the contractor on a prearranged monthly basis and, in turn, the municipality's Solid Waste Utility bills each residence quarterly based upon a two-tier pricing system depending upon the length of the residential driveway.

Solid waste pick-up is twice each week from April 1st to October 31st, and once each week from November 1st to March 31st. Trash removal is once each month and recycling pick-up is bi-weekly. Schedules are available at Borough Hall.

9.3 Sanitary Sewers

Twenty-six miles of sanitary sewer lines were installed throughout the Borough of Ho-Ho-Kus between 1969 and 1972. After construction, the system was connected to the water treatment system owned by Northwest Bergen Utilities Authority in Waldwick. The municipality's Department of Public Works maintains the sewer lines and pump stations located within the Borough. Ho-Ho-Kus is an active voting member of the Northwest Bergen County Utilities Authority.

Borough sewers and pumps are monitored via a remote alerting system. Alarm thresholds report high/low levels or flows and alert DPW to potential issues. Remote transmitters send signals to the office which also triggers alerting at DPW and the Police Department. DPW is responsible for monitoring pump volume, alerting and checking for issues. The pumps at all the sewer stations were replaced by 2019 and other areas of the system were upgraded.

The Borough of Ho-Ho-Kus Sanitary Sewer Collection System is operated in compliance with the Federal and State of New Jersey Clean Water Acts.

9.4 Gas and Electric

Both services are supplied by the Public Service Electric and Gas Company although the State has authorized competition within the supply side of energy. Public Service Electric

and Gas Company remains responsible for the maintenance and upkeep of the infrastructure.

9.5 Telephone Service

Verizon built an underground fiber optics complex behind the Borough Hall in June 1995. They began offering fiber optic Internet service in 2005 after rewiring the entire Borough. In 2007, Verizon offered television service to all residents.

9.6 Cellular Phone Tower

A cellular transmission tower was erected in 2002 at the western end of Hollywood Avenue near the Department of Public Works and Recycling Center. The tower is 127 feet high and is camouflaged as a conifer tree. Its purpose is to improve cellular coverage throughout Ho-Ho-Kus by eliminating “dead spots.” Currently, in addition to special antennas that were installed for municipal use, Verizon and AT&T transmit from the tower. In case of power failure, the cellular tower has its own independent generator system. The Borough receives rental payments from the cell companies.

Terms of the lease agreement are as follows:

First term: 5 years from date of commencement of construction (Sept. 2001) Second term: 4 successive periods of five years.

- 9/1/06 - 8/31/11
- 9/1/11 – 8/31/16
- 9/1/16 - 8/31/21
- 9/1/21 – 8/31/26

In 2020 the Borough’s cellular phone system will be upgraded to deploy the new 5G network throughout the town. It will be supported by a series of small antennas, cell devices and other communication facilities. All to be mounted or placed in existing Borough right-of-ways or Public Municipal roadways. When in place, the system will operate at a high standard for cell phones and mobile networks. It will also have a large capacity for local connectivity.

9.7 Cable Television

The entire Borough is also wired for cable television which is now controlled by the State and there are no more local contracts. Installation and service were at one time provided by Cablevision. The cable system has been upgraded to provide internet service, digital television and telephone service.

The previous terms of the franchise agreement were as follows:

- First term: November 21, 1979 – November 21, 1989

- Second term: November 21, 1989 – November 21, 1999
- Third term: November 21, 1999 – November 21, 2009
- Fourth term: November 21, 2009 – November 21, 2019

10.0 RECYCLING ELEMENT

Chapter 52, as amended, of the Code of the Borough of Ho-Ho-Kus entitled "RECYCLING", which was initially adopted in 1987, requires all residential properties to separate aluminum cans, ferrous containers, glass, grass clippings, leaves, newspapers, magazines, mixed paper, metal-white goods, motor oil, plastic containers and electronics from other solid waste for recycling. The same requirements are made for non-residential establishments, which must also separate corrugated paper/cardboard. Contractors working in the Borough must dispose of all recyclable materials at an authorized recycling vendor/center.

All residents have been able to take their recyclables (except leaves and grass) to the recycling depot at the Department of Public Works since 1988. In 1998 when the Solid Waste Utility was created homeside/curbside recycling pickup became another option. For details refer to Solid Waste in the Utilities Section, 9.2. Corrugated paper/cardboard may be picked up by the regular garbage haulers used by non-residential establishments or brought to the recycling depot.

Leaves, bagged or loose, are picked up curbside by the Borough in the fall. An inter-local agreement has been entered into with Waldwick to have the leaves brought to the Waldwick leaf transfer facility where the leaves are ground in the jointly owned tub grinder and transported to a licensed compost facility. Bidding is done on an annual basis for the final site and hauling costs.

In addition, residents are allowed to participate in the Bergen County Hazardous Waste collections offered periodically throughout the year.

These arrangements are in accordance with the Bergen County Recycling Plan, which is under constant review by the State Department of Environmental Protection and updated to include new recyclables. It is also consistent with State mandates under the Statewide Mandatory Source Separation and Recycling Act and accompanying amendments to the Municipal Land Use Law. The State of New Jersey's Recycling Goal was for 60 percent of the Solid Waste Stream to be recycled.

It is recommended under this Master Plan that appropriate amendments continue to be made to the Borough of Ho-Ho-Kus Recycling Ordinance. In the 1989 Master Plan, it was recommended that the Site Plan and Subdivision Ordinance be amended to include recycling as part of the Planning Board's review process. The ordinance was then amended to include

recycling. It is required that adequate facilities be provided by any developer for the depositing of recyclable materials and leaves. The Mayor and Council require that multi-unit developments establish proper recycling areas for new construction as adopted by ordinances

#639 and #724. In addition, the recycling element should be reviewed and updated whenever possible and the concept of recycling needs to be constantly presented to the public as a reminder.

A segment of the recycling center property rests on a former vegetative landfill. The Borough discontinued the use of the landfill in 1981. In the spring of 1995, the Borough filed for a permit with the Department of Environmental Protection to officially close the landfill on the State records. This closing did not affect the recycling center.

The residents' participation in the Borough's Recycling Program has remained strong over the years and the volume continues at a steady rate.

Ten recycling containers for glass and plastic have been placed in key areas of the business district (8 Sycamore Avenue, 17 Sheridan Avenue and next to the gazebo on "The Green").

In 2018, all municipalities, nationwide, with conforming recycling programs, had to meet a new requirement regarding plastic. No more plastic bags or hard plastic components would be permitted for processing.

In order not to be financially penalized, the Borough stopped all those using the Ho-Ho-Kus recycling center for plastic bags and hard plastic recycling.

The DPW put a person in place to monitor and assist people to conform to the new guidelines. Residents have responded in a positive manner to the recycling changes.

The Board continues to recommend when the technology to process the other plastics comes on line that the Borough incorporate these other plastics as part of our program.

The Board recommends that the Borough participate in New Jersey DEP's Recycling Grant Program. Each year recycling grants are offered to municipalities. The grants are to be used for various recycling activities, such as public education, purchase of recycling containers, waste collection events and staff to run recycling programs.

11.0 HISTORIC PRESERVATION ELEMENT

11.1 History

Ho-Ho-Kus has a committee for historical research and preservations. The make-up of the committee comes from members of the Council, Planning Board, Municipal Staff and interested citizens. The Borough displays some of its artifacts, pictures, documents, maps and other items of interest in display cases in the Borough Hall. Other photographs are on display in the Mayor's office. Additional documents and books on Borough history may be found at the Ho-Ho-Kus Library, the Ho-Ho-Kus Inn, the Hermitage, the Borough's National Landmark and Historic site, has an extensive artifacts collection of the community since colonial times. The School House Museum and Ridgewood Library have additional Ho-Ho-Kus artifacts and books.

The Committee has assembled much information for this Historic Element, and additional information will be available in the coming years. The recently opened archives at the Hermitage will provide a new source of information on family life, industry and area culture.

The story of the Borough of Ho-Ho-Kus commenced over three hundred years ago. It began with the Native Americans, the Lenni Lenape (Delaware Indians), who lived here, walked the paths, fished the streams, hunted the forests and tilled the land. The Lenni Lenape tribe had three distinct sub-divisions, and it was the Minsies who lived in the northern part of the state. Translated Lenni Lenape means "original people". Chief Wearimus lived east of the Saddle River with his tribe, while Chief Oratam, born in 1577, was the great Sagamore (Chief) of the Hackensack Indians. His decision to live in peace with the first Dutch and English settlers that came to his land is credited with easing the way for the quiescent settlement of Bergen County.

No one knows when the Lenni Lenape first inhabited the area. We do know, however, that most of the Native Americans left New Jersey about 1730. Subsequently, there was a treaty with the Minsies in 1758 whereby they relinquished all the land under their jurisdiction but reserved the right to hunt and fish. During the later years of their residency, the Dutch, the English, and the Polish immigrated here.

Names such as Zaborowsky (now Zabriskie), Ackerman, Hopper and Terhune fill the pages about our first homesteaders. History tells us that Albert Zaborowsky and David Ackerman arrived in New Amsterdam on the same ship in 1662. David soon died but Albert made his way to the Paramus region, as did the sons of David Ackerman. Descendants of those two men still live within our borders.

Although there are family histories and church documentation about early pioneers, one of the earliest written notices that specifically mentions Ho-Ho-Kus is the 1698 Van Emburgh deed. It records the purchase, for thirty-two pounds ten shillings, of half of a 500 acre patent of land by David Provoast and Johannes Van Inburgh. This written documentation authenticated the settlement of Ho-Ho-Kus in 1698.

Since our beginning we have been known by several

names: Hochaos (Indian) Choghaxes (Dutch)

Hoppertown Undercliff
 New Prospect Borough of
 Orville Borough of Ho-Ho-Kus

An excellent question asked by many is “What is the meaning of Ho-Ho-Kus?” As is the case with many names of Indian origin, there can be many interpretations – some with proof and authority and some without documentation. Here are a few definitions found to date:

- It is an Indian word for running water.
- It means cleft in the rock or under the rock or hollow rock.
- It comes from hohokes signifying the whistle of the wind.
- It is named from the Chihohokies Indians chief.
- It comes from the Dutch Hoog Aukers for high oaks.
- It comes from the Indian hocus meaning fox.
- Perhaps the most accepted meaning is that Ho-Ho-Kus was a contraction of Mehokhokus or Mah-Ho-Ho-Kus, a Delaware Indian term meaning the “red cedar”. This interpretation is based on the fact that the older Indian words beginning in “me” or “mah” often lost their first syllable as time progressed.

Time kept marching on for the development of the area and more and more families arrived as this chart indicates:

Table 28
Historical Number of Families/People
in Ho-Ho-Kus

Year	Number of Families	Number of People
1698	1	---
1712	5	---
1770	10	---
1871	24	
1900	---	316
1910	---	488
1920	---	586
1930	---	925
1940	---	1626
1950	---	2254
1960	---	3988
1970	---	4348
1980	---	4129
1990	---	3935
2000	---	4060
2010	---	4078

Along with the establishment of a colonial community came the building of homes that were clustered around the present business district. The first stores came, with Vreeland’s which served as a store, hotel and saloon; Leary’s, a general store, and Joel Miller’s Store which had

the convenience of an icebox. During the period of the late 1700's homes were constructed on the east and west banks of the Saddle River, and for the next one hundred years nineteen magnificent, impressive, homes appeared on the landscape. Most of these homes are still standing today and several qualify to be listed on the National Register of Historic Homes.

More families continued to arrive in the area, and there was no doubt that life here was a struggle-but nothing like that from which they came. At this time the political arena was changing. The Revolutionary War found the people in Ho-Ho-Kus and in Bergen County in a strange dilemma. At first, the unrest did not seem to be a concern as these Revolutionary meetings were held in the far-off places of Boston and Philadelphia. But soon resentment began to run high among certain colonists who were Tories and those who were heart and soul for the revolutionary movement.

For several reasons that could not be avoided, the war touched us. New Jersey was a bottleneck between the northern group of states (New York and New England) and the southern group (Pennsylvania and the other colonies to the south), and our busy Franklin Turnpike (New Prospect and Goshen Turnpike Circa 1806) was one of the best routes for travel from Albany to New York.

The Hermitage with its classic lines of Gothic architecture, its wood-shingled roof and pointed gables found itself in the middle of the great struggle. In this home could be found classical music, lovely ladies, manners and culture quite unknown in Bergen County. Regular visitors, American and British, were entertained by the Widow Prevost. Names such as George Washington, Aaron Burr, Alexander Hamilton, Marquis de LaFayette, and James Monroe frequented the Hermitage.

In the 1800's the war was behind them and the resurgence of the community began. The Turnpike Era was ushered in by the farmer's need for better and cheaper transportation. The Turnpike aided the developing industries as did the swiftly flowing waters of the Saddle River and the Ho-Ho-Kus Brook. Ho-Ho-Kus now had grist and cotton mills, carriage, paint and blacksmith shops and a flourishing woolen mill.

All was going well for those families living here during the 1800's until political clouds appeared on the scene once again. Just as during the Revolution, opinion differed, and while most citizens were loyal to the Union, others felt that the Civil War was unrighteous and unnecessary.

Following the Civil War a new type of family moved into Ho-Ho-Kus. It was known as "the commuter". This resulted in the construction of the Ramapo and Paterson Railroad along the west boundary of the town. With the growth of the Erie Railroad, glowing pictures of the beauty and life style were touted by the Railroad. The North Jersey Rapid Transit Line operated trolleys between Suffern and Paterson between 1910 and 1929. What is remaining left of the trolley line is a right-of-way currently utilized by the Public Service Electric and

Gas Company. When the line was dismantled, the tracks were sold to Russia for use in the Trans-Siberian Railway.

Much of the attraction to this area was the seventy-acre Sylvan Lake formed by a fifty-foot high

brownstone dam. The lake was a true recreational facility which provided ice skating, canoeing, and swimming. On its western shore was the Ho-Ho-Kus Hotel and Dance Pavilion. Unfortunately, the dam broke in 1882, and the lake disappeared along with the summer tourists and the industries.

But in the 1870's Ho-Ho-Kus residents had another form of recreation, the Ho-Ho-Kus Race Track. This track was used until the late 1930's. There were traditional livestock exhibits, competitions, and displays of wagons and machinery in addition to the racetrack. The last Bergen County Fair, the event of the year, was held in 1932, and the last horse race was a year later. Exciting entertainment was provided by the Ho-Ho-Kus Driving Club, which invaded the Track in 1919, and remained popular until a fatal day, July 4, 1938, when two race cars plunged into the infield killing two spectators and injuring many others. The land was sold in 1950 for a housing development.

Across town another form of entertainment developed – The Bell-Ho Stables. This Northwest Bergen Landmark covered over 20 acres on the corner of Mill Road and Wearimus Road. The stable complex was a horseman's paradise. The facility supported an outside track, a lounge, club house, an outside arena, a large stable complex, living quarters for staff and owners, and the largest indoor horse arena in the East.

In 1927, Harold Cheel, a builder bought thirteen acres of the original Ackerman Farm and undertook the Borough's first residential subdivision. It extended north and west from the intersection of Hollywood Avenue and Sheridan Avenue. The first six homes with lot frontages of 35 to 75 feet were erected and sold in 1929. Today, the Cheelcroft area comprises about one hundred acres.

The Ho-Ho-Kus Park Estates, built in approximately 1950, was the second significant subdivision within the Borough. The location was east of Route 17 and south of Hollywood Avenue. The minimum lot size was generally 10,000 square feet, and lot frontages were generally 75 to 100 feet.

In 1950-1951, the third major subdivision, Race Track Road, was built with lot sizes of 10,000 square feet and frontages generally of eighty to one hundred feet.

In the late 1950's, the Vogel Tract east of Route 17 now commonly referred to as the Brewster Estates became the first one-acre minimum lot size sub-division. It consisted of sixty-eight lots and established a low density, estate type pattern that characterizes the eastern section of the Borough.

The final housing development came in 1990 with a twenty-four townhouse development off West Saddle River Road.

11.2 Items of Historic Interest

11.2.1 The Song "Ho Ho Kus NJ" 1947

This novelty song was composed by the well-known lyricist Allan Stillman (song

writers Hall of Fame 1982), in collaboration with band leader Ray Block, with contributions by Paul McGrane in early 1947.

The trend in music, at this time, was for upbeat tunes with perky city and town names.

In July 1947 Ray Block arranged for his friends at Signature Records to record the song. An up and coming vocalist, Alan Dale (real name Aldo Sigismondie, from Brooklyn, N.Y.), accompanied by the Signifive Singers remained as the accompanying group. The Ray Block Band and his swing seven" played the melody. This was the "B" side of "Old Spanish Trail".

It's reported that the song was sent to Bing Crosby by Allan Stillman. Crosby made a studio recording but it never was produced for sale.

Another version of the song was recorded later in 1947 (specific date is unknown) by John Corvo and the Gem Blazers on Gem Records in New York. This was also the "B" side of the song "Alabama".

In early 1948, Signature Records recorded a different version of the Ho-Ho-Kus, N.J. song. The label on the record was now orange in color. The label reveals it is a "High Tone Recording" (early High Fidelity). The vocalist was once again Alan Dale with the Ray Block Band playing the melody. The accompanying group remained the Signifive Singers. The song on the opposite side of the record changed to "Million Miles Away", which was also in High Fidelity.

The song was copyrighted by the collaborators, Allan Stillman, Ray Block, and Paul McGrane [Comment: Notice the different spelling of Paul's last name], on January 20, 1948 under number EU113097.

The Andrews Sisters recorded the song in March 1949, in Los Angeles for Decca Records. It was the "B" side to "Malaguera". Their version is the best known. The Andrews Sisters were known as the "close harmony" singing group. The singers, Laverne, Maxine and Patty were popular from 1938 to 1951. Their versatility allowed them to pair up with many singers of that era, including Bing Crosby. They out sold him for a number of years. Their music covered "Pop", "R&B" and "Country".

A fifth rendition of the song has been reported to exist. It is a country and western version. As of this writing, it has not been located.

In June 1949 the Andrews Sisters flew to New York for a 3 week live performance at the world famous Roxy Theater, 7th Avenue and 30th Street, in New York City.

The Ho-Ho-Kus Chamber of Commerce received permission from the town council to hold a block party and dance on the Town Green and Orvil Court. The affair was scheduled for Friday night the 24th of June.

The Ho-Ho-Kus Chamber of Commerce took advantage of the New York appearance

and arranged to have the Andrews Sisters come to the Block Party. Their agent arranged to have them attend and sing “Ho-Ho-Kus N.J.”

On June 9th The Andrews Sisters were greeted at LaGuardia Airport by Ho-Ho-Kus Police Chief John McElroy, Chamber of Commerce president James Anderson and Alice Henry of the Contemporary Club. Flowers and gifts were presented to the singers as well as the official invitation to attend the Block Party.

On Friday night, June 24, 1949, a very hot humid night, a crowd of 5500 people converged on the Town Green and Orvil Court for the Block Party. The sisters were not expected until around 11 PM, due to their Roxy Theatre commitment. This did not slow down the attendees. Two disc jockeys (Bill O’Toole – W.P.A.T Radio, and Hal Tunis – W.V.N.J, Newark Radio) were masters of ceremonies for most of the night. Music and singing were provided by various groups as well as local entertainers. The festivities also included special “square dancing” and “round dancing” events.

Food and drink was provided by various vendors. They were kept very busy this hot humid night.

Representatives of Decca Records handled the party. They sold and distributed records and sheet music of the song.

The composers of “Ho-Ho-Kus N.J.”, Allan Stillman, Ray Block and Paul McGrane, also made an appearance. Patty, Maxine and Laverne arrived in town shortly after midnight, with a police escort. The crowd dwindled down, due to the hour, to about 4000 by the time the singers got on stage.

The sisters sang a couple of their hit songs “Go West Young Man”, “Rum and Coca Cola”, and “Ho-Ho-Kus N.J.”. They mingled with the crowd, signed some autographs and returned to New York a little after 1 AM.

Currently the song may be heard at various websites and can be down loaded for use on the phone.

WORDS

Verse:

We know a town in the heart of New Jersey,
Where the birds sing all day long.
And it gave me the inspiration,
From which I wrote the following song.

Chorus:

I remember t’was September,
When the crocus first awoke us, In Ho-Ho-Kus,
NJ. We were dunkin with a cruller,
Moppin up the local color of Ho-Ho-Kus
NJ We dropped in at as movie,
And sat next to a queen,
Who was every bit a groovy as the ones on the screen.

So we wrote this hocus-pocus,
So attention we could focus on Ho-Ho-Kus NJ.

I'll go my way, you go your way,
And we'll never meet in Rahway, or Ho-Ho-Kus
NJ. All the sweater girls in Teaneck,
Wear a devastating "V" neck, They're peculiar that way.
A feller from Bogota, Who would never be missed,
Buys a gal a cherry soda,
An expects to be kissed,
And it's lone-some in Passaic,
But the town that takes the cake is Ho-Ho-Kus NJ.

If you want to, you can walk us
To a town they call Secaucus, Near Ho-Ho-Kus
NJ Cause the fracas will be raucous,
When Ho-Ho-Kus meets Secaucus, In the big game,
today The ones to whom we've spoken,
Never heard of the town, They confuse it with
Shamokin, And it sure gets us down!
So we wrote this little opus,
Which we'll sing until they choke us "bout Ho-Ho-Kus NJ.

11.2.2 "The Mural"

The official name of "The Mural" is "The Ho-Ho-Kus Tricentennial Mural" in celebration of the 300th Anniversary of the Borough in 1998. A colorful mural was painted on the west wall of the building located at 312 Warren Avenue.

In early 1998, a group of resident artists (19 in total) volunteered to design and paint eleven panels, on the building wall, depicting various historical locations or structures around the Borough. The panels were all brought together by a lightly colored image of the Washington Elm Tree outlined in the center, with the branches forming an overlay connection to the tree. The 300th Anniversary logo was added to the lower right side of the mural.

The mural is 26 ft. high and 40 ft. wide consisting of eleven panels depicting the following:

The Hermitage	Train Station
The Public School	The Trolley
Municipal Building	The Gazebo
The Race Track	Ho-Ho-Kus Inn
The Library	Revolution Militia Battle Memorial Park

The mural concept was completed by the Mural Committee on May 19, 1998 and presented to the owner of 312 Warren Avenue, Dr. Ullmann. He enthusiastically accepted the idea.

By early July, scaffolding appeared all along the western wall of the building. It blocked off part of the parking lot and towered up to the edge of the roof. The scaffold system allowed artists to work on the panels without interfering with fellow artists. By the middle of September, the massive scaffolding was removed.

On September 27, 1998, the mural was dedicated to the townspeople in a very special ceremony. The artists were publicly acknowledged and included: Karen Battle, Chris Birchby, Bernard Blide, Keri Clark, Allison Crossley, Polly Calhoon, Stephanie Delmonte, Mary Guidetti, Gail Lee, Jody Malhotra, Dorothy Munschauer, Margaret Ruggieri, Pat Rutkowski, Cay Shuart, Leah Tinari, Roberta Van Note, Jerry Verling, Susan Verling and John Gilsenan, Ho-Ho-Kus Student.

Ho-Ho-Kus resident Fred Ditmars was the chairman of the Mural Committee. He organized the entire project with the aid of professional art director, Art Takayama. Mr. Takayama had worked on the Allendale mural a few years earlier and Mr. Ditmars reached out to him for assistance.

The mural and other tricentennial expenses were covered by local sale items: Ho-Ho-Kus plates, clocks, post cards, decals, street signs, wine, golf balls, afghans, Christmas ornaments, fire department mugs, etc. All items proudly displayed the 300th Anniversary logo.

The Committee unfortunately did not raise enough money to cover all the costs. The Ridgewood Savings Bank donated money to cover the shortfall.

11.2.3 Railroad Stations

11.2.3.1 Ho-Ho-Kus Train Station c1848 - Hollywood Avenue

Train station service to Ho-Ho-Kus began in 1848 on a single track system. The Paterson Ramapo Railroad Division built a single story, one room station made of stone on the west side of the track.

In 1854, the Erie Railroad took over the Paterson Ramapo Railroad. At that time, they changed the gauge of the track to the National Standard gauge. This correction allowed freight trains, on a national level, to travel the local tracks for freight business.

This station was torn down by the Erie Railroad and expanded. The new station appears to be part of the expansion to a two track system improving operation and service. The railroad also constructed a freight facility twenty feet north of the new Ho-Ho-Kus Station. A single track freight spur serviced this freight station. There was a great deal of freight shipped from Ho-Ho-Kus in those days. It was the only rail facility of its type for many miles.

About the same time, the main road to Upper Ridgewood was constructed. The

road started on the east side, behind the train station, and ran south, paralleling the tracks. The road went over an iron bridge, made a 90° turn and crossed over the tracks and up the side of the ravine behind the Sylvan Lake Hotel and the Rosencrantz Mill. The road was known as Erie Road. (Also called Wyckoff-Waldwick Road.) It connected to Monroe Street and Upper Boulevard at that time.

The Ho-Ho-Kus facility was very busy over the next 12 years. Passenger and freight services, racetrack fans and tourists (for Sylvan Lake) contributed to the use of the railway. The railroad ran a major advertising campaign for the lake, with the tagline, “One of the Most Romantic and Picturesque Areas along the Erie Railroad”.

A major storm struck in September of 1882 which destroyed the Zabriskie Dam and eliminated the tourist attraction, Sylvan Lake. This proved to be a major loss of passenger traffic for the Ho-Ho-Kus station.

The railroad was persuaded to open a competitive station a mile and a half south of Hollywood Avenue in 1886. This new station was virtually removed all passenger services from the Ho-Ho-Kus station.

The Erie railroad expanded once again. The railroad worked with the Rosencrantz’ to obtain land along the right of way, including the employee mill homes at trackside. This agreement allowed Erie to expand to a four track system in 1902.

In April, 1905, the Erie Railroad abandoned the Hollywood Avenue train station. The station was removed, and two rail sidings were installed to expand the freight services. The Nagle Coal yard, with a coal elevator to dispense coal, was constructed on the site of the Ho-Ho-Kus train station.

11.2.3.2 Undercliff Railroad Station (1886)

In 1886 the Erie Railroad was persuaded by the Zabriskie family to build a new station in the Undercliff area of town. The family donated the land they owned on both sides of the tracks. The Zabriskie’s wanted to develop the land they owned in Upper Ridgewood for homes. This station was the perfect answer to develop Upper Ridgewood at that time. The railroad, built on the east side of the tracks at the curve, a one-story wooden station. There was a path from Upper Boulevard (general area of today’s 581-585 Upper Boulevard) to a stairway for residents to have access to the Undercliff Station.

The public swiftly chose the station for ease and convenience to reach the train.

Unfortunately, the station burned down in the early 1890s. The railroad did not build a new station. The Erie Company brought to the location a used passenger rail car. It was placed on the site of the burned-out station. The railcar was placed on the ground and modified. The wheels were removed and replaced with a support system with stairs at

both ends to handle the commuters.

When the railroad expanded to the four-track system in 1902, the station remained in place. The large cliff on the west side was cut away for the expansion. The stairway from Upper Ridgewood was replaced.

In April 1905, the Erie Railroad closed and abandoned the Ho-Ho-Kus train station at Hollywood Avenue.

The Town Council was concerned about the station closure and the lack of progress in replacing the Undercliff station. To resolve the situation, the Council was forced to go to court in February of 1906, to resolve the lack of progress in resolving all the problems. An out of court settlement was reached. A new station would be built. The name of the station would be “Ho-Ho-Kus”, and all railroad timetables would be updated.

In addition, a bridge would be constructed across the Ho-Ho-Kus Brook, thus allowing a convenient way to reach the new train station and Upper Ridgewood (Warren Avenue Bridge).

11.2.3.3 Ho-Ho-Kus Railroad Station (1908) - Warren Avenue

This station is listed in the State Plan as a Critical Environmental and Historic Site.

The present railroad station, now owned by the Borough, was built several hundred feet north of the original Undercliff Station. This present-day station was constructed by a Ho-Ho-Kus resident, John Mc Gee, contractor for the Erie Railroad. In order to build on this site, four mill houses buildings were removed from the area in 1906. The station is a one story Richardson Boulder style building with a moderately pitched hipped roof. Unlike most Erie Stations of the period, it consists of two waiting rooms separated by a ticket office with a baggage room on the north end. A double stairway with a stone rubble parapet leads to the platform on which the station is built.

South of the Ho-Ho-Kus Station are the remains of an architecturally matching baggage building which also served as a mail pick up facility for the outbound trains heading west. Built in November 1912, the building was torn down about 1964, because it was difficult for the Borough to maintain and protect. The location is the site of the first Undercliff Station and its passenger car placement.

11.2.4 Warren Avenue Bridge c.1890

This bridge is listed in the State Plan as a Critical Environmental and Historic Site.

It is known as a pin-connected Pratt thru truss bridge. A style widely used by railroads in the later part of the 19th Century. The original date of construction is about 1890.

It was moved to this picturesque location from Narrowsburg, New York, by the Erie Railroad in 1906. The bridge was 141 feet long with timber blanks for sidewalks on

each side. It had metal fencing and hand rails along the walkway. This bridge allowed people to cross the Ho-Ho-Kus Brook in order to reach the new Ho-Ho-Kus Railroad Station (1908). It was not uncommon to relocate railroad truss bridges for pedestrian and carriage use.

The deck (roadway) was replaced and upgraded in 1921. The timber blank sidewalk was replaced in 1954 with concrete.

The structure underwent a major repair and face lift, starting in late October 2010 with completion in May 2012. A new deck (roadway) was installed along with new concrete sidewalks. Some steel supports were replaced. The water and gas mains were replaced and moved to the under carriage of the bridge. The entire structure was sand blasted and repainted. Three street lights were installed (similar to those in the downtown business district).

It is the oldest of three surviving truss bridges in Bergen County and is an excellent example of this bridge type. It is the highest bridge to be maintained by the County. The bridge is a well-preserved, technologically significant example of a Pratt pin-connected thru truss bridge.

The Spring and Fall are the two best times to appreciate the crossing of the Ho-Ho-Kus Brook Ravine.

11.2.5 Ho-Ho-Kus Railroad Viaduct (1848)

This viaduct is listed in the State Plan as a Critical Environmental and Historic Site. The 170 year old cut stone viaduct over the Ho-Ho-Kus Brook is unfamiliar to most residents due to its location on a secluded parcel of public and private land. It carries the New Jersey Transit Main Line from New York to Hoboken.

Originally designed by John Allen, an engineer for the Paterson and Hudson Railroad, it was built in 1841 and, fashioned as a single arch carrying two tracks. It was expanded in 1902 when Elijah Rosencrantz sold a parcel of land to allow the railroad to expand to a four-track main line. The builders used the cut and fill technique which moved earth to the level of the tracks on the flat side of the brook to equal the cliff side. The stone used is known as native Palisade cut stone. Each block weighs about a ton or more. The bridge rises 70 feet above the Ho-Ho-Kus Brook.

11.2.6 The Hermitage 1740

335 North Franklin Turnpike

This is listed in the State Plan as a Critical Environmental and Historic Site.

Nestled among century-old trees on 4.9 acres in Ho-Ho-Kus, stands the HERMITAGE, the only 18th and 19th century house in Bergen County designated as a National Landmark and a Historic Site.

William Ranlett, a well-known Victorian architect in the 1840's, remodeled the pre-revolutionary structure into a picturesque Gothic Revival home with steep gabled roofs, diamond-paned bay windows, elaborately carved "ginger-bread" trim, and wide verandahs, epitomizing the romantic Victorian image. This mansion stands not only for the unusual English Gothic Construction, in conspicuously Dutch Bergen County, but primarily as a historic monument wrapped in the cloak of romance and romantic courtship.

The Hermitage has roots reaching deep into colonial times. The original part of the house was erected circa 1740 as a modest two-story brownstone home. When owned by Lt. Col. James Marcus Prevost, a British officer, and his wife Theodosia, it hosted some of the great figures in American history.

In July 1778, after the Battle of Monmouth, Theodosia invited George Washington and his officers to partake of her hospitality at the Hermitage. They accepted and were entertained there for four delightful days. One of Washington's officers, Aaron Burr, was so captivated by the charm and wit of the gracious hostess that he became a frequent visitor. After a romantic courtship which followed Colonel Prevost's death, Burr asked for Theodosia's hand in marriage. They were married at the Hermitage on July 2, 1782. James Monroe, Alexander Hamilton, the Marquis de Lafayette, Peggy Shippen Arnold, and New Jersey Governor William Paterson were also numbered among Theodosia's guests.

Subsequent owners, after the Widow Prevost, were Aaron Burr, William Cutting, William Bell, James LaRue, and Elijah Rosencrantz, who to this day makes Ho-Ho-Kus proud. He was a minister, doctor, farmer, traveler, successful businessman and leader dedicated to achieving economic and political independence. Mary Elizabeth Rosencrantz, granddaughter of Elijah, lived in the Hermitage until her death in 1970. The home and land was willed by Mary Elizabeth to the State of New Jersey.

The house is now operated by the Friends of the Hermitage, founded in 1972, as a non-profit organization dedicated to preserving and maintaining the home as an interpretive museum of the late Victorian era in America.

This has been a short review of this historic landmark. For more detailed information on the Hermitage visit www.thehermitage.org or take a tour of the landmark on visiting days.

11.2.7 Rosencrantz Cotton Warp Mill 1828 1 Hollywood Avenue

The Rosencrantz Cotton Warp Mill, located at the western end of Hollywood Avenue, was built in 1828 by Elijah Rosencrantz. Drawing its power from the Ho-Ho-Kus Brook through a series of dams and manmade waterways, the mill complex evolved during the remainder of the century and in 1898 was used as a bleachery by the Brookdale Bleachery Company. It ceased operation in the 1980's. The factory complex has been, in part,

preserved and is a significant resource for the history of early industry. Its industrial

function has been continued and is now used for small businesses and warehousing. For a more detailed account visit www.thehermitage.org.

11.2.8 Zabriskie Dam 1862

The Zabriskie Dam was located across from the present day post office (Ho-Ho-Kus Park) between Franklin Turnpike and Brookside Avenue. The first dam known to have existed on this site was made of wood and stone. It was destroyed in a large flood in 1862. John J. Zabriskie rebuilt the dam in 1862. It was constructed of cut brownstone block, weighing a ton or more. The keystone weighed between three and five tons. The dam was built in the form of steps 60 feet high and 200 feet across. This type of design allowed the water to trickle over and down the steps. People came from all over the area to visit the dam's picnic grounds and the beautiful lake which formed behind it.

The second dam, that John J. Zabriskie rebuilt, was destroyed by three days of steady rain. It burst on Saturday, September 24, 1882. Early Saturday morning four smaller mill dams above stream washed away. This let flow a volume of water six feet over the top forcing it to bulge in the center and making the keystone give away. The breaking of the dam was a calamity for the town. First, the water destroyed surrounding buildings, bridges, roads, farmland, and livestock. Second, the cotton mill business ended. Third, it did away with picturesque Sylvan Lake and the tourism. Investigation of the collapse revealed that the block stones were simply laid upon each other, some cement was pasted over the seams where there should have been solid masonry and cobblestone and boulders were irregularly dumped in as fill.

Mr. Zabriskie drowned in Sylvan Lake in 1876, and the property was in the hands of the Life Assurance Society. They had recently sold the factory and the dam to Dodge and Sinclair of New York, but possession had not been given when the dam broke.

A large segment of the dam remained until 1948, at which time the Ho-Ho-Kus Road Department began removing the stone blocks, which were used to build the road that leads to the Saddle River Park on Hollywood Avenue. But local residents interceded and stopped any further destruction.

11.2.9 Zabriskie Cotton Mill Circa 1850

This large mill complex was located on the hillside below the present day railroad station (Brookside, Warren and Cliff). There was a bridge crossing the brook below the dam opposite the current post office. This allowed the employees to cross the brook and for Mr. Zabriskie to have access to his business office and home. There were eleven tenant houses containing eighteen families on the mill property. Most of the buildings have been torn down, several mill structures remain. The mill was believed to have been built in the 1850's. It eventually became a very large structure with additions added over the years. The mill employed 60 full time people.

The business ceased cotton production when the dam burst for the second time in 1882. The factory stood empty for several years. It was leased by a firm to manufacture

photograph paper and cameras. It has been reported that in this factory the first operating camera for taking moving pictures was built. About 1900, the factory was leased again to the American Pegamoid Company for the manufacture of artificial leather. The business failed in 1905 and the factory lay dormant again. In the 1920's the large factory complex was still standing and in good shape.

The Borough acquired the property in the 1930's and converted it to a parking in 1943. Five of the mill out buildings have survived and are residential properties today. Three are single-family homes; the other two are multi-family residences.

The factory grounds have been totally paved and provide parking for 145 cars. Near the southeast corner the Veterans of Foreign Wars have a club house. To the southwest lies the historic Hopper-Zabriskie Cemetery. A modern kiosk electronic meter system handles the parking and payment (2007). The property is maintained by the Borough.

11.2.10 Sylvan Lake 1862

There once was a large man-made lake in Ho-Ho-Kus that stretched from the business district to the edge of Hollywood Avenue and under the railroad viaduct. Its function was to provide water power to the Zabriskie Cotton Mill located in the area of today's railroad station's lower level parking lot.. Sylvan Lake covered about 70 acres and was over 70 feet deep in many areas except at the dam where it was 60 feet in depth. At its widest point, the lake was over 300 feet and one third of a mile long.

During the 1800's a walkover bridge existed, crossing the brook below the dam and Sylvan Lake. It extended over the brook from the Zabriskie factory to the area opposite the present-day Post Office.

In addition to providing power to the mill, the lake developed into a recreation center and a tourist attraction. At the base of the dam a picnic ground and recreation area was formed. People came from miles around to visit and enjoy the view and to picnic. A walkway of some size extended from the dam along the eastern shoreline to Hollywood Avenue. Remnants of this pathway still exist today. The wooded path allowed people a wonderful view of the lake and cliffs in addition to providing a park like setting. This area of the lake was known as Knollwood Park. Some of the properties were even developed for housing.

At the north end of the lake there was a pavilion for band concerts, exhibits and dancing. In addition, a beach area provided for boating, fishing and swimming. The Erie Railroad advertised the area as a tourist attraction and ran special trains to the Ho-Ho-Kus Train Station, which in those days was located at the top end of Hollywood Avenue. w. People came to stay for weekends and holidays. They would stay at the Ho-Ho-Kus Hotel near the railroad station.

The beautiful lake disappeared shortly after 4P.M. Saturday afternoon, September 24,

1882 after a very intense three-day rain storm. Several mill dams failed up stream causing undue pressure on the Zabriskie Dam.

If one wishes to understand the magnitude of the lake's size, terrain and depth they should walk along Knollwood Drive and marvel at the view down into the ravine and across to the rail cut along the western edge.

In 2015 a remarkable find was discovered in a glass plate photographic collection held at the Brooklyn Museum by Michael Reade, a long time local resident and local history enthusiast. The discovery included a group of images of Sylvan Lake taken around 1880 – the first known images ever seen of the lake in over 140 years. Copies of the images were placed on display at the Borough Hall, Ho-Ho-Kus Inn and Worth Pinkham Library.

11.2.11 Sylvan Lake Hotel

It is not clear when the hotel was exactly constructed, but it is clear that it was some time in the mid-1850s, based on the fact the railroad started in 1848 on a single track system. By 1852, the track system was upgraded to a two-track system. The railroad removed the first station which was located on the west side of the tracks and erected a new station on the east side of the tracks (Ho-Ho-Kus Station). The hotel arose on the west side of the tracks where the old stone station was located. Sylvan Lake was heavily advertised by the railroad as an important area for tourists.

The hotel was a two story wooden building having a stone wall basement. The first floor had a dining area and another area for ale and drinks. Guest rooms were on the first and second floors. At least one meeting room was located on each floor level. The first floor had a room that was used as an office. The grounds contained a garden area for farming and growing vegetables. There was also a patio and picnic area in the back, added later for parties and outdoor dining.

The Stephen Vreeland General Store was built around 1860 and was located east of the Ho-Ho-Kus Train Station. A portion of the structure was eventually converted to take in boarders which in turn became competition for the hotel.

In the 1860s, the proprietor of the Sylvan Lake Hotel was reported to be John Dougherty. He was able to obtain a license to serve drinks and ale.

From 1870-1880, the hotel was used by the Ho-Ho-Kus Board of Elections.

In March 1870, the religious group, "The Masons", signed a lease agreement for a room on the second floor. The group had the walls resurfaced, painted and redecorated. The room was arranged to provide a proper meeting environment.

In 1871, the Mason members were becoming unhappy with the facilities and the strange and unwelcomed patrons of the hotel and restaurants. The wild parties and lack of discipline was out of character for the Masons. There were rough crowds,

eavesdroppers, and a foul odor had developed in the building. In February 1873, the Masons moved out of the hotel into a Ridgewood property in March 1873.

In September 1874, Joe Jefferson (a local Broadway actor and comedian) held a wedding reception for his faithful servant Ellen Hickey at the hotel. The couple was married at St. Luke's Church and friends and family attended the reception at the hotel.

William Hickling became the proprietor of the hotel in November 1874. He was known as a good natured Englishman and knew how to run a first class hotel. He proposed to keep the ale house in service using the hotel's liquor license.

Tom Hellon, Erie Baggage Station Master, Paterson, and John Carpenter of Kasson's Express, conducted an open affair for clients and friends in December 1874. The tables were filled with various English style foods, including roast beef, mutton and poultry. The affair was well received by all who attended.

In 1875 the hotel was well patronized. A live band was in place providing music and entertainment. The wine and liquor area was well received.

In April, George Morrison leased the hotel and continued the operation, but he did make small changes to the operation of the facility.

The 4th of July fell on a Sunday in 1875 which allowed for a 3-day holiday. The Race Track and hotel were well patronized. Everyone felt the effects of the heat and beer. Each evening the hotel was filled with a great local music band.

Christmas Eve was well attended with food and music. The holiday celebration lasted until late the next morning. It was reported that many leaving the area distracted the residents in nearby neighborhoods.

Everyone in the area went to the hotel on New Year's Day 1876, and participated in a religious service and in a singing program provided by local children.

In 1877, George Morrison was still the operator of the hotel. The hotel's ale house was very popular. The Sylvan Lake grove on the east side of the tracks became very popular for locals and tourists. The Erie Railroad's advertising campaign was bringing in business for the entire area. In addition, the race track was having small local races. Another feature for tourists was gambling in various forms. It was a "hot" item at the hotel. In the winter months, the hotel scheduled a series of dance parties which were quite popular.

In the summer of 1878, the Sylvan Lake area was very popular. The hotel was full of guests who came to enjoy the lake. Boating on the lake was very popular and was a favorite of the ladies.

At the end of the summer, Sheriff Leary was summoned to control a fight between William Smith and the hotel's proprietor, George Morrison. The two overtook the first

floor with fighting. Sheriff Leary took Smith to jail.

On July 4, 1879, the Ho-Ho-Kus Race Track officially opened as a race track for the public and it was well advertised. The attendance at the track was very large which had an impact on the hotel before and after races during the summer and fall. In addition, a stage coach service was in place to take guests to the track during the summer months. The hotel added a stable to accommodate the high level of patrons and their requirements to stay.

In September, the Sylvan Lake Hotel received a government license to operate and serve liquor, thus allowing the hotel to move forward with other customer plans.

In March 1880, Sylvan Lake was chosen as an admirable place for the Baptist Church to perform the Baptismal Rite for their parishioners. The hotel was used as the base for those involved with the service. All alcoholic items were removed and placed in closed areas in observance of the religious service.

July 4, 1880 fell on a Sunday and proved to be a very successful couple of days for the hotel. The hotel had an overflow crowd for three days due to the long weekend. The race track and stage coach traffic were very helpful to the hotel.

The hotel continued to operate at a high level until the end of December. Christmas and New Years were very successful and a high time for all which included dining, dancing and alcohol. Unfortunately, the operator was forced to close the hotel due to illegal alcohol traffic.

In late February, Gary Bamber took over the Sylvan Lake Hotel operation. He had major renovations done to the facility, both inside and out, including a new sign installed outside advertising the "Sylvan Lake Hotel". By April, the hotel had guests and by the early track season, the hotel was very busy. Everyone was impressed with the upgraded conditions of the hotel. The hotel was nicknamed "*The Bamber Sylvan Lake Hotel*".

For the December holidays, the hotel was tastefully decorated for the season, inside and out. This resulted in an outstanding holiday crowd. The facility was completely sold out.

In early Spring 1882, the hotel was reported to be doing very well. By May, activity was at its peak due to the high volume of train traffic for the race track and Sylvan Lake weekends. The local Ho-Ho-Kus Fishing Club used the hotel for business while conducting programs at Sylvan Lake. They provided various fishing programs for the public and several fishing contests at the lake.

The hotel was ready for another big attendance on the 4th of July. The picnic grounds at the hotel were open to the public. A dance platform was installed, plus an area for musicians. Dance admission was 25¢. The rain that day did not stop the holiday's dance celebration and festivities.

On September 24, 1882, a disaster at Sylvan Lake changed the area and the hotel business. The Zabriskie dam, which formed the lake area, collapsed after days of torrential rain and flooding along the Ho-Ho-Kus Brook and was never rebuilt.

The hotel continued to operate with parties and social events for the rest of 1882, but there were no more tourists. The only business was traffic for the race track and stage coach trips to and from the race track.

In 1886, the Erie Railroad opened a competitive passenger station a mile and a half south of the Ho-Ho-Kus Station. This move eliminated almost all passengers from the Hollywood area and exposure to the Sylvan Lake Hotel that was directly across from the station.

Over the next half dozen years the hotel experienced a major drop in business after the loss of Sylvan Lake. The hotel maintained the stage coach program during the summer and fall for race track events. It continued to hold holiday programs, dance and party events on weekends. The hotel guests were from the various mills and family wedding receptions. The local Sheriff used the basement for official business from time to time.

On July 21, 1887, an express train heading west to Chicago struck a large group of men working on the track. Ten men were killed and many others severely injured. The accident happened just north of the Ho-Ho-Kus Train Station. Many of the injured were brought into the hotel while some were left at the accident area. A special train arrived to take the injured from the hotel and the accident scene to St. Joseph's Hospital in Paterson.

The hotel's basement was set up to conduct hearings and investigations into the incident. The upper floors were used to house those involved with the hearing process.

In April 1893 the mill, located next to the hotel, was expanded. The hotel was moderately active during this building process and also during the race track season in the summer. The area was expanding, and competitive facilities were more attractive for the race track patrons.

The Vreeland General Store across the tracks behind the old Ho-Ho-Kus Train Station had absorbed all of the hotel's remaining customers.

People in the area were very distressed over the dilapidated conditions of the hotel. The hotel fell into disrepair due to the lack of an operator. The interior and exterior conditions were not maintained. The only people using the building were hobos, the homeless and criminals.

In the early Spring of 1897, the real estate market in the area became very active. The empty Ho-Ho-Kus hotel was deemed to be a good investment. A real estate firm, Babcock, Ackerman & Wannamaker, formed a business. They invested in the building and opened their office. In addition, they set up a general store to sell soda, water,

tobacco products, food items and locally grown vegetables. They also set up an entertainment area for playing pool, billiards and other games. A liquor license was available to help serve playing customers. Over the years, Wannamaker withdrew from the real estate business.

By October 1899, the building was abandoned again. It was clear the structure was a danger to all. The transients were once again inhabiting the building.

As part of the expansion, the Erie Railroad removed the hotel structure and its surroundings in 1902. The expansion to a 4-track system allowed the railroad to remove the hotel, along with several mill homes that were also along the track side.

11.2.12 Zabriskie House (Ho-Ho-Kus Inn) – 1790 Franklin Turnpike & Sheridan Avenue

Local historians believe that portions of this building date back to pre- revolutionary times, that J.J. Zabriskie used many of the sandstone blocks for construction from the original Hopper house. Some areas of the basement date back to the original building. They also believe that the original structure was involved in a fire fight with the British Army in 1778 in Hoppertown. They set the Hopper house on fire after evacuating the structure. This is still under investigation by local historians.

Since 1790 the building has been known by many names over the years:

- Zabriskie House
- Mansion House
- Paddy Burke's Inn
- The Villa Inn
- Ho-Ho-Kus Inn
- Claude's Ho-Ho-Kus Inn (French Restaurant)
- Marcello's Ho-Ho-Kus Inn
- Ho-Ho-Kus Inn & Tavern

John Jacob Zabriskie owned the building and the 50 plus acres around the building. Historians believe the old kitchen on the west side was replaced in 1870 by a stone addition. He died unexpectedly under mysterious circumstances in Sylvan Lake in 1876. The following year his wife moved from Zabriskie house to Paterson. John J. Zabriskie's brother handled some of the family affairs but died the following year. The house remained unoccupied. Equitable Life Assurance took control of the estate. The organization attempted to sell off the assets. In October 1879 they directed their efforts to fix up the abandoned Zabriskie house. By mid-1880, they had completed making repairs to the building such as cleaning and painting the interior and removing items left behind. The exterior of the building was cleaned and painted and windows and doors were repaired or replaced. The grounds were re-landscaped, new fencing put in place and a cast iron fountain installed. The farm and garden area was put back in service. By the fall, the property was in good condition.

In September 1882 the Zabriskie Dam burst. The building was flooded several feet on the first floor. Debris filled the basement and first floor. The building was uninhabitable. The occupants survived and rescued the next day when the water level dropped. The Zabriskie House sustained a vast amount of damage and the farm land and gardens disappeared. In front, the fancy fencing, fountain and grounds were washed away. East Franklin Turnpike and the bridge to Paterson were non-existent. It took several years to bring the area back to usable conditions. The road and bridge replacement took some time.

Equitable Life Assurance managed to sell off the Zabriskie properties in 1888. A Richard Buckley took over most of the Zabriskie properties in Ridgewood and Ho-Ho-Kus. He broke up the vast holdings by selling to various investors. The Zabriskie house survived with about 4 acres. He leased the building between 1888 and 1903. Records are very limited for this time frame, but it is known that Charles Estephes and his wife leased the building in 1890. They named the place “The Mansion House”. They were running the Inn and Hotel in Undercliff. His wife was an excellent singer. She entertained the guests on weekends and when the Race Track was in operation.

The Mansion House was a very popular resort in the 1890’s. Especially on hot summer days. The vast grounds were covered with elm trees. The land along the Ho-Ho-Kus Brook added to the pleasant stop over. The food and entertainment were big attractions. In 1896, it is reported that the Mansion House underwent extensive repairs and upgrades.

In 1897, John Rogers acquired the business. He came with experience in the Hotel and Inn business. He renovated the building inside and out, added new furnishings for the rooms, repainted the structure inside and out, and set up an additional garden area and re-landscaped the grounds. He introduced electric lights inside, and electric lamps outside the entrance. He advertised in the local papers and posted the Mansion House name at the Race Track. He donated prizes at the harness races and entertained the Undercliff Grammar School graduating classes and families. During holidays and big track events, Mansion House was the center of all entertainment after the races. Many guests resided at Mansion House or at nearby boarding houses. Rogers believed in reaching out to the public. He did so with extensive advertising and by showing directions on how to travel to the Mansion House.

Rogers arranged with William Rosencrantz (Hermitage) and William Stout to have the Ho-Ho-Kus Golf Club headquartered at Mansion House. He provided storage facilities for their clubs and equipment and had rooms for the overnight players.

In April 1898 Rogers managed to have on display “for show and tell” remnants of the ill-fated Battleship Maine. (Weapons, ammunition, shells, rope and other items to draw in the customers)

The large outdoor picnic parties were very popular in the spring and summer months.

At the beginning of 1899, Mansion House was under the operation of John Vansice. He

also became a popular Innkeeper. He installed additional electric lights around the side and front of the building. He created a flower garden and picnic area. The flower garden supplied flowers for the inside and enjoyment of the guests.

At the end of February 1901, a fire caused serious damage to the bar room area and destroyed many fixtures.

The flood of record occurred in 1903. The building was flooded on the first floor and basement. All items in the building were destroyed. The rooms were full of mud and other debris. East Franklin Turnpike along with the Maple Avenue Bridge was washed away.

John Vansant purchased the remains of Mansion House property, about 4 acres, from the estate of Richard Buckley at the end of 1903.

By spring of 1904, East Franklin Turnpike, from Mansion House to Ho-Ho-Kus Race Track, was open for Memorial Day Racing. The Maple Avenue Bridge took a lot longer to be rebuild.

William Keernan purchased the property in 1906. It was during his ownership that it is believed Paddy Burke opened his first Paddy Burke's Inn at the Ho-Ho-Kus Inn's site. Burke moved out around 1917 and opened a competitive restaurant down near the Race Track on East Franklin Turnpike. It closed in 1970.

McCrane and Lena Coxe purchased the property from William Keernan at the end of 1919. The investment did not go well. The building was closed for most of 1920.

In September, Zillah Oates-Jacquelin, wife of former councilman Herbert Jacquelin, purchased the property. She is credited for saving the Inn from destruction. World War I was over, and she had a vision of saving historic places. This building was one of her passions.

She was born in 1871. Her father was president of the Northern Pacific Railroad. While on a business trip with her father in 1882, he named an unnamed railroad junction after her. Today the town known as Zillah is a very lovely community in the State of Washington.

During her ownership, the building was upgraded and expanded. Her first tenant was the Calvari Brothers. They named the business "The Villa Antio" (The Villa). Automobiles were the big influence of this era. The brothers arranged the grounds to handle driver needs and parking. They upgraded and remodeled the bar room. The upgrade was well received. Along with the home cooking, the business was heavily patronized.

One Calvari brother left the business in 1921 after the upgrades were completed. Basil Calvari's wife became the partner. Records show that the Villa Inn building was expanded around 1924. The porch in the front was remodeled and a dining room was added.

After World War I, Ridgewood and Ho-Ho-Kus widened Maple Avenue, streetlights were installed, and the Maple Avenue Bridge was widened. This move created a business district along Maple Avenue. Mrs. Zillah Oates-Jacquelin deeded a segment of her property to round off the corner from Sheridan Avenue to the front of East Franklin Turnpike. The Borough upgraded the curbs and sidewalks in front and on the side. The deed transfer allowed the State to upgrade and widen the intersection. The Inn property was now 3.2 acres.

In the summer of 1927, Mr. & Mrs. George Metzger took over the business from the Calvari's. They changed the name to The Ho-Ho-Kus Inn. They re-decorated inside the building. The kitchen was updated and expanded. Antique furniture, chintz draperies and

furnishings were on the first floor. The west side lounge room was done in Old Italian. Imbedded in each wall was a circular plaque with the figures of maidens in base relief (imported) all done in buff color. Outside they added orange striped awnings around the building. In front of the building on the second floor level, they installed a large electric sign "Ho-Ho-Kus Inn". The sign could be seen all the way down the new Maple Avenue business district. The upper floors contained living apartments for the owner and family.

In late spring 1929 George Stevens of Tuxedo New York leased the building. He hired George Raymond to run the Inn. Extensive newspaper advertising was placed in the local newspapers. The first Ho-Ho-Kus Chamber of Commerce was formed and incorporated at the Inn. All Chamber meetings took place there. The Inn was very popular and busy at this time. The Race Track was drawing people almost every weekend. The Cheelcroft Development was drawing people to visit and see new homes.

Former Councilman Herbert J. Jacquelin died in November 1931. Zillah Oates-Jacquelin inherited all the family property and business.

In the early 1930's Theodore Barkley Sr. leased the Inn.

Zillah Oates-Jacquelin convinced the Town Council, in April 1941, that this historic building must be saved. The Town purchased the property. The Town gained additional land behind the Inn for future expansion of roads around the building and the downtown district (3.2 acres).

Theodore Barkley Sr. and his son Theodore Barkley Jr. were the first tenants under the town ownership.

December 7, 1941 the United States was at war. The Second World War impacted the business. Theodore Barkley Sr. died in February 1942. The son Theodore Barkly Jr. continued the business. The son ran into financial problems and fell behind in the rent and other bills. By the end of the year the Town Council would not give any more concessions. Barkley Jr. continued in business until the summer of 1943.

The summer of 1943 the Borough signed a 10-year lease with Edward Brindle. The Ho-

Ho-Kus Inn was known as a grill and restaurant. The Brindle family occupied the upper floors. They had a room for an employee to reside in too.

The Borough set guidelines for the building improvements. The Council had to be advised on all interior improvements. All exterior work was the responsibility of the Borough. The Cocktail lounge was the only area that was re-decorated.

Gasoline was rationed due to the war. At the request of several citizens, the Town provided hitching posts behind The Inn for horses and buggies. Many families from Ridgewood and Ho-Ho-Kus used the arrangement to shop in town. It was a safe area in those days, as the Orvil Court road did not exist.

The summer of 1944 the roof was repaired, the cesspool cleaned and repaired, and the tenant painted the building. Brindle brought in a partner to help run the business. The partnership was approved by the Borough.

July 1945 the Borough received an offer to purchase the Inn and surrounding 3.2 acres. The offer was turned down for the Inn. The other property came under different negotiations later.

Also in July, the worst flood in modern history caused vast destruction to the Inn and grounds. The driveway and parking lot were washed away. The front entrance stairs and walkway were washed out of position. The basement was flooded, and the roof was leaking again. The business survived. The war was over, and customers were coming back. The room on the east end was not heavily used anymore. It served to handle over flow crowds.

Edward Brindle retired from the business in the early part of 1953.

Zillah Oates-Jacquelin (82) died in her apartment at the Westbury Hotel in New York City. Her beloved Ho-Ho-Kus Inn was about to experience a wonderful renaissance.

George Butler and his sister Helen Wilson brought new life to the building. They set the standards for the building and the Inn's business for the future. They brought in his nephew, Dick Wilson, a Ho-Ho-Kus resident, to run the business. They hired various consultants to assist in bringing the building back to life.

The electric sign was removed from the second floor. A new sign was installed outside, with colonial style lettering featuring a colorful American Indian profile.

The rooms and furnishings were of colonial design. The walk, floors, and woodwork were upgraded and designed to reflect this theme. The Wilsons invested a great deal of time and money to bring back the colonial setting. Antiques were placed in appropriate settings in the various rooms. A wonderful American Wooden Indian was acquired and displayed in the Tap Room.

The beginning of December 1953, the Tap Room opened for business. The rest of the

building was still under renovation. The focal point of this colonial Tap Room was the life size Wooden Indian in the bar area. The wide wooden pine board floor reflected the light coming from the renovated operating fireplace.

On Thursday March 11, 1954, the restored Inn was fully open. The first and second floors were all dressed in the colonial design for the customers to enjoy.

The restaurant continued to receive awards and acknowledgements over the next 31 years, the longest tenant in the history of the building. They were cited by McCall Magazine and Holiday Magazine as one of the best.

The Wilsons had a long term employee who handled the parking and special needs of the customers. He welcomed all who came to the Inn. He even developed a service for those

who were disabled and required special attention. This man served the customers and the Inn for almost 25 years. He seemed to know everyone in town and they knew him. (Bob Newson)

The Wilsons retired from the business in 1985. Claude Baills, a French Restaurateur teamed up with a couple of local partners to form Claude's Ho-Ho-Kus Inn. This new business was French and all colonial influence was removed.

The name was changed to Claude's Ho-Ho-Kus Inn. The French influence was the style in the building. The group invested a large amount of money in changing the atmosphere in the various rooms. In addition, the building needed to be brought up to current day standards. The signs were changed, and green awnings were added at the front door and windows. A sign Claude's Ho-Ho-Kus Inn was installed. It was an award winning French dining spot. In 1989 it was voted the best French Restaurant in North Jersey and one of the best in the state. Former President Nixon frequented Claude's. He enjoyed the food and ambiance.

But the business was unable to generate enough for the owners and to sustain operating expenses. They tried a variety of ways to attract customers. They changed the dress code. A plan was developed to provide outdoor dining as French restaurants enjoy in Europe. The Zoning Board turned down the application. The battle received national and international press. By June of 1987 the Council approved the outdoor dining and the liquor license was extended to the patio.

Claude's was still having problems attracting customers. His proprietorship did not understand the market had changed. In 1997 the Borough filed suit against Claude's. He was behind in rent and the building was falling behind in maintenance. In addition, there were tax and state problems. The business closed down during the summer of that year.

A new tenant, Intervilla, operating as Marcello's Ho-Ho-Kus Inn, was secured by February 1998. The owners set about to restore the Inn to its original detail. They duplicated various elements where necessary. The "Blue Board System" was used to

simulate the flat surface of plaster. The 1952 phone booth was removed from the lobby, thus creating a more elegant entry. The kitchen and restrooms renovated. The fireplace in the tap room was repaired and put into service. Historic pictures and fixtures were rehung. Outside the signs and awnings were replaced with the new name Marcello's Ho- Ho-Kus Inn. Landscaping was updated and a lawn irrigation system installed. The patio received special landscape attention providing privacy for the customers.

The parking pattern was changed and egress, from the front, was via Sheridan Avenue with a right turn only requirement.

By late summer the Inn was open for business with an Italian fare. The tap room featured a pianist for entertainment.

In the summer of 2001, Marcello's proposed an expansion of the Inn, to the Town Council. They claimed that the business is unable to handle large parties. The small rooms are inefficient to use on many occasions. Also they stated they needed more space to handle the new market trend.

Marcello's wanted to build, at their expense, a 2400 square foot extension on the east side which included over the patio area. The expansion would include proper restrooms.

The Town Council turned down the proposal. They cited financial protection problems and lease amendments issues. Also, concerns about expanded supervision by Borough employees during the construction process. The addition was very modern and was not historically correct. The parking arrangement was not satisfactory either.

In October 2002, an unmanned automobile hit the back of the building, the non-historic area. The cinder block wall was damaged and had to be replaced. No one was injured. Nothing in the building was damaged.

In May 2007 Christopher Kelly (operating as Korbitz Inc.), took over the lease from Marcello's. The Inn operated for a short time. The recession was in its early stages. Restaurants, around the area, were experiencing the effects. With limited investment by Korbitz Inc., the Inn was losing customers. The staff and operation were reduced. By fall, the recession was having a severe impact on the Inn's business. Mr. Kelly only opened for business on weekends, holidays and special event days. He also opened for family anniversaries, private parties and special functions. This kept the costs down, generated some revenue while trying to survive. The fall 2008 Christopher Kelly entered into an agreement with George Zahakas (operating as Ho-Ho-Kus Inn, Inc.) Zahakas operated the business for the balance of the year. The understanding was Zahakas would take over the lease, from Kelly at the beginning of the New Year. Zahakas operated the business during the holiday season. On January 1, 2009 he closed the Inn and never returned. Christopher Kelly could no longer maintain the restaurant business.

In early spring of 2009, Ho-Ho-Kus residents, Gordon and Laurie Hamm (along with some NYC investors, the Chapman Family) became the new tenants. The Ho-Ho-Kus Inn was about to experience its second renaissance, adding to the existing name. The words "& Tavern" were added, thus making it "Ho-Ho-Kus Inn & Tavern". This was

significant, in that it suggested a casual setting for patrons. Gordon Hamm set out to create a casual environment for residents and neighbors to feel comfortable coming in with their families. The restaurant industry was pointing in the direction where fine dining was no longer desirable. A friendlier atmosphere was what people were looking for. The Hamm's, besides making various upgrades to the heating, air conditioning, physical structural repairs, also decided to make interior décor upgrades with colors of red, cream, and black, green and taupe, creating a more contemporary feel to the inside but still fitting for a colonial home. Upgrades such as new lighting fixtures, recessed lighting placed in every room, wainscoting, 1000-bottle, temperature controlled wine cabinet, new library bar, and the addition of a tavern bar occurred. They lovingly restored artwork from previous ownerships, added all new carpeting, new wide plank pine floors throughout the first floor and Tavern, built a new Tavern fireplace mantel and stone façade. They insisted in complying with today's ADA standards in the non-historic portion of the Inn (Tavern), and upgraded restrooms throughout with the addition of a unisex ADA-compliant restroom and a handicapped lift placed at the entrance to the Tavern. On the exterior, green awnings were added to both entrances, a new entrance footings were made for the front main entrance and Tavern entrance (as the old were not secure to their foundations) a bluestone patio and surround, and outdoor fireplace created warmth, and plantings irrigation were all new landscaping features. A new roof was put on, and Belgian block lined the parking lot and driveways, with new entrance signs flanking the new entrance on Orvil Court (for safety) and East Franklin Turnpike. The restaurant was operating, for the first time, with all rooms occupied at the same time without any new space in the kitchen. Laurie Hamm had invited town residents to help with the reincarnation by asking for donations of historic town memorabilia, reflecting their memories of the Inn, in exchange for a certificate of appreciation and a donation plaque placed by the memorabilia, displayed around the Inn's walls. Its doors opened for the first time since the renovation in December of 2009 and have been operating since.

The casual, but upscale experience that the Inn offered appealed to the neighborhood, especially the Tavern. The Inn again became a favorite gathering place, as well as a perfect venue for special family occasions and business meetings. The Inn was featured in newspapers and magazines, winning numerous local awards, such as Favorite New Restaurant, Favorite Neighborhood Bar, Most Romantic, Best Alfresco Dining, and the Open Table Diners Choice Winner, and prestigious Wine Spectator Award of Excellence. Management found ways to promote the Inn through the years with monthly events and weekly promotions. Social media became the cornerstone of being able to reach out to more age groups, and e-marketing was a huge way of communicating the new seasonal menus, events, and special dining facilities and target specific market groups.

11.2.13 The Washington Elm: 1778 East Franklin Turnpike

In Colonial times Franklin Avenue (Franklin Turnpike) was a narrow, rutty, dusty thoroughfare, lined with majestic elm trees. This grove of elms stretched from East Franklin Turnpike in Ridgewood, west to Warren Avenue. This section of the roadway was famed for its beautiful large elm trees. About two blocks east of the Ho-Ho-Kus Inn

between Elmwood and Sycamore Avenues stood the “Tavern under the Elms”. This tavern was one of the “stop over” points in route to Albany, New York.

Near the front of the tavern stood a series of elm trees, one in particular was greatly admired. It was believed to be one of the largest elm trees in this part of the colonies. The trunk was over 6 feet in diameter with a 17-foot circumference. The branches spread out over 110 feet. The root system measured 13 feet across. It was estimated to be about 100 years old when the American Revolution began. Legend has it in 1778 General George Washington camped under the elm while on a march from Fort Lee to the Colonial Army post in Ramapo Valley. It’s reported that General Washington chose this spot for the peace and tranquility of the location and his appreciation of the beautiful majestic tree. He also passed this location many times when he traveled between quarters near the Paramus Church and the Hermitage. People of the community took great pride in the elm tree since the “Father of the Country” had taken time to enjoy the location.

A little over 100 years after the Revolutionary War the elm trees started to decline. In the fall of 1882 the Zabriskie Dam failed and the majority of the elm trees were destroyed. News reports estimated that as many as 100 elm trees were destroyed by rushing waters. In October of 1903, the largest flood on record caused additional damage and destruction to the elm tree population.

There was little attention paid to the care of the Washington Elm. Some of its branches were pruned because they interfered with the large amount of traffic on Franklin Turnpike. In 1913, the County came to upgrade Franklin Turnpike. They cut several large roots and oiled the road base after widening. This action cut off a great supply of the trees nourishment.

Memorial Day 1914, the tree was honored by the Ramapo Valley Chapter of the Daughters of the American Revolution (D.A.R.). A granite Revolutionary War Marker was installed at the foot of the tree. Today the marker is preserved in Memorial Park on East Franklin Turnpike.

During 1915, many of the tree limbs were improperly cabled with light cable lines. Dead wood was not cut out properly, or not at all, prior to filling a large crevice with cement. The tree received the worst type of service for an attempt to save it.

As early as 1918, limbs started to fall from the tree, several large ones fell causing concern for the tree life and local safety.

By the 1920’s, Franklin Turnpike was a major route to Albany. To improve the road the State did additional road work that damaged the tree. In addition, several elms along the Turnpike, including all in front of the pre-Revolutionary War Hopper-Zabriskie-Toles House, were removed. (Area of present Post Office)

In 1925, Congressman M.L. Davey, of Ohio, president of Davey Tree Company, a

history buff and an arboriculturist heard about the historic Washington Elm. He sent a representative to visit the site to assist in saving the tree. The tree was inspected from the ground to its branches. Test borings were conducted. After the inspection the Town Council was informed that the tree was in serious condition. It represented a liability to the town, but with proper treatment its life may be prolonged. The Council appropriated \$200 to provide for immediate treatment.

The tree was trimmed; parts of the decay were removed; wire cables were installed to relieve tension. Several hundred pounds of fertilizer was injected into the ground around the tree. The Davey Tree Company maintained the tree for the next three years.

By June 1928, the Davey Tree Company reported to the Council that the Washington Elm was at an end. It was just a matter of time and it will be lost. All agreed it would be too much of a shock to the community to take it down. It was decided that appropriate pruning to allow it to die off slowly and eliminate the safety problem was the best way to handle the historic tree. In December 1937, the United States Department of Agriculture's inspectors determined that the tree was infected with the "Dutch Elm Disease" and must be destroyed. Early January 1938, the Agriculture Department sends a crew to cut the tree down. Public Service was requested to assist and pull the trunk from the ground. The government crew cut away the stump and removed all the remains.

Warner Brothers Movies commissioned Arthur W. Crisp, a well-known muralist, to capture the event of Washington under the Elm on a mural in 1932. This large mural is located in the lobby of the Ridgewood movie theater. The local Veterans of Foreign Wars Organization is known as the Washington Elm Post. Other groups use the symbol of "Washington under the Elms" for labels in books.

In the fall of 2007, Clearview Cinemas, owners of the Ridgewood Movie Theater, removed the very large mural. This artwork had been in place for 75 years. The mural was placed in a warehouse. People from Ho-Ho-Kus and Ridgewood met with the Clearview director of facilities in order to save it. Management agreed to donate the mural to the Ho-Ho-Kus Public School. The school had a location where it would be displayed. Money for upgrading and cleaning would be covered by fund drives. There was a management change at Clearview in 2008. As a result, the donation did not take place. The current theater management believes the mural was donated to a museum in the Washington DC/Virginia area. As of this writing, the mural location has not been identified.

11.2.14 Ho-Ho-Kus Golf Club 1890

Pre cursor to Ridgewood Country Club

In early 1890, William Rosencrantz showed a friend a game he learned to play in Scotland, the year before, on a business trip. They played on his front lawn, at the Hermitage, on a 2 hole set up he laid out. From the early venture, they created the "Ho-

Ho-Kus Golf Club” (1893), believed to be the first in this area of New Jersey and possibly one of the first in the country.

They expanded to a six (6) hole course across the street and held special events every Labor Day. The winner was awarded a trophy each year. They had as many as 40 players at this time. The Club leased land (5 years) from the Vogler family and expanded the course to 9 holes. The new grounds were ready in the spring of 1897. It was reported to be a beautiful place for their use.

The proprietor of the Mansion House (Ho-Ho-Kus Inn), John H. Rogers, welcomed and encouraged the club to use his facilities as their headquarters and meeting site. He also provided storage facilities for their clubs and game items. Their course site did not have a building to store items or provide areas of rest and relaxation. He also provided room and board for overnights.

The club was dominated by Ridgewood residents and they usually won the” Ho-Ho-Kus Cup” on Labor Day. The membership had risen to overload and the need for a larger course was necessary. The Ho-Ho-Kus Golf Club merged into the Ridgewood Golf Club in 1901. The group continued to play in Ho-Ho-Kus until June, when the new Ridgewood Golf Club course was ready to be played on. The new course was located on Maple and Linwood Avenues (Veterans Field).

Today the organization is known as The Ridgewood Country Club (1910)

www.rcc1890.com

11.2.15 The Ho-Ho-Kus Race Track (Circa 1867) Race Track Road

The famous Race Track historian Allan E. Brown wrote the following in his book The History of the American Speedway: “One of the most famous sprint car tracks on the East Coast was Ho-Ho-Kus Speedway near Ridgewood, New Jersey. Like Legion Ascot in California, almost every top driver ran Ho-Ho-Kus at one time or another.”

The Ho-Ho-Kus Race Track and grounds were developed in late 1860 thru early 1870. Some suggest it may have pre-dated the Civil War, 1861-1865, but no evidence has been found to confirm these dates.

The race track and grounds flourished for almost seven decades. It was considered one of the more important and historic tracks in the United States and many years an important stop on the first circuit of auto racing from 1920-1938. The big racing and fair days were Opening Day, Decoration Day, July 4th, Labor Day, Columbus Day, Election Day and Closing Day.

Over the seventy some odd years the grounds were used for numerous venues. Trotting races, horse racing, horse stables, livestock exhibitions, county fairs, machinery and equipment shows, carnivals, parades, movie making, dining and dancing events, wedding chapel, fireworks, fireman field days, foot races, bicycle races, polo events, military drill field, military remount center for horses (WWI),

airport landing field (first airmail delivery in the eastern United States), air shows, auto racing, automobile exhibitions, stock car racing, motorcycle racing, baseball games, HHK road department storage, vegetable gardens (WWII victory gardens.)

The track had many names during its long history; Ho-Ho-Kus Driving Park, Ridgewood Race Track, Ho-Ho-Kus Speedway, the Driving Park, Ridgewood Driving Association Park, Bergen County Fair Grounds, Ho-Ho-Kus Park Incorporated, Ho-Ho-Kus Race Track.

Whatever the name, the people came by horse and wagon, horseback, stage coach and train in the late 1800's. The Erie Railroad ran special trains to Ho-Ho-Kus station.

The Ho-Ho-Kus Valley Gentlemen's Driving Association was formed in early 1879. The Officers included:

Jacob Bamber, President
B.B. Vreeland, Vice President
J.E. Zabriskie, Secretary
J.A. Bogart, Treasurer

The association leased some 12 acres of land from Samuel Banta Trust. The property was perfectly level and was conducive to building a racetrack. The property had been used in this fashion previously for many, many years. The Ho-Ho-Kus Valley Gentlemen's Driving Association focused on making it a legitimate business.

They set about making a quarter mile track and had a workable field by early June. Samuel Vreeland was so enthusiastic about the track he built a 50 foot grandstand at his own expense. He had it ready for the 4th of July opening. Vreeland owned a highly rated trotter and wanted friends to see it run properly.

A flag pole was erected near the entrance and was featured in the opening day festivities. A judge's stand was constructed on the infield and was also ready by the 4th.

People came from all over the area to test the race track and grounds for free on Saturday afternoons.

The Fourth of July 1879 was the opening of the Race Track as we have come to know it. A large crowd arrived for the opening ceremonies and races. The attendance was so impressive that Jacob Bamber attempted to have the County Fair transferred to Ho-Ho-Kus for September. However this was not successful, it was held in Spring Valley as it had been for years.

The Bergen County Agricultural Association was formed to run its own fair in Ho-Ho-Kus on 7, 8, and 9th of October 1879, a week after the official county fair in Spring Valley.

The Agricultural Association erected an additional 75 foot long grand stand for use. Special stalls were constructed for the various animal displays.

Young Garry Bamper, Jr. started running a wagon service, for passengers, from the train depot (Hollywood Avenue) to the track.

Opening day of the fair was a bad weather day and only 2000 people attended. The second and third day's attendance shot up to 4000 each day.

Over 100 exhibitors were on display in the following categories: Farm Products, fruit, flowers, poultry, manufacturing, fancy articles, woman's work and miscellaneous. The New Jersey National Guard gave an exhibition drill and a band played every day for entertainment. A major display of art and cultural items were exhibited in the Banta House sponsored by the actor Joe Jefferson.

The impact of this first fair in North Jersey (Bergen and Passaic Counties) set the future of fairs at this track for the next 30 plus years.

On October 24, 1879, members of the Ho-Ho-Kus Valley Gentlemen's Driving Association and the Bergen County Agricultural Association were invited to the Ramsey Driving Park (Ramsey Race Track). The group was honored for their work in establishing a track and fair ground in Ho-Ho-Kus.

The Driving Association conducted a special race day for Thanksgiving which was also well attended.

In the late fall, a local designer, John Drake, assisted the Driving Association with major upgrades and renovation of the grounds and the track itself.

By Memorial Day, 1880, the grounds were expanded by an additional eleven acres from the Banta Estate. The short curves and radii were widened. The track was widened to 60 feet and lengthened to a full half mile. The grandstands were torn down and a larger one put in their place.

The Track now covered over 23 acres. The land was all part of the Samuel Banta Farm, located on today's West Race Track Road. The entrance was at the current day Arbor Drive. The track was now half mile oval dirt roadway. It would be banked in later years.

The 4th of July celebration featured fireworks, bicycle races, wheel barrel, and foot and sock races, musical entertainment and refreshments. Trotting races were held in mid-afternoon.

The second fair put on by the Bergen County Agricultural Association was held October 5, 6, 7, & 8th. The grounds were fenced in and another display building was constructed for exhibitions. The fair was a financial success using the same venue as the first fair. The crowds were large and word spread that this was the place to be.

Memorial Day 1881, the track was in excellent condition. Large crowds arrived to see races from all over Northwest Bergen County and lower New York. No politicians were on hand for this Memorial Day.

By July 4th, The Driving Association had constructed some stables to house visiting horses. Over 3000 people attended this day. A problem of drinking, noise and rudeness occurred. Some people were on the track during races. Injuries occurred do to this problem. President Bamber assured all this type of conduct would be handled.

The Agricultural Association moved the fair date to September 13th. The Spring Valley Fair was no longer a factor in New Jersey. The Association continued to use the same program they started as with the first fair. They cleared over \$4000, making it another successful event.

The end of September a well was dug to provide water for all the track needs. Water had been an issue for the horses and the livestock on fair days.

Memorial Day in 1882 was a very desirable day. A large crowd arrived to enjoy the events.

The 4th of July suffered from a very rainy day, small crowd and slow and poor racing conditions.

The Agricultural Association and the public were in a state of shock when the fair opened October 3rd, 4th, and 5th. The heavy rains in late September caused flooding and the Zabriskie Dam to burst. Some roads and bridges disappeared. The best method of travel was train to Hollywood Avenue Station and Stage Coach by back roads to the fair grounds. Many came to see the vast destruction and ruins. (for details see Zabriskie Dam)

Jacob Bamber was granted a tavern and liquor license by the County. He opened a hotel on the western side of the track. It was a three story structure on a hill. It was considered part of the track grounds. He and his family lived there. It was eventually destroyed by a fire in March 1939.

On Columbus Day 1886, the Orvil Athletic Association conducted a bike race, foot race and a horse race. At the end of the day a baseball game was played between the Orvil Athletic Association and the Ridgewood Field Club.

Early 1891, the Ridgewood Driving Association took charge of operating the track and race programs. Opening day there was a special parade with horse drawn carriages, in a procession from Ridgewood into Ho-Ho-Kus. They lapped around the track for a grand display.

Memorial Day 1893 was the Orvil Athletic Association's seasonal debut to the public. They had a lively crowd to see a baseball game between married men and single men. The married men won. They also sponsored several bicycle races that were three mile events. Horse racing was cancelled due to lack of entries.

In 1894, the North Jersey Agriculture and Driving Association took charge of

operations. They expanded the use of the grounds. The horse racing was expanded to include trotters, a more refined type of horse race. The local venues were expanded to include more entries from around Bergen County. Horses were now housed and trained on the track grounds. The track was part of the Metropolitan Race Circuit which covered New York and New Jersey. Grand Stands were constructed and the track was upgraded. The group ran the track for five years.

July 1895 the Ridgewood Driving Club was organized for the advancement of trotting. They rented the track and grounds to promote trotting.

The Orvil Athletic Association continued baseball most weekends since they had one of the best fields to play on.

The 4th of July and Labor Day events were not well attended in 1896. The poor crowd attendance was blamed on management by the Association members. In addition, its own baseball team had a losing season.

The Orvil Athletic Association had better results in 1897. The Memorial Day events were well attended. They had multiple contests which included horse and trotting races. Prizes ranged from five dollar bills to bushels of oats for the horse racing.

The 4th of July had a large crowd for the various racing events. They continued into the night with a picnic for all who attended along with entertainment.

Labor Day, the crowd exceeded 4000. The Association advertised in the local papers which may have helped with the high attendance. They continued racing into late October.

The Memorial Day Program, run by the Orvil Athletic Association in 1898, was only fair. Again they did not have horse and trotting events on the schedule to create interest in their program. The Association had John Rogers "The Mansion House" present the winner of the 4th of July trotting race the grand prize, which was a new harness set. It was a very hot day which reduced the attendance. Nevertheless, those attending felt enthusiastic for the holiday events.

For the first time in any ones memory, a baseball team of color was permitted to play baseball at the track. Permission was granted by the Orvil Athletic Association for Saturday July 30th.

The Labor Day program only generated 2000 people in attendance. The scheduled events were all the same as the other holidays.

The Ridgewood Driving Association tried to conduct a race every Saturday afternoon. Anyone with a horse could enter. They even conducted bicycle races before the horse race to keep the enthusiasm for the track programs. In the fall of the year the Bergen County Agricultural Fair was held (1891-1916).

Horse racing kept everyone's attention because it was the main source of entertainment and transportation. The local type fairs did not do well because many of the large farms (cattle and agricultural) were being sold off to people moving in from the city. The new people were not interested in exhibits for farm and cattle items. They were interested in horses. The track grounds were where one could find the best type of horse for sale and sales were very good. Doctors were the top customers. They were always in need of a strong, dependable horse to make house calls.

The Bergen County Athletic Association held a double header baseball game on Memorial Day 1898. A large crowd came to see Ridgewood loose to Paterson in one of the games. The rest of the days, entertainment consisted of bicycle and horse racing.

In 1899 rumors were circulating that the property was going out of business or may be sold. It had been almost twenty years since the original group had started the track. In December a group from Ramsey agreed to purchase the track for \$5715. They were known as the North Jersey Agricultural and Driving Association.

By the turn of the century a new group took control of the track, the New Jersey Agricultural and Driving Association, along with the Orvil Athletic Association.

In January 1900, E. Leary, Trust Administrator, sold twenty three and a third acres to North Jersey Agricultural and Driving Association. The new Board of Directors had a plan to revitalize the track and grounds, to excite the visitors along with the help of the Orvil Athletic Association.

In April 1900 a large work force appeared at the track. Martin Henlon, of Ramsey, had the contract to improve the grounds. He erected new stables and fences in the track area. Christopher Courter, of Ridgewood, constructed of new judge's stand and built a new grandstand. The entire grounds were transformed by Memorial Day. A bar and restaurant service also became available.

The Memorial Day attendance reached over 4000. Stage coaches met trains at the Undercliff Station and transported people to the track. About 1000 horse and buggy rigs surrounded the track. Reportedly, most town residents attended.

The Suffern Race Track closed due to the successful Ho-Ho-Kus Race Track. The 4th of July program was a good mix for all. Cash purses had been increased in all events. Unfortunately, the weather was a factor and attendance was only fair.

By Labor Day the attendance was back up over 4000. The weather was good and all had a grand time at the races.

The first fair carried out by the New Jersey Agricultural and Driving Association in mid-September, was very successful. They now went forward with the construction of a club house that had been planned. It was built at the south end of the track comprised two floors with a balcony overlooking the track.

In 1901, the season started off with good attendance on Memorial Day. A large contingent came from Ramsey to support the track owners; but the rest of the year was disappointing.

The fair was scheduled to September 17-20th. This was one of three fairs scheduled in the area. Two were over the state line in New York. The operators were under heavy competitive pressure. On opening day, the nation was in a period of mourning. President Mc Kinley had been assassinated. The nation had scheduled September 17th as a religious remembrance day. However, the track organizers went ahead with a full fair day including racing. The organization came under a very heavy criticism and later suffered in attendance.

In October 17, 1903, a high class horse show was scheduled. Groups from all over the tri- state area were expected. Unfortunately, the largest flood in the history of the area forced cancellation of this event and all other events for the remainder of the year.

The disaster of the previous year had an impact on the tracks operation. Even the Governor, who attended the annual fair, did not help the future of the track.

The organization lasted about five years, but they were not financially successful. They did not have the business experience to run an entertainment facility.

In 1905, Samuel Nagle purchased the business and the fortune of the track turned around. He was a lover of horses and he understood the racing market and how the public wanted to be entertained. He owned the track for 24 years until 1929 when he died. During that time, he renamed the facility “The Ho-Ho-Kus Driving Park” and set about to get local, county, and state interest in his track. He expanded the grounds, acquiring additional property. The track covered almost 30 acres under his tenure. He arranged for the Ridgewood High School Athletic Association to hold its first field day on the track grounds. It had nine events where students competed for trophies and prizes. He promoted local horses in races. These horses dominated the racing season in 1925. This was the last year this would happen.

The racing season in 1906 was very successful. Columbus Day was very special to the new owner this year. A celebration was held at the existing club house, where the best social event of the year took place. Horses and carriages of various sizes brought people to the park to be seen and to see the races. They were paraded around the track and in front of the balcony of the club house, which also overlooked the track. After the parade and race a grand dinner dance program was held in the club house.

Sam Nagle was always working on methods to improve the track and its entertainment program. In 1907 he had the local baseball teams play a game, Ridgewood Baseball vs. Undercliff. He had local people for special neighborhood racing. Dr. Hopper raced his famous horse “Top Notch” several times during the year. The doctor won all his races.

Decoration Day 1908, started with a Grand Parade from Ridgewood Avenue,

Ridgewood, to the Ho-Ho-Kus Driving Park. The parade consisted of 100 horse drawn carriages and rigs. They were led by the Post Band who also provided entertainment between races. The track flourished during the year. Sam Nagle started racing his own horse "Fly by Night." Dr. Hopper was still involved with a new horse "Torreau." Crowds kept coming back because of this local competition.

Upgrading of the track facilities was carried out before and during the racing season. The club house and grandstands were expanded and modernized. The stables and sheds were upgraded and new ones added. The blacksmith shop was also renovated. The Ridgewood Driving Association held all its meetings in the club house. The club house became the major social center of the area. The population of Ho-Ho-Kus was about 480 at this time.

Five years after Sam Nagle took over the track's operation, the attendance was very, very good. The Ho-Ho-Kus Driving Club was sponsoring races followed by clam bakes and waltz dances.

History was made on July 4, 1910. The trolley line started service to Ho-Ho-Kus Station from East Paterson (Elmwood Park). The local stop was just down the street on Franklin Turnpike. This new service greatly enhanced Sam Nagle's attendance to track activities (see: North Jersey Rapid Transit).

By 1912, the trolley line was in full service from East Paterson (Elmwood Park) to Suffern, NY. The local stop was just down the street on Franklin Turnpike. Attendance was very large. People came by horse, auto, and trolley.

August 3rd, the Greater Aviation Company sponsored an air show and aviation meet. The show was to have airplane displays, bomb throwing contests, monoplane demonstrations, passenger rides, sky diving, altitude flying, and at the end of the day a cross-country air mail delivery to Ridgewood. This was the first attempt at air mail service in New Jersey. The Post Office provided special first day issue postage. The service was authorized by the U.S. Post Office, in Washington, D.C., and was officially designated as Route 609002.

Temporary hangers were installed to house some of the planes. A military band was on hand to provide entertainment. The track was fully decorated for the big aviation event. Over 10,000 people came for the day. They toured the temporary hangers and observed people working on the aircraft. They visited the few planes on the grounds, but the main events never took place. Several aviators got lost; two others had engine trouble, another arrived very late, decided not to compete and left. The crowd believed they had been scammed and became very restless. Mr. Nagle forced the show operator to refund the money to calm the people.

The famed French aviator Francois Durafor was initially to handle the air mail delivery but he too got lost on route to the track. Later that afternoon however one plane did take off, piloted by Joseph Richter. At first he flew around and did some mild aviation

demonstrations and landed. He then picked up the mail pouch to deliver to Ridgewood. He took off heading north towards Suffern. Realizing he had the wrong heading, he flew back to the track, did a speed demonstration, and landed. Then after getting directions to Ridgewood, he took off again. Shortly before 7 PM, he managed to drop the 40 pound bag of mail on the grounds of the old YMCA on Godwin Avenue before flying off into the sunset. This was the first air mail delivery in the State of New Jersey.

Later that afternoon one plane took off, piloted by Joe Richter, and flew around and did some mild aviation demonstrations and landed. He picked up a mail pouch to deliver to Ridgewood. He took off and headed north towards Suffern. Obviously lost, he flew back, did a speed demonstration, and landed. After getting directions to Ridgewood he took off, shortly before 7 PM, and dropped the 40 pound bag of mail on the grounds of the old YMCA and flew off into the sunset. This was the first air mail delivery in the state of New Jersey.

The first of two movies was made on the track grounds in 1914. A silent movie “Polly of the Circus” was filmed by Goldwin Movie Picture Corporation. The movie setting was 1898. The horse race and some fair scenes were filmed using local people in the cast, crowd, and race.

Also, this year the Ho-Ho-Kus Driving Club was formed. The purpose of this group was to promote quality breeding of horses and training for horse shows and races of a higher class.

The annual county fair was reorganized as a business and returned to the grounds in a big way. Two large buildings were erected for displays and exhibits. One building was 200 feet long to accommodate cattle, sheep, and swine.

By May 1914, the Ho-Ho-Kus and Goshen Tracks were known to have the most money purses in the East for that year’s racing season.

The Memorial Day event was very disappointing. It rained most of the day, events were poor and many cancelled.

A special long program was presented on the 4th of July. This program was designed to make up for the Memorial Day disappointment. A very large crowd filled the grounds and was pleased with the day’s events.

The Bergen County Fair took place on August 4, 5, 6, 7, & 8th 1914. The harness race purse was \$10,000. They had a 150 horse entry for the races. The midway was filled with side shows and well lighted at night. The exhibits included farm products, cattle, sheep, poultry, horse, dog and flower shows. Automotive displays included tractors and farm machinery. For additional entertainment each day, there was an aeronautical show over the fair grounds. The renowned aviatrix Ruth Lew known as “Queen of the Air” and her “Flying Circus” performed stunts in a Wright bi-plane over the track. In addition, each night a music and dance program was available for all on a large dance platform.

The Bergen County Historical group had a display on the top floor of the Club House. The Woman Suffragettes were well represented and had their own booth. The grounds were

filled with politicians all week.

By weeks end, two special events were presented. Several motorcycle races, one (1) mile and five (5) mile, took place. Two world records were set for a dirt half mile track for motorcycles.

The other event was the first auto race at Ho-Ho-Kus Track. There was a \$100 prize for the winner. Four drivers registered, but only three raced. The "National Racing Car" was eliminated in a test run accident. Eugene "Hugbie" Zinn, drove Bob Whites car in the ten

(10) mile race and won the prize. The car was brought to the track from Paterson. The next time Eugene "Hugbie" Zinn will race in Ho-Ho-Kus is 1917, when auto racing is re- introduced.

The track grounds were maxed out for shows and space. The crowds were beyond expectations.

After another successful year of racing a very large Bergen County Fair took place on September 14, 15, 16, 17, & 18th 1915. This was a five-day event. This fair differed from the previous ones held on the grounds. The focus of the fair was special county resources, local manufacturers and farmers of North Jersey. The Bergen County Fair Association erected two large buildings to hold exhibits, plus a 200 foot long structure for cattle. The Association was concerned about attracting the manufacturers, farmers and merchants of Bergen County. Exhibits and competitions were judged, and prizes were awarded for cattle and horses, ladies baked goods, including apples, peaches, cabbage, corn, and potatoes. Art and needle work was also judged. The fair midway featured games, rides, balloon ascensions and high-diving acts. Band music was played all during the fair days.

On the last day of the fair the New York-New Jersey Volunteer Firemen's Association sponsored a firemen's field day. They raced horse drawn and motorized units, conducted hose laying contests, tug of war, water bottle spraying, and a greased pig contest all for cash prizes. In addition, fair goers saw a firemen's parade and viewed a fire truck exhibition.

The attendance at this fair was estimated at 20,000, including the governor who came by train. The Ho-Ho-Kus Fire Department had 10 men on duty to assist the police. The Borough hired a retired New York City Detective Sergeant, James McKahey, to organize the policing of the grounds.

In 1916, the track had another successful season and, in the fall,, October 10, 11, 12, 13, 14, the five-day Bergen County Fair was back, bigger and better. In addition to the previous year there was an auto show, trap shooting contest, trick riding, a flower show and exhibit, a five mile bike race, clay pidgin contest and skeet shooting was introduced,

sword swallowing, an elephant display, a dog show, gladiator contests, a vegetable and poultry exhibit, chickens, pigeons, pheasants, hawks, and water fowl. The New York-New Jersey Volunteer Firemen's Association held its usual program on the last day. This time 50 fire departments participated in the events for \$500 in prizes.

The governor came, made a few speeches, met with political groups, saw a demonstration by the Vote for Women Group and the Woman's Temperance Union.

By 1917, clouds of change were starting to appear. The Home Guard, today's New Jersey National Guard, was formed and they drilled on the track grounds, where maneuvers and guard duty was taught. The track became an assembly area for its activities in Northwest Bergen County.

The Bergen County Fair was held for five days August 29, 30, 31, September 2nd, and 3rd, thousands attended including the Governor. The Army and Navy had recruiting tents for the first time. The cattle exhibit had been reduced in size, but the Guernsey's and Jersey's were exhibited. A very large car show was the featured attraction that year. The music was supplied by the Home Guard Band. The New York-New Jersey Volunteer Firemen's Association field day was the last day of the fair. This year's fair had a special event wrestling contest, The Masked Marvel. He took on all comers in spirited matches four days. This was part of the circus side show entertainment.

In September the function of the track changed. It became a big hit as a collection center for horses and mules used by the French Army. The Federal Export Company handled the process on the grounds. The animals were shipped by train to the Ho-Ho-Kus freight yard at Hollywood Avenue. The horses were unloaded and herded down Franklin Turnpike by cowboys and drovers to the track. These wild horses had to be "broken" to the bit and saddle, shod, housed, fed, and trained for the French Army.

In October a team of inspectors found conditions ideal for the mission. They found 20 tons of hay, 2 tons of bran, and 4 tons of oats. Quartering was found to be very good and clean with plenty of water and food. Search lights lit up the area at night. Doctor Hopper (Ridgewood) was also involved with the inspection process. The U.S. Army had people stationed from the U.S. Veterinary Corps conducting final inspections before shipment overseas.

By January 1918, the U.S. Army was processing hundreds of horses. They had been very diligent in horse quality and control of diseases. There was a report that the U.S. Government was going to take over the grounds and set up a military post. The Army denied any takeover or plans for a permanent military facility to the relief of the community.

In March a nineteen car train arrived with 340 horses. The control of the horse movement was much improved. The horses were herded down Franklin Turnpike in lots of 150 each. This insured protection of flower and vegetable gardens from hungry horses. This was the last load of horses to be delivered.

By April, the French Government ceased operation of the Remount. The war effort was

now mechanized with trucks and tanks. In addition, space to ship the animals was unavailable. The balance of the horses was sold in the United States. The French Remount program closed and the Army and the export team moved to Washington.

A week after the last horse was shipped; a brush fire broke out west of the track in May. The fire was out of control. The two-day fire consumed the club house and all its furnishings, 200 tons of hay, a carload of feed, and the cattle shed and grandstands were badly damaged. The stable area was saved. The Bergen County Fair Buildings were not damaged, but were sold at auction. The organization went bankrupt due to the track closing, the war, and attendance problems. Sam Nagle was the winning bidder.

Nagle had the track back in shape by May of 1919. The war was over and people were looking to enjoy life. The track introduced auto racing. Large crowds came to see this new form of racing. The old military band provided musical entertainment. The early auto races were not successful because the track was soft from horse racing. This problem was corrected by the July 4th Race Day. The Ho-Ho-Kus Police had to hire 12 extra officers to handle the crowd and the traffic on Franklin Turnpike.

On July 4th, Eugene “Hugbie” Zinn returned for the auto racing. The events were ten (10) mile races with a \$1000 prize for the winners. Four races took place. The local Band played music for the crowd during the intermissions.

The Labor Day program featured auto racing again. This was the largest crowd up to this time assembled for automobile racing (6000). The crowd also witnessed one of the early racing accidents at the track. The vehicles went through the fence barrier but no injuries occurred.

In November six rail cars filled with circus equipment were transported to the track for storage over the winter.

Memorial Day 1920, horse racing was back for the first time since the war. Over 7,000 people attended opening day. This time almost all who attended came by car or trolley, only a few came by horse. The rest of the year was uneventful, but the attendance and interest was coming back to prewar levels. The Police Department assigned three policemen to handle the traffic and Franklin Turnpike and Maple Avenue.

During the racing season gambling was detected and three-card Monte type games were being played on the grounds. Extra police were now required to contain this new problem. The population of Ho-Ho-Kus was close to 600.

August 1920, the Goldwyn Corporation completed all the background track scenes for their movie “Forever and Ever”.

Sam Nagle lost two valuable race horses, “Elgan and Mary Winter” in a fire, September 17, 1920. Three others were saved. Four farm hands also lost their housing that night. The building was 150 x 60 feet. It took Ho-Ho-Kus, Ridgewood and Hillsdale Fire Departments most of the night to control the fire.

On Labor Day the New York-New Jersey Volunteer Fireman's Association held a two-day field day and carnival. Over 10,000 people showed up for the largest event in Bergen County for 1922. About 2,000 firemen from 112 fire departments participated in a wide variety of programs and contests. The New York-New Jersey Volunteer Firemen's Association had a 50 piece band to provide entertainment for the two days. In addition, the Association ran 35 of the booth games and concession stands. They also provided two days of fireworks for those who attended.

The Bergen County Driving club took control of track events in 1923. On Memorial Day they arranged for a band concert, refreshments, racing and parking at no charge. In July they had motorcycle racing including a side car race which was won by a Ridgewood resident.

The 1923, racing season had a growth in attendance. The Post Military Band from Waldwick provided entertainment during the year. Motorcycle racing with and without side cars, was the highlight of the year. The New York-New Jersey Volunteer Fireman's Association moved its field day program to Westwood. They now controlled the entire financial operation of all field day operations. They realized the money making ability of their events from prior year's successful program.

The Bergen County Driving Club conducted the fair September 3, 4, 5, & 6th 1923. Attendance reached 25,000.

Competition, on the equestrian level, opened on the other side of Ho-Ho-Kus in 1924. Bell- Ho Stables opened with great fanfare led by the Ridgewood Riding Club (see Bell-Ho Stables - Historic Element).

Another large fire took place one night in late October. The grandstands and judge's stand were destroyed. However, Sam Nagle still had the grounds ready for the Thanksgiving Day program. A daredevil driving demonstration came in from Chicago. They performed all types of maneuvers. They also had races with all challengers from the East. The show was billed "East Meets West." This was the first time at this track and maybe New Jersey that black drivers competed with white people on the race circuit.

By mid-May 1925, new grandstands were erected to replace the ones burned down in last fall's fire. A large crowd attended a special motorcycle race on May 16th. The Precision Motor Cycle Club of New York City conducted the program of solo bikes and sidecar bikes before a very large crowd. The following week, Memorial Day, 5,000 people attended a horse racing program. Another successful year for the track, as auto racing became the main event for attendance.

In 1926, record crowds attended horse races and motorcycle races. The auto races set an all-time high at the July 4th venue. The trolley system operated at capacity with extra runs. Buses started to bring fans.

Shortly after Labor Day the Ridgewood Polo Club was formed with its headquarters at the track. They scheduled a polo match on a Sunday. Unfortunately, nothing was permitted at the track on Sundays. The Ridgewood Mayor had made promises about the Ho-Ho-Kus track he could not keep. The Club had publicized the match extensively. After a series of meetings with the Ho-Ho-Kus Mayor and Council and the Ridgewood Mayor the one Sunday game was permitted.

The field was put in order to play the game on the infield. Both Mayors threw the first ball on the field. The game was slow because the grounds had not settled enough from the renovation but, it was a start. The new Ridgewood team beat Saddle River. The Essex Troop Polo Club moved to the track from Sea Girt, New Jersey for future polo events in North Jersey.

The beginning of 1927 the Kent Riding Academy, North Maple Avenue, Ridgewood moved its operation to the stable area of the track. This allowed the Academy to stay in competition with Bell-Ho Stables for a few more years. During the year horse racing tried to compete with auto and motorcycle races. Midget cars were a popular crowd pleaser.

Fans experienced fast driving and unexpected thrills on Saturday June 15, 1929. Besides the record breaking auto race by Wild “Bill” Albertson (who broke the speed record this day) they witnessed a terrifying event. In the midst of the auto race excitement, the roar of an airplane motor caught everybody by surprise and shock. The plane owned by the Bergen County Aerial Police crashed at the track during the race. The plane was on a test maintenance flight when it lost power. The Wright Aeronautical Mechanics had flown some aerobatic stunts for the crowd when the engine went dead. As the pilot tried to straighten out to land, the landing gear caught the top of the trees and forced the plane into a nose dive. People on the field rushed to the crash and rescued the crew. They also righted the plane on the ground. The pilot was unhurt, but his assistant, Phil Carter from Midland Park, suffered some injuries. The ambulance that was on hand for the track (AAA racing regulations) was assigned to take the crew to Paterson General Hospital.

Chief of the Bergen County Aerial Police, Peter Siccardi, arrived about an hour after the crash. He arranged for the aircraft to be removed. The next day, Sunday morning, a crew moved the plane back to Teterboro Airport.

The Ho-Ho-Kus Motor Speedway Inc. applied for permission to conduct a charity auto race on a Sunday. The Borough Council heard the presentation at their meeting, on Wednesday July 17th. In a unanimous vote, the request was denied. The fear was that this would lead to auto racing on all Sundays.

The 4000 plus crowd for the Labor Day race witnessed an exciting day. Lew ‘Bozo’ Balus showed up and parachuted to the track signaling the start of the race. But he missed the track and landed in the trees, delaying the race. Another stunt was conducted on a motor cycle with the operator driving around the track twice while sitting backwards. Multiple accidents occurred during the day due to the high level of dust that the cars generated. All the drivers had trouble seeing the track.

On Sunday afternoon November 10, 1929, a Department of Commerce bi-plane made an emergency landing at the track. Weather conditions forced them to land. They left the next day when the weather improved for safe flying.

In early May of 1930, the newly organized Ho-Ho-Kus Driving Club introduced free horse racing matinees to which the public was invited to participate. Many interested people raced on Saturday afternoons. This approach allowed the track-trained horses to gain experience. The Driving Club provided these free matinees up until Memorial Day when admission would then be charged.

Before Memorial Day, the Ho-Ho-Kus PTA sponsored the Ho-Ho-Kus School Field Day at the track. These field days would be held until the early 1940's when the program moved to the new Ho-Ho-Kus Public School and became the current day Memorial Day Program.

By the Memorial Day 1930 opening race, the track was known as one of the best horse country centers in the East. This came about because of an excellent track promoter, Forrest E. Davis. Purse money had been enlarged to attract a good field for racing and also to help people in the Depression. A half-mile track record was set on this day.

The Bergen County Motorcycle Police sponsored a motorcycle race on Saturday afternoon in mid-June, 1930. An extra thrill was added when a motorcycle Polo game was played during intermission. The purpose of this event was to provide money for the Bergen County Police pension fund.

In late June, 1930 the grandstand was struck by lightning and damaged but did not catch fire. A crew completed repairs in time for the Fourth of July races.

As a result of the Depression, auto racing was not as prominent as it had been in past years. Horse racing was the favorite sport for the year. On Fourth of July, over 5,000 fans attended the race.

On this Labor Day a very large crowd turned out to see one of the few auto races and stunt driving exhibitions. The race was sanctioned by the AAA. The crowd was not disappointed. The big thrill was performed by "The Millionaire Race Driver" who raced and did various stunts with a high speed car.

On Columbus Day, last day of the race season, another AAA-sanctioned race card was presented. Again almost 5,000 turned out to see a local Ridgewood driver who did well, but not in the big money. The next year he would be a Labor Day's star performer.

In January, 1931 the Ho-Ho-Kus Road Department moved its offices and equipment from the race track to the barn behind the Ho-Ho-Kus Inn because it was more centrally located and was less costly.

The traditional Memorial Day opening had an extra attraction this year. For the first

time in the State of New Jersey colt horses raced. A large, enthusiastic crowd showed up for the colts. Trotters and pacers were still part of the race card. In early June a new baseball diamond was built on the infield in front of the grandstands. The Ho-Ho-Kus Men's Club built this first-class field for a team they sponsored and for local use.

At this time a portion of the northeast corner of the track grounds was sold because the New Jersey State Highway Authority needed the land to build Route 2 (17) as part of a negotiated realignment agreement with the Borough.

In this year the Ridgewood Independence Day fireworks program was moved to the Ho-Ho-Kus Race Track. The Borough greeted this event with much enthusiasm. A town-wide effort was made to make this a festive occasion with flags, lights, and decorations placed on all the stores and streets leading to the track. Additional seating for 5,000 more people was provided. Floodlights were installed.

The Ho-Ho-Kus and Ridgewood Fire Departments, Police Departments, and Councils joined forces to handle all aspects of the July 4th program. The two municipal governing bodies had agreed that money generated would be placed in their relief funds for the unemployed.

During this day a large crowd attended the auto races and saw motorcycle daredevil displays, trick riding, and fancy stunts.

This same evening the largest crowd, up until this time, attended the Ridgewood Independence Day fireworks. The crowd was estimated at 11,000. The program had lasted an hour and a half, showing extra attractions—an electric light display with five electric fountains, 20 feet high with electric wheels and spinners.

The Labor Day Weekend of 1931 there was a large, three-day event. The show attracted a substantial attendance to all the events. On Saturday there were motorcycle races, displays and daredevil performances. On Sunday a series of baseball games with all the local rivalries was held. For Monday Bob Sall was billed, a local Ridgewood driver. Almost 11,000 arrived on race day to see Sall capture the major racing honors. His fans swarmed onto the track, holding up the rest of the day's events. It took a while for the track to be cleared.

In mid-September 1931, the Bergen County Democratic Committee sponsored a political rally for governor. It was known as "Harry Moore Day." The publicity man for the committee proclaimed "This will be the greatest event ever staged in Bergen County!" A country fair atmosphere with a midway, Ferris wheel, merry go-round, political floats, a baby contest, a semi-pro baseball game, a woman's relay race, music, refreshments, prizes, and awards. A special surprise featured a parachute drop. Notables include Babe Ruth, the Governor of Massachusetts, former New York Governor Al Smith, as well as all local party political candidates.

Rain dampened the day; however it was a political success. Despite the rain, the events took place and Harry Moore was elected governor.

In the fall of 1931 and spring of 1932, Warner Brothers Pictures filmed a series of background, track, and building scenes for a movie called "The Crowd Roars." The movie

starred James Cagney and Joan Blondell, and Howard Hawks directed this soap opera race film. The main filming was done elsewhere, but the community was excited about its small role and the extra income it provided.

The 1931 Columbus Day Races were canceled because of the economic downturn.

By 1932 racing at the track was spotty and would be over the next few years. Racing was scheduled for every two weeks, but only a few sanctioned auto races took place.

Prize money was also not available. However, the locals ran races on their own in secret.

To prevent people from getting in for free, and for safety and security reasons, a 10-foot high boarded fence was built around the track.

Thousands came to the Fourth of July Race to see the races in the rain, but the race was cancelled. But they witnessed a wedding ceremony performed by Ho-Ho-Kus's own Bill Washer. The racer Ken Fowler married a local girl Mary Spinoto at the track side. The couple took a lap around the track in his race car and drove off to their honeymoon as the fans cheered. By mid-July the Borough Council voted to permit racing on Sundays. A special permit of \$300 per race was required. The track was to hire twenty unemployed residents as special police officers. Gross receipts over \$4,000 were to be taxed at 10%. This money went to the Borough Relief Fund to assist the unemployed.

The first Sunday race July 10th 1932 turned disastrous when a racer lost control at the dangerous north curve when his steering apparatus failed and was unable to complete the turn. He was thrown from the car and killed.

The first nighttime baseball game in Bergen County was played at the track in August of 1932. Lights are installed for the balance of the season. About 5,000 people attended this first night game. The enthusiastic overflow crowd strained the police and track facilities.

On Labor Day weekend 1932, the Bergen County Police sponsored a fair. It was the first time the police sponsored such an event. A three-day fair featuring Vaudeville acts, band concerts, fireworks, a Ferris wheel, merry-go-round, bumper cars, pony rides, goat-drawn carts, a poultry show with prize, a rabbit show with 400 rabbits and various booths of chance. In addition, the auto dealers of the County had 39 cars on display.

Horse racing took place on Friday along with a full circus program on Saturday. Monday, Labor Day, horse racing with entries from all over the Mid-Atlantic States was held with an attendance of 15,000. It was very profitable for the Bergen County Police

Benefit Fund.

By 1933 the economy was starting to slowly change. The races came back and Memorial Day had a good purse. The track was under new management by the Automobile Racing Association (ARA). This association did not have the highest standards. Sometimes the purses were not standardized and proper payment was not always realized. In addition, the safety rules were not enforced. Two drivers were killed in separate races.

The opening race in 1934 was sanctioned by the ARA. On the second lap a young driver was killed. For the rest of the year the races were sanctioned by AAA, resulting in immediate safety improvements. Dust control program was now in place to address driver and spectator complaints. The purses were increased and guaranteed, and racing events were expanded to two a month.

In August, a driver in a warm-up race jumped the rail at the north turn. In order to avoid spectators he then drove through the barn at the northwest corner. The driver was uninjured, but two boys, who had sneaked onto the grounds and were hiding in the building, were injured. The event was photographed. The photo of the race car entering the building was published in a new local sports paper, The National Auto Racing News. (In 1943, the name was changed to National Speed Sport News)

In attendance at the track in 1934 there was a local 14-year-old Ridgewood boy who had developed an interest in racing and was always at the Ho-Ho-Kus track. He also traveled to other race tracks with the help of family and friends. At Ho-Ho-Kus he sold the National Auto Racing news to earn some money. He also displayed a talent for writing and wrote copy of the race events. The racing news editor published his work. The teenager was a young Chris Economaki who wrote about races at Ho-Ho-Kus from 1934 to 1938. He was known as “The Dean of American Motor Sport Journalists.” He became owner, publisher, and editor of The National Speed Sport News, the premier race car newspaper in the country today. After World War II, he became the voice of auto racing for more than three decades. For more on Chris Economaki, visit www.nationalspeedsportnews.com and www.thevintageracer.com.

The Labor Day Races for 1934 were cancelled because of the weather.

Later in September, the Ridgewood High School Alumni formed a football team which played most of the games at the track in September, October, and November. They were well-attended events which included teams from northwest Bergen and Passaic Counties.

In mid-September 1934, the Bergen County Republican Party, led by Ho-Ho-Kus mayor Bernard Lamb, scheduled a political rally for governor. The four-hour event had an extensive program of fun and frolic, but was cancelled the morning of the rally because of rain. Many people arrived to an empty track. The rally was not rescheduled. Motorcycle racing in 1936 drew large crowds during the scheduled events.

In 1937, the Ho-Ho-Kus Speedway was considered one of the most famous of all auto speed spots. No other track in New Jersey auto race history has survived under the same promoter, John Kochman, for so long and with such consistent success. Most racing has been eliminated on the west coast. Midwest tracks had limited the motors of competing race cars. As a consequence the “hot cars” competed on the East Coast.

Prior to opening day the track was resurfaced with clay. This allowed for a faster surface and less dust during the events.

Opening day, May 2, 1937 a crowd of 12,000 saw a world record set for half mile dirt track. Ben Shaw drove a machine that was equipped with an airplane motor.

The annual Memorial Day program was an AAA-sanctioned event. The race card did not feature any big name racers. This was reflected in the attendance of 6,000 for the holiday event.

In early June over 80 citizens protested to the Borough Council that the track is allowed to operate on Sundays. They filed a petition objecting to noise, dust and traffic problems. In addition, there was another petition requesting that the council rezone twelve acres north of the Race Track as a business zone. The Council agreed to consider these petitions and report back at a future meeting.

In mid- September, Mary Wiggins and her Hollywood Daredevils put on a motorcycle and auto thrill show. This was one of the few all female programs in the county.

At the end of the month the Ho-Ho-Kus Fire Department held its annual outing at the race track. They would continue this tradition for a couple of years at the track. In later years the outings would be held on Labor Day at various locations around town. The new fire truck, an Ahrens Fox was brought to the track for inspection by the guests. A few test runs around the track were made-however; no record of its speed was reported.

The track opened in 1938. With races starting May 1st. A local driver from Ridgewood started the inaugural meet breaking three track records in front of a crowd of 5,000. He set speed records in the 3 mile, 5 mile, and 15 mile categories. By Memorial Day track conditions are the fastest ever. But no records are set during the holiday program.

The annual 4th of July race was attended by almost 10,000 people. This AAA sanctioned race had a very good race for the Fourth. During the first lap of the 30 lap main feature, two cars locked wheels in front of the grandstands. As they passed the grandstands the cars careened into the pit area on the other side of the roadway. They hit the track starter, an 11 year old boy and 17 other people, plus several cars in the pits at sixty miles per hour. The police and track people pressed into service several cars and a delivery truck to send the injured to various hospitals. Dr. Kalman Chase, from Ho-Ho-Kus amputated a man's leg with a pocket knife; this emergency operation saved the man's life. Eventually ambulances arrived and transported the rest of the injured. The 11 year old boy and a photographer died of their injuries. The remainder of race day was cancelled.

The Borough Council held a Special Meeting on July 6th to ban auto racing and prepare

an amendment to the amusement ordinance. By the July 13th Public Meeting, the ordinance was amended to include a ban of motorcycle racing. Speed racing at the track came to an end.

In 1939, and the early 1940's horses were housed in the stable area. Horse owners used the

grounds to house and exercise their animals for the next few years.

Also in 1939, The Ho-Ho-Kus Fire Department entered a lease agreement with the Nagle Family Trust. The department leased the track once a year, for \$1, to hold the annual Labor Day picnic on the track grounds. The lease lasted till the end of the 1940's.

Around 1939-1943 a couple of the Memorial Field Day Programs are held on the track roadway. The parents and visitors sat in the grandstand to enjoy the events.

In 1942, and into the early war years, residents and other local families set up large vegetable gardens in the inner ring of the track. These are known as "Victory Gardens", part of the war effort.

On July 4, 1942 a patriotic celebration was presented by the Town at the Race Track. The theme was "Ho-Ho-Kus will be home for the Holiday". It is considered the largest event assembled at the track by Ho-Ho-Kus officials. The opening started with the presentation of the colors and the National Anthem. The program included children's decorated bicycles, adult decorated bicycles, games for children and adults. A men's soft ball game and a band concert was presented all day. Refreshments were available during the entire event. Late in the afternoon a patriotic parade around the track took place. It consisted of 500 people from every town organization involved in the war effort. The celebration concluded that night with a gala block dance. Virtually all residents attended the festivities along with many from out of town. Since the fourth of July was on a Saturday, some celebrations continued into Sunday. It was at this event that the Women's Auxiliary of the Ho-Ho-Kus Fire Department was born.

After the war the buildings and track survive the lack of use. Young people are seen riding bicycles, motorcycles and cars around the track. In 1950, the local Veterans of Foreign Wars promote a week long fair and carnival at the track. The event is well advertised around New Jersey and New York by radio and newspaper. The day of the carnival the amusement company does not show. This is the end of the Ho-Ho-Kus Race Track.

In March 1950, the Nagle Estate sold an 18,750 square-foot parcel of the Race Track to be known as 355 Race Track Road. A business associate, Thomas Shea, and his wife became owners of 355 Race Track Road. The balance of the track grounds and buildings were sold to Public Construction Company in October 1950. In less than two years, the area was known as Park Estates. Another owner, Park Estates Incorporated, was involved with the Public Construction Company to develop the property. These two companies developed the roads and built over 100 houses on the site of the former track.

11.2.16 North Jersey Rapid Transit The Ho-Ho-Kus Trolley

The public referred to it as “The Trolley” or the Suffern Trolley. It ran in and out of Ho-Ho-Kus from late 1909 to 1929. It was a single track system with by-pass tracks to allow for two way traffic. When fully operational, the route started in East Paterson (Elmwood Park) with stops in Fair Lawn, Glen Rock, Ridgewood, Ho-Ho-Kus, Waldwick, Allendale, Ramsey, Mahwah and Suffern, New York. (16 miles).

The Board of Directors had additional routes planned to expand the system to Tuxedo, Greenwood Lake, Spring Valley, New York and Hoboken, New Jersey.

Construction started in August 1908. Various delays were experienced; because of land acquisition for the right of ways had not been all secured. Road crossings were a problem in Ridgewood and property owners wanted more money. In addition the Erie Railroad crossings had not been properly concluded. But very limited nonrevenue service was reported by late October 1909 to Ho-Ho-Kus. Regular revenue service was in place by mid June 1910. Service to Mahwah began in early 1911. Suffern service was established by 1912.

Ho-Ho-Kus was the center of the system. The headquarters building was located in Ho-Ho-Kus off East Franklin Turnpike. The building was the largest building in the Borough at the time. It was 145 feet wide with entrances at both ends of the car barn. This allowed cars to run through the building thus making it efficient for the movement of equipment. The barn design allowed for the accommodation of 9 cars inside. The tracks inside the barn were built on a slight grade to allow snow and rain water to run off the cars, and drain out of the building. The structure was constructed with a steel frame, red brick, and a reinforced concrete roof to make the building fire proof. It contained various support facilities to maintain the 11 car fleet. (8 passenger cars, 1 work car, 1 fleet car and 1 gondola car) The freight type cars were usually found on the equipment storage truck in the back of the building. The work car had 4 one hundred hp motors and would be stored inside at night or during bad weather.

The building included a large sub-station, coal fired heating plant, machine shop, and a 3 bay car barn with repair pits. (Some areas of the building were two stories.)

The facility faced east, and the main line of the trolley ran in front of the building. Also in the front portion was the superintendent’s office, operations office, secretary’s area, crew office with rest room and locker area and a heated passenger waiting area. It was the only heated waiting area on the system.

At the north end of the building was a road off East Franklin Turnpike, a flag pole and flower garden, maintained by the secretary and the barn crew, and three tracks off the bypass leading into the barn. (The frontage on the Turnpike was 103 feet.)

Down at the south end were four tracks leading off the bypass. These extended into the car barn, the fourth track went around the back and ended. This was the track for the work cars and related equipment.

Also in the front area was the single track mainline and a bypass track. (Bypass track allowed trolleys to pass each other in opposite direction) An unheated passenger waiting station, was on the east side of the main track. Additional small support and storage structures were located south of this passenger platform. The right of way leading in and out of this complex was 67 feet. The rest of the right of way, system wide, was 60 feet.

The Ho-Ho-Kus location was the center of the system. It occupied a little over an acre of land along East Franklin Turnpike. Some historians have stated this company was the town's biggest industry. The entire system was built to the highest standards of the day. The company did not skimp on building quality, equipment or the trolley fleet. The trolley cars were believed to be one of the best anywhere. They were constructed by the Jewett Car Company, Newark, Ohio. They seated 44 passengers but were known to have carried over 150 passengers with ease on special race days. The cars were mostly constructed of wood and were of painted dark green. Striping and lettering were in gold. Each car was 49 feet in length, 9 feet 9 inches wide and 13 feet high from the ground. Eleven windows were on each side plus three at the front and rear end. They were originally heated by a coal fired hot air unit. The heaters were later replaced by electric ones which were cleaner and needed less maintenance. The under carriage was steel. Each car operated with four 46 hp traction motors. The car weighed about 25 tons. These revenue service cars were even numbered 10, 12, 14, 16, 18, 20, 22, & 24.

This trolley design had not been seen in this part of the country. It was mammoth in size, pleasant in appearance and built for comfort at a cost of \$8,000 each. The cars ran on 75lb. rail which was excellent for this large trolley.

A third rail shoe was later attached to the south west side of the trolley's truck. This device had two functions: first to improve the reliability of the block signal system for the entire trolley line, and second function was to trip the street crossing signal system that the trolley traveled.

By July 4th 1910, only four cars were available for service. It was the first major test for providing on time dependable service. It was the traditional race day at the Ho-Ho-Kus Race Track. The system and its people performed extremely well. It set the tone for acceptance by the public. The trolley was very popular even though it did not pass Ho-Ho-Kus until 1911. Race days, holidays and County Fairs and Carnivals kept the trolley a major draw for several years.

People would take rides just for fun and enjoyment. In the hot summer months, people would go for a ride to cool off. For young people, at that time, it was a great way to go on a date.

Over 25,000 people road the trolley the first two weeks of limited operation.

In Ho-Ho-Kus there were several streets with a crossing signal, East Franklin Turnpike, Warren Avenue, Sheridan Avenue, and Hollywood Ave. Sherwood Road and

Lakewood Avenue did not exist at this time. Elmwood Avenue only went as far as Enos Place. The upper section of Blauvelt Avenue known as Henry Street did not cross the right of way.

There were two official trolley stops in Ho-Ho-Kus, East Franklin Turnpike and Sheridan Avenue. Because the employees were so enthused about the trolley, the customers and the communities they served, the trolley operators were known to pick up and drop off people in between stations. Story has it that the pastor of St. Luke's Church, Father Pinder, was picked up in this fashion. He would conduct Sunday and other religious services and when necessary would travel by trolley from behind St. Luke's to St. Paul's Mission Church in Ramsey. This new system allowed the pastor a better way to travel up north starting in 1911.

The Ho-Ho-Kus Board of Education arranged for high school students to travel to Ridgewood High School via the trolley. The students would receive compensation for their trips at the end of each calendar year from the Board.

By 1911 the Trolley Company received permission to have multiple car "consists" to handle heavy traffic demands. Usually two car "consists" were the norm on special event days at the Ho-Ho-Kus Race Track. There were times that three car "consists" were formed but these arrangements were rare.

North Jersey Rapid Transit planned a series of expansions, due to the enthusiastic acceptance of the trolley. Most historians and trolley fans are not aware that one of the expansions was acted upon. The Company planned to expand the line to Greenwood Lake, from the Suffern New York station. The other was to Spring Valley New York through the Saddle River Valley from Ho-Ho-Kus. In order to accomplish these expansions, the Company needed land for the spur line as well as building a new service and storage facility. The Company purchased an additional 7.5 acre plot in Ho-Ho-Kus in 1911. They purchased the Peter Busch farm on Sheridan Ave. The property, buildings and ground, remained in the hands of North Jersey Rapid Transit for many years before being taken over by an employee at the end of 1925.

No other plans came to fruition because of a deadly accident in July of 1911. Three people were killed, including the trolley superintendent and sixteen people were injured in a head-on accident in Ridgewood. The Company moved quickly and successfully to settle all claims. The litigation forced the company into receivership and bankruptcy in August of 1911.

A new superintendent was appointed as a result of the accident. He was a Ho-Ho-Kus resident, with an extensive engineering background. He lived in the Peter Busch farm house, 110 Sheridan Avenue, which was owned by the trolley company. One of his early projects was to construct a trolley station near the north border of the farm house property. It was known as the Sheridan Avenue stop. It was a successful and popular station site.

In late July 1911 another fatal accident occurred. This one was in Ho-Ho-Kus. It seems that a man was walking in the right of way on Warren Ave. and did not get off the tracks,

ignoring the warning and whistles. Despite these tragic incidents, the trolley was very popular. On race days and special events at the Ho-Ho-Kus Race Track, the trolley experienced very high patronage.

By 1912 the system was the major way to travel to the race track. The track held all types of events to draw the public. This resulted in high demand of service from the trolley. The biggest event of this year was the Aero Meet, with hot air balloons, (see Ho-Ho-Kus Race Track for additional details see Section 11.2.15) sky diving and one of the first air mail deliveries in New Jersey.

The construction of the trolley line over the New York State border to downtown Suffern was also completed that year.

In 1913 thieves were busy stealing the overhead copper electrical cables. The Ho-Ho-Kus headquarters was busy sending the maintenance car and crew to replace the damaged areas. This was done with minimal interruption of service. Headquarters and the local police worked diligently to stop the thieves.

Also this year, Ramsey, Mahwah, and Suffern petitioned to expend trolley service including Saturdays and Sundays.

The 1914 Bergen County Fair was a very big hit for the track and the trolley company. The 3 car consists were put to the test 4 of the 5 days of the fair. Operating out of Ho-Ho-Kus, most of the 3 car consists operated to the south while only a few traveled north to Suffern.

From 1915 to 1917 The Bergen County Fairs were the highest volume times for the trolley. Other track events, during the year, kept the employees busy. The Trolley Company was also carrying a small amount of freight up and down the line which also added to the company income.

Mother Nature challenged the entire North Jersey Rapid Transit organization in 1915. On Monday, December 13th, the worst late autumn snow storm tested the employees, the equipment, the system and the design and function of the Ho-Ho-Kus facility. The area was buried under several feet of heavy wet snow. Drifts of 4 to 5 feet were reported in some areas. These drifts were caused by winds of up to 70 MPH. Communications were lost in many areas, but the trolleys continued to function out of the Ho-Ho-Kus headquarters.

The Erie Railroad struggled to operate, and by late afternoon could no longer provide reasonable service past Paterson.

The employees of the Trolley Company reported to headquarters. Many came in on their own; others were called back to work. Employee spirit, enthusiasm, concern for customers and fellow employees were put to the test.

A work car, which was equipped with a plow installed on both ends, operated out of Ho-Ho-Kus. It plowed continuously from late Monday afternoon until late on Tuesday.

It plowed north and south of headquarters. The southern tier required periodic plowing followed by revenue cars. This process kept the tracks in reasonable running service. North of Ho-Ho-Kus was a different challenge. The tracks had to be plowed all night and day. The mechanical department was hard pressed to keep the equipment in running order and remove snow and ice from the unprotected traction motors that night.

Service north of Ho-Ho-Kus operated on a modified schedule for two days. Passengers were transported to the headquarters station where they transferred to another revenue car. The balance of the trip south was less complicated and smoother. By this modified schedule even the Erie Railroad customers were able to get to Paterson to get on an operating train.

During this storm period, employees were out assisting customers, clearing station platforms and keeping the paths functioning at the by-pass tracks. This effort was not unrewarded as new passengers continued to travel on the trolley system.

The Paterson Sign Company erected a large metal green sign advertising the Bergen County Fair. It was installed on East Franklin Turnpike in full view of passengers on the trolley line.

At the end of August 1917 everything changed. The country was going to war. The North Jersey Rapid Transit was on a war footing. Men went to war and the trolley company needed conductors and inside people to handle the trolleys business, so at the start of 1918 several females started handling the duties as conductor.

On Sunday April 6, 1918, (1st anniversary U.S. entering WWI), George Jackson arranged the entire trolley fleet in a line up outside the headquarters building. The lineup extended across East Franklin Turnpike. The trolley company employees, at 8 PM, blew the whistles of all the cars assembled. In addition, they extended the arc lights into the sky and rang the bells of the fleet. They were then joined by the Ho-Ho-Kus Fire Department ringing the large fire bell in the tower down the street. The Ho-Ho-Kus Bleachery (Hollywood Ave.) joined in with its steam powered whistles. This alert to the public lasted for 5 minutes. George Jackson was asked to create a campaign for "Liberty Loan Drive" to sell war bonds to support the war effort. All towns in the area conducted various programs for the "kick off drive". Ho-Ho-Kus exceeded its quota and was able to display its quota flag.

By 1920-21 the public was looking for change. The war was over and the people started back to the Track. Now the big days for the trolley were Memorial Day, 4th of July, and Labor Day. Auto racing had taken hold as the sport of interest.

The bus companies were trying to make inroads on the trolley business. They were blocked for several years by the Mayor of Ho-Ho-Kus who was also the Superintendent of the North Jersey Rapid Transit Company. By 1923 the resistance broke down. Many roads were paved, and new ones were being built. Automobiles were popular on the new roadways. People loved to drive in the car. The bus companies were more plentiful now that they had good roads to travel. In addition, much of the Trolleys rail lines were on

the outskirts of the communities it served. The bus company carried passengers to the business center of the communities. This service was a major competitive advantage.

The trolley enjoyed strong public support and made money until the middle of 1925. A bus company came into the area that competed for the same customers. The bus line alternated its schedule to beat out the trolley time table. The trolley lost customers and revenue.

Despite the record crowds attending the special race track events by trolley in 1926, the Company was in financial trouble. It could not pay the electric power bills. Public Service took over all of North Jersey Rapid Transit System and operations. It extended the track- age into downtown Paterson, adding 2.75 miles to the trolley route. It was now known as Public Service Rapid Transit.

Another significant move took place in 1926. George Jackson, Superintendent, realized that this trolley line was in serious financial trouble. So he obtained the land the Trolley Company owned on Sheridan Ave (Peter Busch farm). He transferred title to his wife, Eisle.

The acquisition and extension into Paterson did not help this transportation company. Revenue and customers were now declining rapidly. At the end of 1928, Public Service Rapid Transit received permission from the State to terminate operation at the end of the year. George Jackson, Superintendent, shut down the power plants on New Year's Eve 1928; and the era ended.

But January 2nd 1929 the power was back on. Public Service hired contractors to tear up the tracks and remove the track-age from Suffern New York to East Paterson. The process started in Suffern and worked its way down the right of way. The Ho-Ho-Kus facility was very busy with the equipment moves until the end of February when the rails were removed from the yard barn and by-pass track. By March the rail was removed in front to the headquarters building. The abandoned headquarters building remained in place until the early 1940's.

Over its time of operation, the North Jersey Rapid Transit Company employed over 90 people. Almost all came from the towns that surrounded the headquarters building on East Franklin Turnpike.

Historians and rail fans have stated that Public Service sold the excess rail to Russia, and the rail was used in building the Trans-Siberian Railroad. Engineers state that the New Jersey Rapid Transit rail could not have been used in regular railroad service. The 75 lb. rail was very good for trolley service, but not safe for railroad requirements. They do state that the rails were most likely used in the shops, barns and standby track-age. The 75 lb. rail would work very well and safely for this purpose.

Items of Interest

Remains of the trolley system are still evident in Ho-Ho-Kus today:

- a. The Public Service right of way in town was the route of the trolley systems tracks.
- b. A set of trolley tracks are still in the sidewalk on East Franklin Turnpike.
- c. The trolley bridge over the Zabriskie Brook is still in place and functions. It is located behind 16 Lakewood Avenue
- d. The accountant/bookkeepers house still exists at 125 Elmwood Ave.
- e. Superintendent Jackson's house (cira 1830) is still used as a residence at 110 Sheridan Avenue
- f. Remnants of the Sheridan Ave. Trolley Station have survived and are maintained
- g. The land that the Trolley Company purchased for future expansion is still an anomaly on the Municipal land use and Tax maps.

Daisy McElroy was bookkeeper/accountant and company record keeper for North Jersey Rapid Transit on East Franklin Turnpike. Her husband, John McElroy, was employed as a mechanic and served in the back shop. It has been reported that he also assisted as a motorman running the trolley from time to time. By 1927 John McElroy was doing police duties in Ho-Ho-Kus. He became Police Chief in 1932 and served until 1955.

The land that North Jersey Rapid Transit purchased in 1911 and controlled by the Jackson's was the farm of Peter Busch. The farm was almost 304,000 square feet (about 7.5 acres). It extended from Sheridan Ave. east to about Lakewood Ave (on today's map). Portions of the land were sold over the years. It provided the land for the extension of Elmwood Ave. past Enos Place, thus creating building lots on Lakewood and Elmwood Avenues. This selected selling allowed the owners of the property on the south side of Hollywood to enlarge their lots. Some of these unusual lot sizes still exist.

Daisy and John McElroy acquired 2 plots of land from North Jersey Rapid Transit in 1924 after Elmwood Ave. was extended past Enos Place. The property is known as 123 and 125 Elmwood Ave. They built a home at 125 Elmwood Ave for \$6500. They followed up with an investment of \$400 for construction of a detached garage. In 1926 Daisy planted an oak tree in the back yard, but was told that it would never grow. Today the home is still a nice residence and the oak tree is now 4.5 feet in diameter and spreads out 90 feet.

George Jackson was always interested in civic affairs of the Borough. He was a member of the Ho-Ho-Kus Board of Education for several years. In the late teens, he served as councilman, and in 1920 to 1923 he was Mayor. He remained Superintendent of the

Trolley Company during his term as Mayor. In 1934 he was elected back as a councilman.

The Superintendent's house at 110 Sheridan Avenue is still used as a residence. The home that Mr. & Mrs. Jackson and the North Jersey Rapid Transit owned occupied 1.5 acres. The Sheridan Ave. Trolley Station was also located on this site.

The property has since been subdivided in 1999 and 110 Sheridan Ave. now occupies four tenths of an acre. The house has had some renovation over the years, but is still basically the same structure.

The Superintendent had sold off some of the land before and after his wife took title. This quasi ownership helped the Jacksons with their municipal taxes. They did not have to pay personal property taxes. They claimed that North Jersey Rapid Transit owned the property and many items in the house, including their car, so they were exempt in many areas of the tax code as it existed at that time.

In 1929 when the Trolley ceased operation, Jackson retired. Apparently he had been preparing for the closing down of the system since the early 1920's and had been studying landscape architecture. Gardening was a hobby of his and his wife. Over the years the work cars delivered soil, stones and other materials to assist in developing a first class garden at the Sheridan Avenue house.

He had several accounts already in place. He had designed and constructed a number of gardens on estates in Bergen, Passaic and Sussex Counties. In addition, he was the landscape architect for the original Public School on Lloyd Road. He was regarded as one of the finest landscape engineers in the North Jersey area. Tourists came to Ho-Ho-Kus to see the fabulous George Jackson Gardens.

George Jackson's passion for gardening was recognized in 1928. He received The Grand Award in the Estate Class in the "New York Worlds" Better Lawn and Garden Contest. His property on 110 Sheridan Avenue was considered the best Estate Landscaping in the 50 mile radius of New York. That same year he received a gold medal for the most attractive estate in Bergen County.

Mrs. Jackson operated a tea room at the house during the garden tourist season. This business complimented their exquisite garden presentation and helped bring in more guests and clients.

The magnificent Jackson gardens that were highly recognized around the state and region no longer exist. The elaborate area with special furniture lasted until the mid to late 1940's.

George Jackson passed away in 1935 and Elsie Jackson maintained the gardens and the historic home. She sold the property in 1936

11.2.17 Caretaker's House—Race Track circa 1865 355 Race Track Road

In the very early days of the Race Track, the New Jersey Agricultural Association received permission from the Town Committee to operate a hotel in this building from the late 1870's to the early 1880's.

When Samuel Nagle purchased the track in 1905, it included all the buildings that were associated with it, including a house that is believed to be a Victorian farm house of the original Banta Farm.

The house was used by the track caretaker and various employees of Samuel Nagle. The building was used to provide support functions for the track complex. It controlled all ingress and egress to the track. The building served as a control center for the French Remount program in 1917-1918. It served as the hub for inspectors, government officials, and veterinarians.

The house survived numerous fires at the track, including the one that destroyed the big clubhouse that was next-door in 1918.

After Samuel Nagle died, his estate heirs converted the building to a residential rental.

The two-story structure had four bedrooms on the second floor. The first floor had a living room, kitchen, and dining area. The original structure faced east with the back door toward the west. There was a partial cellar and a well. There was a tree on the north side where youngsters would climb to view the action at the track.

The family that rented the house in the 1930's reported that on race days or special track event days, relatives would come to visit. The two bedrooms that faced north had a wonderful view of the track. The line of sight was the grandstands and the judges' stand. The first turn of the track was a short distance from the back yard. These two rooms were always filled with family and friends.

Over the life of the building the first floor interior was rearranged. The front now faces south and the rear north. Doors and windows were eliminated or moved and a fireplace was added. A garage, breezeway, and patio were added. The house was re-sided and the roof was changed. The basement was upgraded and still has a linoleum floor from the 1930's.

This building is the only structure to survive the era of the Ho-Ho-Kus Race Track. In 2018, a historic marker was placed on Arbor Drive adjacent to the house describing the remarkable history of the Ho-Ho-Kus Race Track.

In conclusion to this Historic Preservation Element, the Board suggests that the Borough use the Bergen County Historic Site Survey and the Bergen County Stone House Survey Guide for preserving the antique homes in our uniquely historic Borough.

11.2.18 St. Luke's Schools (Ho-Ho-Kus High School) N. Franklin Turnpike

St. Luke's Mission Church was established in 1864. It serviced parishioners in Northwest Bergen County, specifically Allendale, Ho-Ho-Kus, Mahwah, Ramsey, Ridgewood, Saddle River, Waldwick and Wyckoff.

In 1905, St. Luke's Church was considered a full parish church, no longer a mission church. The Archdiocese appointed Reverend Patrick Pindar as the first pastor St. Luke's parish.

The congregation was very impressed by Father Pindar and he was well liked. He was a major influence in the growth of St. Luke's as a major religious center. Father Pindar's greatest achievement was the establishment of the St. Luke's Parochial School system in 1920.

In the spring of 1920, Mrs. Marie Claire Maloney of Saddle River expressed interest in establishing a Catholic School in the area. The closest Catholic School at the time was located in Paterson. Establishing a parochial school for St. Luke's was a favorite subject of Father Pindar. Mrs. Maloney and Father Pindar developed a plan to start a school on the Maloney property on West Saddle River Road in Saddle River. The former caretaker's home was renovated as a temporary school, pending the construction of a more appropriate facility that Mr. Maloney planned to build.

On September 14, 1920 with the help of three sisters from the Sisters of Saint Joseph of Newark, the St. Luke's Elementary School opened. Attendance and interest grew almost immediately. St. Joseph's sent a fourth nun to help with the teaching the fifty plus students. They and Father Pindar handled the curriculum.

From the start, the building lacked nearly all the conveniences needed for even a temporary school. The building was a small wood framed home that was modified to create four small classrooms for teaching. Each nun taught two grade levels in each classroom.

Early on Father Pindar realized the school location was inconvenient. The commute to the site for students and families was a problem. In addition, the school was located too far from the church.

In order to keep the enthusiasm for the new school concept with the students and parents, Father Pindar made the decision to build a school building on the church grounds in Ho-Ho-Kus. In early 1921, he arranged for the construction of the school near the newly constructed church.

Mr. Maloney was upset. His vision was for the school to be built on the West Saddle River Road property of the Maloney family. He eventually came to understand that the church grounds were the appropriate location. He later supported Father Pindar's school location plan and donated to the construction and the later built additions.

The new school, for elementary and high school students, opened on September 12, 1922 on the church grounds in Ho-Ho-Kus. The school building started out as a one story, light gray wooden structure. It contained four classrooms, a small kitchen area, restrooms and a basement.

The advantage of the new location was that many of the students could travel to the school on the nearby trolley. The trolley system allowed students ease of transportation from as far away as Suffern and Paterson. Another advantage was the school building was on the church grounds and near the newly built St. Luke's Church (1917). Religious services and education were more appropriate for students and staff.

Due to the increased enrollment, 3-two story additions were added over the next eight years. The last addition was completed in 1933. Both elementary and high school students attended school in the "Little Gray Schoolhouse", as it was commonly called. The various additions brought about a library, chemistry laboratory, commercial room and an extra office for additional staff. The teaching staff now consisted of five Sister of Saint Joseph, 2 lay teachers and Father Pindar.

The original one-story school building, which opened in 1922, was renovated. The four classrooms were removed and became a large multi-purpose classroom and meeting room.

In 1924, the State of New Jersey Board of Education approved the four-year St. Luke's High School curriculum. The three courses of study, classical, commercial and general, were all approved. St. Luke's High School students would be unconditionally accepted at any college.

By 1926, the high school students started their own newspaper known as "The Taurus". It had a circulation of about 300, was published five times a school year and consisted of approximately 12 pages. The newspaper was financially supported by local businesses who advertised in the paper.

In May 1926, Mr. & Mrs. Thomas Malone donated to the Sisters of Saint Joseph, Newark, the home on West Saddle River road. Now known as "The Villa Marie Claire". The nuns, teachers and staff members now had a permanent home to service St. Luke's, the high school, grammar school and other religious and charitable functions. In 1928, sports became a new direction for the students. The St. Luke's baseball team was organized and competed against other schools. The High School Alumni Association was also founded this year.

At the beginning of 1929, the trolley company went bankrupt and all services ceased. Students adjusted to taking buses. The buses ran more frequently and had a more flexible schedule than the trolley system. The bus company installed a stop in front of the school which made parents and students very happy.

In the early years of the school, there were no facilities for school meetings, dances, plays social affairs or graduation ceremonies. The Borough of Waldwick allowed St. Luke's school system to use their Borough Hall as a school auditorium. With a few exceptions, this arrangement lasted until 1937.

In 1932, His Excellency, the Archbishop Walsh, designated St. Luke's High School "The Central Catholic High School" for the northwest section of Bergen County and lower New York Counties. (Allendale, Glen Rock, Ho-Ho-Kus, Mahwah, Midland

Park, Oakland, Ramsey, Ridgewood, Saddle River, Upper Saddle River, Wyckoff, Spring Valley, NY and Suffern, NY.)

The school population in 1932 had grown to 285 students in the grammar school and 125 in the high school.

The graduation was held in the Waldwick Borough Hall to a capacity crowd. The students were dressed in black caps and gowns. Music was provided by the high school orchestra, and a one act play was performed by some seniors and juniors. The school Glee Club entertained as part of the ceremonies. Diplomas were presented by Father Pindar at church the following Sunday.

It has been stated that Father Pindar chose the school colors which were purple and white. He gave a presentation to the students on the religious meaning of the colors. In September 1933, the third and final two-story addition to the early 1922 school was opened to accommodate the fifty new students enrolled in the school system. The growth of the student population brought about a new problem. The school had to expand again and also conform to school and State standards. This required a modern, well equipped facility for both the grammar school and high school.

Records indicate that Father Pindar organized a group to help plan a modern school building in late 1932 and early 1933. The architectural firm John Folk of Paterson, a specialist in Catholic, parochial and institutional buildings, was brought on board to help. The architect designed a two-story building that would house a grammar school and high school in the same structure. The building would conform to State standards and be modern in all building aspects. The group and parishioners agreed on the new structure. They settled on the cost and set up a fund drive and bonding.

The story goes, that during the fund drive years, a large donation was received. At the time of this writing, it is not clear when, 1932, 1933 or 1934, the money was received. There are two versions as to how the money was donated. The first, a parishioner, who was a doctor, assisted a family and saved their child's life. The family wanted to thank the doctor in some form. He suggested a donation to the St. Luke's School Building Fund. The second version is that the same family made the donation from a foundation set up by the husband and wife for philanthropy reasons.

What is known about the donation is Father Pindar received \$50,000, which today would be worth approximately \$931,000, for building the new school. The donation was made by Lewis S. Rosenstiel and possibly his first wife. (The family were not parishioners or of the Catholic faith.) Mr. Rosenstiel was a very charitable and philanthropic person. He believed that schools had an important role to play in encouraging students to learn the basics of science and medicine. He was dedicated to this philosophy his whole life. It is also reported that a plaque dedicated to Rosenstiel was installed in the new school, but as of this date, it has not been located.

In 1934, the high school baseball games and some practices were held on the inner loop of the Ho-Ho-Kus Race Track. Sam Nagle, owner of the track, was a friend of Father Pindar. The St. Luke's School basketball program was established which included a

boys and girls team. The practice and playing facilities are unknown. The yearbook "Pindarian" was first published in the spring of 1934, which was assembled by high school students with the help of the teaching staff, family and friends. It was heavily sponsored by local businesses and friends. A major sponsor was the Borough of Waldwick or the Mayor and Council of the Borough of Waldwick. The sponsorship varied every couple of years. Waldwick remained a major sponsor of the "Pindarian" for almost 20 years.

The 1934 high school graduating class had one student from Ho-Ho-Kus. Over 80% were from Waldwick.

On the morning of Friday, February 1, 1935, the Villa Marie Claire, owned by the Sisters of Saint Joseph, had a very serious fire. The sleeping quarters for the nuns and staff of St. Luke's burned to the ground, along with the chapel. St. Luke's school was closed so the nuns and staff could return to the Villa to collect their belongings and move to another area of the facility. Everyone involved worked over the weekend to set up temporary arrangements for furniture, clothing and sleeping quarters. These difficult conditions lasted a year and a half.

Later in the year, construction work started on the new St. Luke's school. By 1936, the girl's cheerleading squad received St. Luke's purple and white uniforms. They were out supporting the basketball and baseball teams and participated in several school functions to show everyone the uniforms.

The Villa Marie Claire was back in service in November. The chapel and the burned-out rooms were replaced and enlarged. The nuns and teaching staff, of St. Luke's were able to move in and celebrate the holidays in comfort.

Construction started on the new St. Luke's parochial school in the spring of this year. By early 1937, the students were very excited about the new school and had to be cautioned about being in the construction area. The graduating class of 1937 was hoping to be the first high school class to graduate from the new school. Unfortunately, that did not happen. The class of 1937 was the last class from "The Little Gray Schoolhouse". The graduation ceremonies for 25 students was held in the church. Father Pindar awarded the diplomas. This service was followed by a communion breakfast held at the Villa Marie Claire.

In September 1937, the new St. Luke's parochial school opened for grammar and high school students. Student population that month was a little over 360 and the staff was over 14.

The new school had a stucco finish of an ivory color. It was two stories high with a basement. It was 157 ft. wide and 160 ft. deep. The basement contained the heating system and plumbing, locker rooms and showers for sports and a fireproof vault for books.

The first floor had eight classrooms, the principal's office, nurse's office, library and a combination gymnasium and auditorium which was 40 x 60 ft. The auditorium had a large stage, footlights, stage curtain and a projection room for movies and a spotlight

for plays. The second floor had eight classrooms, a biology lab and a study hall. The grammar school was on the first floor and high school on the second floor. Students on both floors were very excited and enthusiastic about the school and the wonderful facilities. The sport programs expanded, various groups came about such as the drama club, safety patrol, athletic association intermural sports, for both girls and boys, and several spiritual groups were formed. The grammar school started publishing its own newspaper called "The Lucan".

The St. Luke's parishioners, students and their families, entered 1938 with high hopes for the parish and school. Unfortunately, tragedy struck when Father Pindar died unexpectedly on January 28, 1938. The school closed upon his death out of tribute and respect. Some students participated in the church services. Very large crowds of mourners arrived over a three-day period. The funeral filled the church and school properties. School reopened on Tuesday.

The graduating class of 1938 presented a comedy school play in the new auditorium. It was standing room only with over 400 people attending the three-act play. This was the gift to the school, teachers, family and friends. The graduation ceremony and service for twenty-one students took place in the new school auditorium on May 27, 1938. In the fall of 1938, a cafeteria building was proposed for the school and was to be located at the rear of the building.

In early 1939, plans were put in place to build outside athletic facilities. By mid-summer, construction equipment was clearing the area on the north side of the school. (Today's parking lot of the current church.) The field was laid out with a baseball diamond, running track, an area for tennis and a football field. Up until this time, the school only had a baseball team, a girls and boys basketball team and an enthusiastic cheerleading group. The basketball and baseball teams, along with the cheerleading squad, received new purple and white uniforms this year.

The library grew to over 300 books. The dress code was updated so that the boys had to wear a jacket, slacks, a white shirt and tie. Girls were required to wear either a dress or a skirt with a collared white blouse and a jacket. For sports events and other non-classroom activities, ties were not required, and girls could wear a skirt and a blouse.

By 1940, the athletic fields were completed on the north side of the school. All the roads around the campus were paved for ingress and egress. A parking lot for staff and students was in place.

A cafeteria was set up in the rear of the school and was in a special building. The high school and grammar students had lunch at different hours to avoid overcrowding and to keep the students separate.

On December 7, 1941, the students and staff started in a new direction. By June 1942, thirty-seven students, male and female, had enlisted in the military service. By the fall of the same year, various intermural sports were doing well on the new athletic fields.

In November, a very famous music disc jockey, Martin Block, from the well-known WNEW radio station, was the master of ceremonies at the Senior Sports Dance. He hosted music with record players and turntables to create a wonderful night of music and sounds. The students who attended remembered this night for many years. Due to the war in 1943, the teaching staff was reduced. Many of the sports programs were cut back at St. Luke's as well as other local schools. Service enlistments from the various grades had now reached forty-three St. Luke's students since the start of the war. Three students from the graduating class of 1943 enlisted in the military. Two in the navy and one in the army.

By 1944, the teaching staff was on a very tight level. The sports program was down to girls' and boys' basketball only and five more students signed up for wartime military duty.

They celebrated the school's Silver Jubilee in 1945. There were 360 students in the school; 238 in grammar school and 132 in high school. The dress code was slightly modified. Girls now could wear white blouses with a collar and skirt and the boys a shirt and tie.

The first uniformed football program was organized in 1945. It had twenty-one players, the uniform was purple and white, and they played six teams. Bleachers were constructed at the field. The team was organized by volunteer coaches. It was not a school funded program at this time. The team plays from 1945-1947 (3 football seasons). The problem for the football program was in May of 1948 the church burned down. The athletic field was no longer available for sports. It had been reported that the volunteer coaches were able to keep football moving forward and had games at other locations over the next 2 years (1948-1949).

In the early fall of 1945, the school was closed for a week due to a student contracting polio and the school was required to close and sanitize the building.

At the end of the year, 119 St. Luke's alumni and students, which included sixteen female alumni, had served in various military branches during the war. Unfortunately, four male alumni were killed in service.

In 1946, the girls' basketball team won the County Senior Trophy. Enthusiasm was very high as sports and school activities returned as well as the teaching staff. The graduating class of 1946 had 32 students. Missing were 2 students who had joined the service in 1944 but were remembered by their classmates at graduation.

The new football program was doing well in 1946 and 1947. The players were starting to get some depth in the ranks and the future looked good for a strong team. The head coach of Notre Dame, Hugh Devore, came to the school for a testimonial dinner. He presented miniature footballs and awards to the players and varsity lettermen. He also gave an enthusiastic speech to the new up and coming team.

The cheerleaders won a County cheerleading contest and received sterling silver miniature megaphones.

It is believed the St. Luke's High School ring appeared at this time.

The kindergarten was eliminated from the roster in 1948. The grammar school students had to be doubled up due to the high volume of students. The 8th grade remained a single class.

In the very early hours of Memorial Day, Monday, May 31st, St. Luke's church burned down. The school auditorium was converted to a church. During graduation, the room was converted back to an auditorium for graduation day, then back to a church for the rest of the summer. At the beginning of the school year the church and school converted the auditorium back and forth. This process was carried out by the high school students and some adults for the next two years.

In 1949, the student programs and clubs expanded to include the Boys' and Girls' Glee Club, Library Club, Choir, Drama Club and a safety patrol group for the school grounds.

The new church construction was completed in 1950. This had a positive impact on the students and the operation of school programs. In the lower level of the church, there was a new gymnasium and a well-equipped auditorium for plays and shows. The staff regained full control of the school building. In 1950, space was now available and the kindergarten was added back to the roster. School population started to grow again at the grammar school and high school levels. The administration started to review the possibility of an expansion to the building for both schools.

In the spring of 1950, the school hired a coach for a St. Luke's football team. Football became an official sport of the school. They played games on the new athletic field that was constructed behind the new church. The old athletic field was converted to a parking lot for the church and school.

According to the Chicago Tribune, St. Luke's High School baseball team set a national record for stolen bases. (417 stolen bases in 4 years.)

The graduating class of 1951 was the first class to graduate from the new church and new auditorium.

As the grammar school population grew, the cafeteria was converted to three grammar school classrooms.

The kindergarten program was discontinued. By 1954, additional grammar school classroom facilities were constructed in the rear of the complex.

In early 1956, an architectural firm, Bonn and Antinezzi of Glen Rock, designed the new addition for the high school. Construction started almost immediately.

This new addition took up the front of the original school and was the entrance to the entire school, new and old. White, limestone crosses were set into the brickwork at the north and south end of the additions. Across the entire front were panels in purple and white, the school colors.

The high school now had eight new classrooms, a new library, chemistry lab, art room and an independent heating system for the addition.

The grammar school now occupied the lower level of the old school and its new addition. The high school was in the two-story new addition which was dedicated in the fall for the class of 1958 to occupy.

In the late 50s and early 60s, the dress code was updated. Boys were required to wear ties, jackets and suit trousers, or if they qualified, they would wear a lettered sweater and tie. The girls outfit changed color for a short time. They wore a green suit uniform with a white sports blouse. The blouse collar was always displayed over the jacket lapel. The green color uniform is believed to have been worn from roughly 1956/57 to 1961. In September 1962, the uniform was changed to a purple plaid skirt and gray jacket. If a girl was letter qualified, she would wear a sweater with a white blouse. Senior girls wore white jackets with gray skirts. The grammar school girl's uniform was green until 1990.

Sports teams did very well and expanded with a cross country and track team. Track meets were held at Bergen Catholic High School which was considered the team's home field. Practice was held in the church's parking lot. The parking lot was marked out during the week for practices. Drainage was a major problem at times.

By 1962, the grammar school had over 1,000 students. The Borough of Waldwick no longer was a sponsor in the high school yearbook "The Pindarian".

St. Luke's High School was starting to feel pressure internally and externally. The grammar school was very popular and required more space for students again. It needed to be renovated and expanded but funding was not available.

The high school had to overcome staff and teacher expenses. The Sisters of Saint Joseph had a new obligation for teaching high school and were no longer able to provide a full-time high school teaching staff.

The more serious problem for the high school was the expansion of the new high schools in Bergen County.

Bergen Catholic High School, Oradell: opened in 1955 – Boys School
Immaculate Heart Academy, Township of Washington: opened in 1960 – Girls School*
St. Joseph's High School, Montvale: opened in 1962 – Boys School
Waldwick High School, Waldwick: opened in 1963 – Coed
Paramus Catholic High School, Paramus: opened in 1965 – Coed

*IHA was operated by The Sisters of St. Joseph

These new schools offered new modern facilities, full athletic fields and modern gyms. The classrooms were modern and bright, along with the science laboratories. All the schools had modern cafeterias with enough space to enjoy the school meals.

St. Luke's High School started to lose population due to these new schools opening in such a short period of time.

The athletic department announced that the baseball program would cease due to insufficient finances, poor facilities and a small number of students to play.

Revenue was insufficient to pay teachers and staff for the high school operation. A study was conducted by various parishioners and St. Luke's staff, in the mid-1960s. In March 1968, St. Luke's announced the high school would be phased out and the target would be the class of 1971. Students would no longer be accepted after September of 1968. The grammar school would expand into the high school area and continue operation.

After the announcement, many of the staff left for new jobs and better security. Numerous students left and went to Waldwick High School. The balance of the Sisters of St. Joseph's left the high school system. The convent, the nuns' home for almost 17 years, was now closed. The building was located on a 3-acre site on Franklin Turnpike. The structure was later damaged by a fire. In the early '70s, a street, Stone Ridge Lane, was constructed on the site with a series of single-family homes.

The nuns assigned to the grammar school continued their teaching responsibilities. Many had moved from the convent and now lived in local homes or apartments. Others relocated to the convent at IHA in the Township of Washington. The reduction of students, teachers and staff forced the closing ahead of time. A new closing date was announced. The class of 1969 would be the final graduating class of St. Luke's High School.

The grammar school remained reasonably strong and they would have more space and new rooms once the high school closed. Plus, the "Parent's School Association" created an assistance and support program to help the grammar school teachers and staff.

As the high school started to wind down, the students still remained enthusiastic about the school. The sports programs started to disappear, but the cheerleaders continued to bring everyone together. The dances, proms and social events were well attended. The grammar school newspaper, "The Lucan" was still published by the students, but it was down to five publications per year.

Many of the club group programs continued for the students, including the yearbook "Pindarian". In 1964, the graduating class introduced a "talking yearbook", which was a small, two-sided 45 rpm record as an attachment to the yearbook. The record highlights various presentations of their time at St. Luke's, including school music programs.

In the late 60s, the dress code for the nuns changed. They no longer wore the dark formal "habit". The casual, but still proper dress code, made it easier for the students to communicate with the nuns. This change was well received by the students, but it didn't help. In June 1969, the 34th and last edition of the yearbook was published and the 45th and last St. Luke's high school graduation with 93 students was held. This graduating

class included 5 students from Ho-Ho-Kus.

The year 1970 was the 50th anniversary of the St. Luke's grammar school. The school expanded into the former high school segment of the complex. The older portion of the old grammar school was removed to make the total operation more efficient.

In the early 70s, The Sisters of St. Joseph no longer had the depth of nuns to draw upon. They reduced the number of nuns for teaching at St. Luke's. Additional lay teachers were hired to handle the reduction of nuns.

In June 1979, the last nun from The Sisters of St. Joseph's left. In the fall of 1979, the grammar school was completely run and staffed by lay people. The cost of operation was becoming too expensive.

In the beginning of the 80s, there was an attempt to close the grammar school in June of 1982. An appeal by the parents to the church and Archdiocese stopped the closing. Student population was still good, but on June 8, 1990, the last grammar school graduation took place. Student population was declining, and financial problems forced the school to close. The remaining student body was consolidated with the Nativity School in Midland Park.

In July 1990, the Early Childhood Learning Center of New Jersey, ECLC, moved into the St. Luke's school building. Their enrollment of children with special needs was approximately 100 students. For additional ECLC information, please go to Section 7.6.2 or www.eclcofnj.org.

11.2.19 Maple Avenue Bridge

There was a bridge over the Ho-Ho-Kus Brook (Ho-Ho-Kus River) prior to the American Revolution. It was also used by the British at least two times when they came north to battle with the forces in Hopper Town (downtown Ho-Ho-Kus).

Various bridge structures were in place over the early years. They were damaged or destroyed by flooding. Heavily used by stage coaches and horse traffic to get to the Hollywood Avenue freight station and the local race track.

The bridge was washed away in 1862 and again in 1882. Each time it was replaced with a modest structure. In 1903, it was washed away again. This time the County stepped in to build a properly engineered structure. The bridge was built with brick and concrete. It had sidewalks, cast iron railings and abutments. Street lights were installed on each of the abutments.

The bridge was modified in 1926. The County widened North Maple Avenue from part of Ridgewood to the bridge. The purpose was to handle the high volume of traffic to the race track and to also provide proper traffic flow in the business district of North Maple, North Ridgewood and Ho-Ho-Kus marketing area. The street lights were removed from the bridge. Concrete railings were installed.

Despite the severe pounding the bridge experienced during flooding, the structure held up well. The County modified it again in 1971. New metal pipe railings were installed and sidewalks and street surfaces were updated.

Flood water has risen over the railings in 1945, 1999 and 2011. The 1999 storm badly damaged the bridge. The town and the County received FEMA funding to assist with repairs.

The Borough was presented years ago with plans to replace the bridge by the County. They stated the bridge area was in dire need of an upgrade and replacement.

In 2002, the NJDOT performed a scour analysis to determine damage. It was reported that the bridge is highly vulnerable to damage. The shallow footings (believed to be only five feet), the high-water volume pressure and the number of the past storm events put the bridge at risk.

May 2012, the Warren Avenue Bridge upgrade was completed. It was stated that the bridge upgrade was for the traffic diversion for the replacement of the Maple Avenue Bridge.

11.2.20 Bell-Ho Stables 1924 aka Chestnut Ridge Stables Wearimus Road

Marvin Y. Bell and his wife Vivienne were leaders in the field of horses and their care. Marvin Bell was considered an expert in equestrian circles. They started a stable club in 1922 at the corner of Mill and Wearimus Road. The following year he and his wife combined their passion and started construction of the Bell-Ho Stables. The stable was opened in May 1924. The first indoor arena measured 90'x120'. A heated enclosed public viewing area for spectators had a 30-foot-long glass partition looking into the ring. The rear of the room opened to an outdoor veranda 30 feet long and 10 feet wide. The club room was also in this area and was the home of the Ridgewood Riding Club.

The Ridgewood Riding Club was very active at Bell-Ho Stables. They held dinners, dances, music events and card parties, as part of their social program in the clubhouse. They were involved with the Bell's in conducting major horse shows for children to adults (1923 –1960).

The Bell-Ho Stable activities were so popular that an outdoor ring, with lights, was constructed in 1925. Special events for polo were held at night periodically. The lights permitted people to ride and exercise their horses at night. It was the only lighted outdoor riding facility in the State.

Also, in 1925, a system of bridle paths was established. This was the beginning of an extensive series of trails that would be developed over the next three years.

Bell's Riding Club rented horses by the hour, conducted riding lessons, boarded saddle horses, bought and sold horses and had an extensive training program for saddle horses.

In addition he also fielded equestrian teams to compete in area, regional and national horse shows. His office was filled with ribbons and trophies. Mr. Bell was also a passionate polo player and was a leader of the local team.

Mr. Bell and his wife realized in 1927 that the present Bell- Ho facility was too small for the work they were doing. They set about a major expansion to handle the demand of this successful operation. By the fall of 1928 the expansion was completed. Bell-Ho Stables now had the largest indoor arena in the east. The new indoor arena was a concrete structure, measuring 310 feet long, 100 feet wide. The spectator area could accommodate up to 700 people. The arena was fully lighted from a wood truss ceiling roof. Large windows on the north side provided additional lighting. The new well-appointed club house was at the western end and was 19'x75'. It contained a stone fireplace and locker rooms for men and women. Outside the club house was a landscaped park with gardens. This was the new home of the Ridgewood Riding Club. There were two apartments constructed above the clubhouse. One was the home of the Bell's. Each apartment had a living room, tiled kitchen, two bedrooms, a sleeping porch overlooking the park, and a balcony that opened to the indoor arena.

The old indoor track was converted into additional stables. All the stable buildings were connected with the main building by a covered annex through which the horses passed. The south east end of the new arena led to a new outdoor ring where additional training and rider instruction was provided.

Mr. Bell's office faced the outdoor half-mile track, on the north side of the complex. Wide panoramic windows allowed on unobstructed view of the track and polo fields.

The Bells hired some of the best riding instructors and masters in the east to maintain a population of 125-150 horses year round. By now the bridle trails were very extensive and popular. Mr. Bell and the Ridgewood Riding Club had arranged for trails to pass on private property. Residents in surrounding areas were requesting to be included in the bridle route. At its peak the trails went as far as Park Ridge and wandered for almost twenty miles.

In 1929, the Bell's started programs for various charitable groups. These philanthropic venues were the hallmark of the stable. These fund raising programs continued until 1960.

In the 1930's boxing events and dog shows were held in the indoor arena.

Prior to the war the Bell's sold the facility to W.J. Brewster. During the war Brewster paved over the indoor arena and used it to store and protect industrial equipment and machinery.

The name was changed to Chestnut Ridge Stables in 1936. In the Fall of 1947 very large outdoor horse shows began. The largest ones were held in the fall when attendance

would reach over 10,000 people per day, depending on the weather and events. The qualifying meets for the National Horse Show at Madison Square Garden, were the biggest events in Northwest Bergen County. The governor, congressional members and senators always attended, making timely speeches and presentations. Even the Ho-Ho-Kus Elementary School had an equestrian program and started its own annual horse show. Unfortunately, the stables burned down on August 15, 1960, in what is called the largest fire in the history of the Ho-Ho-Kus Fire Department.

11.2.21 Ho-Ho-Kus Fire Bell East Franklin Turnpike

Before the turn of the century, fire service was provided by neighbors and eventually an organized fire department. Service came from the Borough of Orvil or Hoppertown; in 1911 it was by the Ho-Ho-Kus Fire Department. In order for people to respond to a fire, a bell was used to alert the community. The Ho-Ho-Kus Fire Bell was 3 feet wide, 2 feet high and weighed 590 pounds. It was held in a stationary position in a 50 foot wooden tower on East Franklin Turnpike, about 100 feet east of the old firehouse. The tower was constructed by a local carpenter. The bell came from the C.S. Bell Company Foundry in Hillsboro, Ohio. It had a double clapper that enabled one person to ring the bell with ease. Its cost was about \$80.00 plus shipping and installation.

In December of 1927 the current day Gamewell audible fire alarm system started service on the old firehouse (now housed on the railroad station).

The bell tower was dismantled in May 1928. The Town Council voted to preserve the bell and have it stored in the basement of the old public school, (site of the present day firehouse). The purpose of the preservation was for future use or display. The bell was considered one of the old landmarks of Ho-Ho-Kus in 1928. In 1938 a small permanent structure was constructed by the Ho-Ho-Kus Road Department (today's DPW) on the same spot where the original tower stood. The structure consisted of four brick columns and a slate roof, under which the bell hung, (about 65 years). It was removed by the Ho-Ho-Kus DPW to make way for the upgraded Memorial Park. The bell was stored on the DPW grounds. The years of display caused serious deterioration. It was believed that the

bell was given to a scrap metal company because it could not be saved. The bell was later found in a storage area of the DPW. Attempts have been made to save and restore the bell for display again. The bell is over 100 years old, is currently being stored in Fire Department Company 2 and the Fire Department plans to have the bell back on display in the near future.

11.2.22 Ahrens Fox Fire Truck 1937 "The Fox"

A large fire truck that the Council should never have purchased for a small town, but thank God they did! The Fox has been a source of pride and enthusiasm for many generations. "The Rolls Royce of Fire Trucks."

In December 1935 the Borough accepted 6 bids for a new fire truck. After a long review process, the Council awarded the bid to The Ahrens Fox Company, Cincinnati, Ohio on

October 21, 1936.

The fire truck and related equipment was not to exceed \$13,075. The truck was a combination ladder and pumper. Specifications were incorporated in the contract.

By May 1937 an addition and expansion of the fire house, on East Franklin Turnpike, was completed for the new truck.

The shipping of the truck was delayed due to a strike at the factory. This delay caused the Fire Department to postpone its annual picnic until shipment. The truck left the factory September 16th and arrived in a special rail box car at the Passaic rail yard on September 22nd. The introduction of the truck was on September 26th at the Ho-Ho-Kus Race Track during the Fire Department's annual picnic. It is known the truck made several passes around the track for the many visitors.

The Town sent a check to the Ahrens Fox Company for \$12,421.25 on October 20, 1937.

The truck, now known as "The Fox" saw its first action early in November 1937. The new Cheel stores on Sheridan Avenue had a fire. The Fox was in service for 3 hours. The facility was saved.

New York – New Jersey Volunteer Fireman Association held its 25th Anniversary parade in June 1938. It was the first major parade the truck was on display.

On the morning of March 9, 1939 the Bamper-Lomox Building, a 19th century 3 story historic home and hotel, was on fire. The building was located deep off East Franklin Turnpike what is now called Edgewood Drive on the west side of the Racetrack grounds. The Fox provided water to this remote area for 4 hours. This was classified as one of the largest fires in department history at that time.

In November 1942 Chief John Miller introduced a women's auxiliary service into the department. They had received 37 hours of training to qualify for the fire service which included training on all three pieces of equipment including driving and pump operation. It has been reported that one of the auxiliary was approved to drive "The Fox."

In July 1945 The Fox had to be rescued. The second worst storm of the 20th century had flooded the town which included the fire house. The Department of Public Works towed "The Fox" out from the rushing high water. The Fox was put into service to pump out basements of businesses and the Municipal facilities the rest of the day.

The early morning of May 30, 1948 (Memorial Day) Saint Luke's Church burned. The Fox was the only pumper to provide water. The fire lasted 4 hours. After the fire, The Fox went to participate in the Memorial Day Parade a slight bit soiled. Late Sunday afternoon August 15, 1960 The Fox was put to the ultimate test. The largest fire in the Ho-Ho-Kus Fire Department history happened. Chestnut Ridge Stables burned, and The Fox was on the scene pumping water for a distance of a quarter mile for 27 hours.

After 26 years of service The Fox was retired in August 1963. A group of Ho-Ho-Kus Firemen and friends organized The Antique Fire Association to preserve the truck. The major problem was how and where to store it. After a couple of years and many moves it was decided to sell the truck in order to preserve it.

In the late 1970's the truck was sold to a collector in Trenton, New Jersey. It was quickly moved to another collector in Virginia, then to a collector at a Texas Insurance Company. In October 1980 "The Fox" was auctioned off due to the company's bankruptcy, at the Austin National Guard Armory.

Members of the Ho-Ho-Kus Fire Department had been keeping track of the truck's whereabouts for years. They were aware that the truck was available again and had to be saved. "Get Back the Fox" became the department project.

Former Chief's Henry Schmultz and Richard Dench went to Austin Texas to negotiate a deal. Dench's mechanical background revealed that the Fox was still in good mechanical condition. The body needed clean-up and repainting. After some difficulty with the bidding, (the actual winner backed off after some pleading by Dench and Schmultz) a deal was accepted for \$8000. "The Fox" was shipped back by truck and arrived home September 29, 1984.

For the next year and a half, various members worked on the truck and developed a plan on getting it back into first class working order. Some cosmetic work was done and the truck debuted at the Fire Departments 75th anniversary parade in 1986.

After that parade, the truck went into retirement. The truck was disassembled and various components were removed for repairs, upgrades and replacement. When funds became available, the following work was done over a ten year period: Fuel system cleaned out, radiator was updated, seats repaired and recovered, the motor was overhauled, transmission removed and repaired, the Quad pump was rebuilt and resealed, ladders repaired and resealed, tires replaced, and in February 1997 the truck was repainted and re lettered.

The department had already received two large anonymous donations to secure the truck, but still needed additional funds. Special fund drive activities continued until the end of 1997, when the truck was mechanically ready for its second debut.

The second debut was at the Ho-Ho-Kus Memorial Day Parade, May 26, 1997. It won its first award at Ridgewood's 4th of July Parade. In September the Fox was presented at the New Jersey State Fireman's Convention in Wildwood.

Since the second introduction, the Fox has received awards every year it has been displayed in parades or at special events. It has accumulated a long list of trophy's, cups and ribbons.

Items of Interest:

There were only 8 piston pump equipped Quads produced by The Ahrens Fox

Company. The truck with the ladder array measured 40 feet. “The Ho-Ho-Kus Fox” may be the only model to survive today in first class operating condition.

- Model C-T-U
- serial number 4019
- 190 horse power
- 6 cylinder engine
- 1015 cubic inch displacement
- 5-7/8 inch bore with a 6-1/2 inch stroke
- triple ignition system
- 18 spark plugs
- dual intake and exhaust valves
- pump mounted in front
- 750 gallon per minute positive piston* Quad Pump
- 100 gallon storage tank
- 40 inch wheels
- 5 wood ladder sets
- A 40 foot 6 man wooden extension ladder
- 2000 feet of 2-1/2 inch hose
- 200 feet of 3/4 inch booster hose line
- 2, 6 foot long hard suction lines, 5 inches in diameter

*This 37 Fox’s positive piston pump was reported to have pumped as much as 1200 gallons per minute with ease.

The Ahrens Fox Company representative, Frank Greisser, was involved with the Ho-Ho-Kus “37 Fox” from 1937 to 1992. He volunteered his skills in rebuilding when the truck was saved. He thoroughly enjoyed bringing this piece of history back to life and loved working on this truck.

11.2.23 Fire Department Company 2

Glen Alfast was president of the Ho-Ho-Kus Fire Department when the truck was saved. He developed and executed a plan for the department to properly house and protect “The Ahrens Fox”.

The Fire Department obtained a lease for land from the Town (50 years with 25 year extensions). In September 1985, the building components arrived and construction and assembly started on a 30 x 60 ft. Morton building, on the west side of the Department of Public Works garage, on Hollywood Avenue.

In 1986, a concrete floor was put in place. By 1991 sufficient funds were available to allow the members to install insulation and to sheet rock the walls and ceiling. Shortly after that a heating system was installed.

By the end of 1991, Company 2 was housing various components of “The Fox” as it was undergoing upgrades. Company 2 was a busy work place for the members who

were saving “The Fox”.

Unfortunately, Glen Alfast passed away in April 1986. His vision was carried out by his family. The family donated funds to finish the structure and had a concrete floor installed. The Company 2 building was dedicated to Glen’s memory in 1987.

11.2.24 Woman’s Auxiliary Fire Department 1942

The idea came about on July 4, 1942; where else, but at the Ho-Ho-Kus Race Track. Mrs. Eldan Romaine, in conversation with Fire Chief John Miller, learned that the department was losing members do to the war effort. Mrs. Romaine inquired about the possibility of woman filling the void. Chief Miller was open to the idea if they could pass his training program. Sixteen (16) women signed up for the training and classes. Eleven successfully completed the 37-hour training program. (Not all were wives of the Volunteer Fireman.) They trained on all the equipment and several learned to drive the Brockway and Ford Fire Trucks. One learned to drive the “Fox”. They all were proficient in coupling hose, stretching hose, raising ladders, climbing ladders and directing water on a fire. The women did not have uniforms but wore denim coveralls that were worn over their clothes. They provided an easy, quick way for the women to dress and protect themselves. (This denim coverall continued to be worn by the male firemen for many years after the war.) The women started attending regular drills on Sunday November 8, 1942. They started answering all alarms night and day.

In December, concern developed by the Borough Council as to the women’s insurance coverage. Chief Miller reported on January 6, 1943, that the women were not covered by insurance in responding to fires in case of accidents.

To resolve the issue the Civil Defense Council issued a directive. Women would have to be members of the Fire Department to be fully covered by insurance.

The department proceeded to accept the women into the department as associate members, Their turn as associates would be the duration of the war. The women served a 30 day probationary period and became full associate members of the Ho-H-Kus Fire Department.

The attendance records of the women at drills and fires have not been found as of this writing. It is known they received high praise from the Borough Council. One councilman in particular who had the Woman’s Auxiliary at his home to put out a daytime fire in November 1943.

Listed below are the names that have been verified as members of the Ho-Ho-Kus Fire Department Women’s Auxiliary.

Mrs. Cornelia Board
Mrs. Duncan Cheel Mrs.
Edward Dohrman
Mrs. Fred Keeley

Mrs. Joseph Keys
Mrs. Lawrence Keys
Mrs. John Miller
Miss Elsie Meyers
Mrs. Eldon Romaine
Mrs. Starbard

The Fire Department has a vintage Woman's Auxiliary lapel pin in a display cabinet.

11.2.25 Cheelcroft 1926 – 1951

The area known as Cheelcroft Ho-Ho-Kus is located in the northwest section of the Borough. The development is bounded to the west by The Public Service Right of Way, south by Hollywood Avenue, east by Lakewood Avenue and parts of Route 17, and north by the Borough of Waldwick. It is a little over 100 acres. The area of homes covers two residential zones. It is located about one mile from the Ho-Ho-Kus Train Station, ½ mile from the public school and ¾ mile from the general business district.

Cheelcroft was the vision of Harold W. Cheel (1897 – 1958). Cheel grew up in Ridgewood and graduated from the Ridgewood School System. He was active in school sports and had an excellent academic record. He graduated from Ridgewood High School in 1914 and attended Yale University, graduating in 1918. He received his master's degree in engineering in 1921. He was active in University sports and excelled in academics. His activity in both these fields is still recognized at Yale. (His entire life, he remained a strong loyal supporter of the University.)

During the First World War, Mr. Cheel served in the United States Army Air Service and achieved the rank of second Lieutenant. After the war he was employed by various industrial firms. These business experiences would serve him well in the real estate field. He started his real estate career as a part timer in 1923. In July 1926, at a public auction, he was the high bidder for 6 lots on the west side of Sheridan Avenue north of Hollywood Avenue. On this first parcel he constructed six homes (a cape cod, one French and 4 English Tudors). This was the beginning of Cheelcroft. It took almost 25 years to complete Cheelcroft. The final home was completed in the mid 1950's.

It is believed that the first homes constructed by Cheel Construction in Ho-Ho-Kus (1926) were on Fairlawn Street, 39 Fairlawn Street and 42 Fairlawn Street. This new construction off Hollywood Avenue was featured by The New York Harold Tribune in syndicated article in early November. The homes were featured because of the distinctive quality, charm, interior design and the selling price was under \$10,000. These homes were not part of the Cheelcroft Development.

The term "development" was not a common term at the time. The public didn't know or completely understand the concept. But Cheel made short order of this by extensive advertising, with photos. Thus showing future home owners what his

“development” was going to look like.

Early 1927 Cheel acquired 22 more acres from the Blauvelt Estate. This land was on the west side of Sheridan Avenue. The name Cheelcroft is attached to this purchase.

The Town constructed sidewalks on the West side of Sheridan Avenue in the new Cheelcroft Development.

It is this year (1927) that Cheels philosophy, on selling real estate, appears in print, “Restricted”. This theme will be carried in advertising and selling of all Cheelcroft properties.

Midyear, the first house on Sheridan Avenue was completed and sold. The remaining 5 were sold by the end of September.

In late 1927 he started construction on Gilbert Road. His first house sold and occupied on this street was 15 Gilbert Road in 1928. He continued construction up this road, while fighting with the town officials over drainage, piping and servicing the Zabriskie Brook.

In March 1928 Cheel donated land to the Town. The purpose was to provide rounded corners at all intersections of Cheelcroft. The Mayor stated “It will beautify the town immensely”. The town engineer agreed with the idea which provided proper turning radiuses, clear view of roadways, and general safety to the neighborhood. All intersections in Cheelcroft have rounded corners.

Cheel reinforced the name of Cheelcroft with rigid restrictions that enforced the “No property in Cheelcroft is to be sold to people who wouldn’t make a good next door neighbor”.

May 1928 Cheel acquired property in the business district. The sale was completed after the state agreed to widen Franklin Turnpike (state road) and other property owners agreed to donate land to achieve this widening. The deed restrictions against conducting business on the land had been removed and the adjoining property owners agreed to the concept. The owners felt that the future of downtown Ho-Ho-Kus was in good hands. He first had a used car lot removed because this image did not fit his marketing of Cheelcroft. He received permission to install an advertising sign. It was set up on the corner of Franklin Turnpike and Sheridan Avenue. This well placed large sign directed people to The Cheelcroft Development and sales office.

Early summer, Cheel Real Estate became the Ridgewood agent for Fidelity Union Title and Mortgage Company. Loans to home owners and builders were handled locally by The Cheel Agency.

July 1928 Gilbert Road and Glendon Road construction was completed. The Town proceeded to install sidewalks and curbs along these roads. Area plans show the home layout for this area which included Blauvelt between Sheridan and Gilbert.

August 11, 1928 the prominent young realtor and developer married Helen Snell. She is the daughter of Congressman Bertrand Snell of Potsdam, New York. (NY 31st District) The couple moved to a home in upper Ridgewood.

In the fall, the Town considered the extension of Blauvelt past the Trolley tracks. The upper part of the road, at Franklin Turnpike, was known as Park Avenue. This road would dead end at the Trolley tracks and Blauvelt Avenue dead ended on the eastern side of the tracks. Cheel appealed to the Town Council to use the “Blauvelt” name when the road was constructed. The County was responsible to design the Culverts and drainage. This road construction was in 1929. This extension gave the public a new access to Cheelcroft.

A stream called the Zabriskie Brook traversed various sections of early Cheelcroft. Cheel and the Town were having considerable difficulties in addressing this issue in 1929. While the first homes built on Sheridan Avenue did not have dry wells, Cheel connected the roof drains to the Zabriskie brook, which he had piped underground to Hollywood Avenue. To resolve the situation, Cheel piped the stream and connected it to the culvert at Hollywood Avenue a Town Road at the time. Cheel Construction Company, at their expense, removed and improved sections of the culvert under Hollywood and reworked the roadway. The improved culvert system allowed water to drain properly from Cheelcroft. Additionally, the project provided relief for future drainage issues that would come up as Cheelcroft expanded.

In the summer, Cheel and his bride moved into 15 Hollis Drive a “Norman Cottage” design from upper Ridgewood.

By September Cheel had finished the expansion of upper Blauvelt Avenue to Franklin Turnpike and received permission to change the street name from the Town. The County installed a culvert to drain the area due to the Trolley right of way and the slope conditions. This completion provided additional access to the Cheelcroft Development as Blauvelt Avenue now ran from Franklin Turnpike to Lakewood Avenue.

In late October, Cheel was honored as an “Ardent Civic Leader” for his innovative concept in developing Cheelcroft. At a special affair at the Villa Inn (Ho-Ho-Kus Inn), state, county and local officials praised his work in a 5 hour testimonial dinner. The program was sponsored by the Ho-Ho-Kus Chamber of Commerce with Sam Nagle Jr. as the program chairman.

Also in October Cheel recommended to the Borough and the Board of Education, that it should turn its attention to providing a proper school building. All the progress he had made for the town would be lost if they did not address the need for an appropriate educational facility for the incoming residents.

On Sunday, November 10, 1929, Cheel assisted, by his wife and secretary, staged a spectacular open house at 81 Gilbert Road a “The Norman Cottage” on the corner of

Gilbert Road and the new Blauvelt Avenue extension. Almost 1000 people toured the house that afternoon. This event brought special attention to Cheelcroft in the real estate market and to the public.

By the end of the year, Harold Cheel was a very active member of the Ho-Ho-Kus Chamber of Commerce. He was the town's biggest supporter in North Jersey.

Cheel built over 450 homes in many communities surrounding Ho-Ho-Kus of which were 215 in Cheelcroft. Cheel constructed homes can be found on the following streets:

Ackerman Avenue
Ardmore Road
Blauvelt Avenue
Braeburn Road
Duncan Road
Elmwood Avenue
Fair Lawn Street
Gilbert Road
Glendon Road
Hollis Drive
Lakewood Avenue
Pinecrest Road
Sheridan Avenue
Sutton Drive
Wyncote Road

The Cheel built homes found on these streets were individually designed so they would fit attractively on their building lot. There is no repetitive construction of any home in Cheelcroft. This is due to the multiple, award winning architects used by Cheel Construction Company, and the above average quality of materials and workmanship he demanded.

Cheelcroft was the first development in eastern United States where various local and nationally recognized architects were commissioned to design individual homes.

Some of the architectural styles found in Cheelcroft are: Brittany; Cape Cod; Dutch Colonial; English Tudor; English Cottage; Georgian; Modern Traditional; Norman; Ranch; Salt Box; and Split Level.

Cheel's concept of community development was an award winning idea. Better Homes and Garden Magazine gave its Seal of Approval in 1931 for the eclectic styles of home construction. In the Magazine's National Architectural Competition, the house at 253 Blauvelt Avenue was awarded first place for the New England Region. The architect received a presidential Gold Metal in 1932 for design. These awards established Cheelcroft as a leading concept in residential development.

By 1932 there were 30 homes completed in the Cheelcroft development.

Environmentally Cheel was ahead of his time. For the first 15 years of construction, all the homes had dry wells installed to collect storm runoff. Today these units are known as seepage pits and are mandated by zoning code.

A high percentage of Cheel's homes built in 1935 to 1939 were air conditioned. This was highly unusual for this era and in this area.

May 10, 1935 An unusual event put Cheelcroft in the National headlines for the wrong reason.

The body of an unidentified gangster was discovered by a Cheelcroft resident on the morning of May 10, 1935. The unidentified man's body was dumped in the undeveloped fields at Ackerman Avenue and Gilbert Road. The Ho-Ho-Kus Police Department along with the County Prosecutor's Office, investigated the scene with the help of the FBI. The man was identified as Edward Martin, a well-known gangster in the New York area and the East Coast. The killers were found and prosecuted. The incident was on the front pages of the press for several weeks.

Harold Cheel's understanding of real estate and construction allowed him to develop his marketing plan that reached national recognition. He also knew how to advertise using the multimedia of that era. This included two very large billboard signs (1936) he constructed in a park like setting out on Route 2 (now Route 17). Each billboard was constructed of natural material. They were supported by four red brick pillars. At night they were illuminated. Anyone traveling on the highway could see the invitation to drive into Cheelcroft. The entrance was at the east end of Braeburn Road where it met the highway. This entrance from the highway was closed in 1989.

Twice in 1936, Mc Call's magazine recognized a Cheel home as their "Home of the Month." The June issue featured 247 Sheridan Avenue. The November issue stated "304 Ackerman Avenue is an original, the only one in Bergen County."

If you were white, Anglo Saxon, Christian, and of a good background, Cheel Real Estate would sell. This "Restricted" idea was Cheel's. He continued to promote this concept in his advertising and on the two "Billboards" until the late 1940's.

While Cheel and his wife built a wonderful home at 15 Hollis Drive in late 1929. In early 1940 he and his family moved across the street to 12 Hollis Drive. He lived

there until his death in 1958. Helen Cheel lived in the house until her death at the age of 100.

Cheel modernized the downtown business district in September 1937. On the property acquired in 1928, he constructed 3 stores on Sheridan Avenue. The Ho-Ho-Kus Bakery came to 5 Sheridan, The Grand Union Company (area supermarket chain), in the larger store at 7 Sheridan, and Muller's Delicatessen located at 9 Sheridan.

November of this same year, the new stores suffered a serious fire. The fire department saved the structure after a 3 hour battle. The fire department credited the construction design and materials in the prevention of losing the entire structure. Cheel Construction was on the scene and worked round the clock to get the building back in service.

During this month, Harold W. Cheel was elected vice president of the State Association Board of Real Estate. This influential office served him well for a number of years.

By 1937 Cheelcroft was officially extended to the east side of Sheridan Avenue, Braeburn, Pinecrest and Ardmore were in various stages of road expansions, while Ackerman had just started.

In the fall of this year, Cheel installed an automatic garage door opener at 37 Sutton Drive. These units would only be installed at selected homes or by request. This was an exciting feature for homes at this time.

In the summer of 1937, another Cheel move into Cheelcroft, Cheel's brother Duncan. Cheel moved into 31 Sutton Drive. He purchased the home from the original owner.

At the end of 1937 Harold Cheel's Cheelcroft was selected for the Good Housekeeping's Shield for "Better Standards in Building". The award was based on quality of design, building materials, workmanship, good use of the land, and the appropriate accessories installed in the homes. Three homes received this honor:

2 Pinecrest Road (Neo-Classic)

28 Pinecrest Road (Wiltshire)

37 Sutton Drive (Massachusetts Colonial)

Zabriskie Brook continued to be a problem for Cheelcroft. Cheel was attempting to have the town and county more active in cleaning and maintaining the brook for better water flow from Hollywood Avenue South.

For reasons that are not clear in 1938, 42 Fairlawn Street built in 1927, is reconditioned, modernized and sold again by Cheel. This was not a Cheelcroft home but was one of the first homes Cheel constructed in Ho-Ho-Kus.

By mid-year 1938, Cheelcroft had grown to over 150 completed homes. The range in price ran from \$10,000 to \$18,800. In August The Institute of Real Estate

Management conferred the title of “Certified Property Manager” to Harold W. Cheel. This title was conferred because of Cheel’s experience, business standing and his ability to methodically and analytically execute management programs for income properties.

Hudson Transit lines (The Short Line) Bus Company established service along Route 2 in 1939. One of the stops was the Cheelcroft Bus Stop at the end of Braeburn Road. Cheel residents waited on a triangle bump out in the middle of the entrance to Braeburn Road. Those residents living on Ackerman Avenue reached the bus stop by a pathway at the foot of Ackerman which led them to Braeburn from behind the Cheelcroft billboard. In 1944 a protective bus shelter was constructed on the south side of Braeburn. The bus stop and the Cheelcroft entrance were closed in 1989 and a sound barrier was installed.

Cheelcroft again received the architectural achievement award in August 1939. Good Housekeeping Magazine selected 431 Braeburn Road for the Shield for Better Standards in Building.

By July 1940 another commercial structure was completed which became the home of The Town Pharmacy and Luncheonette, 1 Sheridan Avenue, The Ho-Ho-Kus Post Office moved across the street to the new building and operated out of 12 North Franklin Turnpike for 18 years. The Quality Shop moved from Maple Avenue to 3 Sheridan Avenue.

In 1940 Cheel Construction Company, Inc. agreed to participate in a National home building program organized by Life Magazine. By joining the program, Cheel received national recognition and exposure in the magazine. He agreed to build one or more homes out of the 8 proposed designs that the magazine offered. Some of the guidelines required that the homes had to be marketed to a middle-income level set by the magazine. The homes had to be built as designed by one of eight eminent American architectural firms. Each home would be equipped with the magazine’s approved modern appliances. Cheel built 4 homes that qualified. We know of at least three that can be verified; 188 Lakewood Avenue, 189 Lakewood Avenue and 514 Ackerman Avenue.

Up to this time, the sales office for Cheelcroft was the old Ackerman farmhouse located in the area of today’s 254 Sheridan Avenue. In July 1940 Cheel requested permission to move the building. The structure was moved north to 276 Sheridan Avenue and continued to operate as the Cheelcroft sales office. (For additional details see: Ackerman 1820 Farm House in historic house section.)

In the fall of 1940, Cheel was in negotiations with Ho-Ho-Kus to erect a 60 family apartment house. The structure was to be constructed on the old Public School grounds

(Sheridan Avenue and Warren Avenue). The project was eventually rejected because the builder was unable to provide an acceptable sewage disposal plan.

The original design and layout of Cheelcroft included the extension of Ackerman Avenue and Blauvelt Avenue to Route 2. In early 1941 Cheelcroft residents and the town fathers agreed that the extensions were not a good plan for the town. The Town Council convinced the State not to allow these connections.

In March 1942 Cheel Construction announced that it will no longer build homes in Cheelcroft due to the national emergency. Only a few new homes were available for sale and less than a half dozen were in the final stages of completion. Cheel Real Estate will only handle the sale of previously owned homes until the end of the war. At this time the Cheelcroft sales office was closed and moved to Broad Street in Ridgewood.

During the spring of 1943, Cheel Construction completed the renovations and expansion of the old Ackerman farm house located on Sheridan Avenue. This structure was removed in the fall of 1940. Cheel had the entire building,

The long awaited Cheelcroft bus shelter was installed in July 1944. The Hudson Bus Company (Short Line) erected the structure on the corner of Braeburn Road and Route 17 (Southbound).

As Cheelcroft expanded so did some storm water drainage issues. The county installed a large storm drain line down Ackerman Avenue in 1949. It ran from Gilbert Road (the top of Ackerman at that time) to the foot of Ackerman Avenue into tributary #1 to the Saddle River. The system was extended in 1960 when Cheelcroft was expanded.

In the early 1950's, Cheel proposed an expansion of Cheelcroft. A 31 acre subdivision was presented in the upper northwest corner of Cheelcroft. He and his wife or Cheel Construction Company owned most of the land. Saint Lukes Church owned a small portion along the Public Service right of way. One or two other lots were privately owned. Cheel named the area "North Cheelcroft". His first sales were on the expanded Ackerman Avenue in 1953. His organization built and sold 22 homes over the next six years. Cheel passed away in 1958. The last Cheel Constructed home sold in 1959. The company no longer built homes in this area after his passing.

The remaining lots were developed by The Chrysler Construction Company beginning in 1960. They constructed approximately 33 homes to complete the North Cheelcroft development.

The Cheel Family offered to build Ho-Ho-Kus a first class library. The only requirement was that his name be on the building. The "Town Fathers" of that time turned it down. Darn!!!!

In 1996 a couple dozen home owners in Cheelcroft reported a series of sink holes or depressions on their properties. Some had experienced the problem as early as 1993. The Borough engineer reviewed the situation. He concluded that much of the problem related to the original Zabriskie Brook. Its various tributaries were re-piped

during the construction of Cheelcroft and its expansion in the 1960's. The underground system that Cheel installed consisted of heavy-duty galvanized piping. These pipes had reached the end of their life cycle and were collapsing or disintegrating. Thus, the sink holes developed. The properties that were affected had to replace the piping according to code. Some of the pipe lines were redirected to the Ackerman Avenue drain system (1949). Others were directed to the Blauvelt Avenue drain system (2006). By diverting some Zabriskie Brook storm water east, to Tributary #1, to the Saddle River, it provides flood relief along the Zabriskie Brook underground. The balance of the storm water continues south underground. It appears above ground south of Hollywood Avenue and west of the Sheridan Avenue intersection. About a half dozen properties have drainage access vaults in their back yards. This allows access to the underground system if necessary. The basic underground system runs from Ardmore Road, behind Wyncote Road, through Duncan Road, Hollis Drive, Ackerman Avenue, Sutton Drive, Blauvelt Avenue, Glendon Road and parts of Sheridan Avenue.

The Town and residents were concerned about drainage problems along Blauvelt and around Glendon Road. In 2006 the town installed a drain line from Glendon Road down Blauvelt Avenue to Tributary #1 to the Saddle River. This helped with the drainage problem from the sinkholes a few years back and relieved some water volume to the Zabriskie Brook.

Currently the various neighborhoods in Cheelcroft are a close-knit community filled with children of all age groups. People keep their property at a very high level and most homes have been beautifully updated. The Cheelcroft name is a highly valued asset with the homeowners. They take meticulous care of their homes and property. This is a very desirable area of Ho-Ho-Kus and the County.

In early 1950 an estate style housing development east of East Saddle River Road was started. Houses were constructed on acre plus lots. About 70 homes are in the estate area. As of 2013 almost 50% of these homes have been torn down and rebuilt. In Cheelcroft less than 2% of Cheel homes have been replaced (3 due to fires and explosion).

In 2013, Cheelcroft residents are still investing and expanding the homes to make sure they are architecturally correct and compatible with the Cheel concept. This clearly is reflected in the values and traditions of the area.

Cheel's basic principle in real estate was to build an above average quality home with the best materials, workmanship and architecture available. Cheelcroft is proof of that principle.

The old Ackerman farmhouse, that was a residential home, located at 303 Ardmore Road, was torn down in 2016. The house had a number of severe structural and economic issues, and could not be saved. In addition, previous owners did not want the structure listed as an historical site, blocking all methods to save the farmhouse.

(This farmhouse was Cheel's sales and business office in the late 1930s and early 1940s. It was converted to a residence in the Spring of 1943.)

The building was located on an oversized lot which allowed a builder to clear the land and build two homes on legal sized lots in 2016.

In 2018, the same builder purchased 319 Ardmore Road, which was also an oversized lot. The builder was able to construct two new homes on legal sized lots, which became known as 317 and 325 Ardmore Road.

The home at 319 Ardmore Road was a Cheel built home in early 1942 and sold in June 1943. This is the first known case of a Cheel built home purposely torn down in Cheelcroft.

11.2.26 Terhune– Demarest House -1760 605 East Saddle River Road

This house is listed in the State Plan as a Critical Environmental and Historic Site.

About 1760 William Cairns operated a tavern house on this site opposite his fulling mill on the Saddle River. On March 23, 1780, British troops attacked Continental soldiers quartered in the mill and tavern, capturing men and destroying fire arms. At about this time, Johannes G Ackerman acquired the property and converted the mill to grinding grain, but did not reside on the premises. Hendrick Terhune took possession in 1783, adding a sawmill in 1812. It is believed that he built a two room, double-entry stone home upon the tavern foundation about 1813, when Dr. Garret D. Banta married his daughter Harriet. Dr. Banta became part owner of the grist and saw mills in 1816 and acquired his father-in-law's remaining interest in 1832, but died in that same year. His heirs sold the dwelling, grist and sawmills on 50 acres to Daniel Perry in 1834. He is believed to have enlarged the house to the north making it two rooms deep and covering it with a gambrel roof. Daniel D. Perry conveyed the mill farm to Benjamin S. Demarest in 1849. He operated the mills here until his death in 1887. (A support beam in the basement is inscribed by Benjamin Demarest). In 1899, his heirs sold to the Gray Lloyd Manufacturing Company of Jersey City, a maker of optical goods. In 1904, Joseph and Louise Graham became owners and altered the house to suit their architectural tastes, building a frame addition to the north in 1910.

Since 1910 the house property was owned by several families and all attempted to preserve the historic building. The last private owner, Jane Gingrich, bequeathed the property to Bergen County in 1982. She believed that the County would preserve the historic house and care for it. This was a mistake! The county deferred maintenance and allowed it to fall into disrepair. In 1998, the county auctioned the house to the highest bidder. A private citizen was awarded the bid to restore the house by adhering to strict historical standards. In 1999 the owner was indicted on Federal charges. The restoration work ceased. The house fell into disrepair again, and the matter was in the hands of the courts. By 2006 Kevin and Dawn Shea (of the Borough) were able to

intercede and become the owners. They received approval from the Ho-Ho-Kus Planning Board to restore the home and property in 2007.

11.2.27 Jacob A. Terhune and Abraham Terhune in 1807.
825 East Saddle River Road

This house is listed in the State Plan as a Critical Environmental and Historic Site.

The front of this 18th Century Dutch house faced the southwest, as was the custom of the settlers of this era. The architecture exemplifies the commonest decorative features and material for this area and period. The exterior walls were made of local sandstone. One wall was more evenly cut and spaced to project to those who passed on East Saddle River Road, a more appealing view of the house. The remaining three exterior walls were not of the same craftsmanship. Originally, the house was a one-story building with a large fireplace and chimney, attic and gambrel roof. The house has been renovated and expanded by various owners over the years. Currently the house is a large three-story structure with several additions to the eastside. The traditional southwest entrance is now the rear with a full veranda across the back. The front entrance faces the north with a covered porch. The traditional fireplace has been altered. An additional fireplace was added to the large dining room during an east side expansion.

The original thirty plus acres has been reduced to 1½ acres by numerous subdivisions. Most of the subdivisions were made on the east side, but one was made to the north in 1900, which created 843 East Saddle River Road (Mary K. Fay house). In 1968 a subdivision to the south created a new one-acre lot, 823 East Saddle River Road.

There was an active mill on the west side deriving its power from a mill pond constructed on the Saddle River. The mill, mill pond and support infrastructure disappeared in the late 1800's. There was an ice house on the west side of East Saddle River Road. The ice house structure remained until the late 1950's. This property was subdivided for two building lots.

Today this large home is well maintained and still reflects the Dutch flair. The accessory building is a three-car garage with a full floor above. A cabana in the rear provides extra privacy. The southwest area provides space for an in-ground swimming pool.

11.2.28 Terhune-Ranlett-Jefferson House (Circa 1750) 933 East Saddle River Road

This house is listed in the State Plan as a Critical Environmental and Historic Site.

This 18th Century Dutch house is believed to have been built by the Terhune family, possible Abraham Terhune, between 1705 and 1775. There is architectural evidence

of modification as early as 1790. The house has been greatly altered over the years, but retains the charm of the past. The house still has whitewash walls built of clay and straw. Various changes have been made to the interior to meet individual tastes and needs. The floor joists were 6' by 8". The wall thickness is approximately 21" in some areas. As was customary by settlers of this time, the house faced southwest. The exterior walls were made of local sandstone. One wall was more evenly cut and spaced, to project to those who passed, a more appealing view of the house. The other three exterior walls were not of the same craftsmanship. Also on the property was a large Dutch barn located on the northeast side of the yard. This was modified over the years and was one the few remaining Dutch barns left in Bergen County. A gabled ice house of frame construction, with stone foundation, is near the barn. The buildings are architecturally significant for their association with the exploration and settlement of the area.

Five generations of Terhune's lived at this site. Just prior to the Civil War William H. Ranlett purchased the property. Ranlett was the architect, hired by Elijon Rosencrantz, to remodel and upgrade the Hermitage. William Ranlett was an architect and a publisher of importance. His office was located in the Wall Street area of New York City. He published a significant monthly magazine known as "The Architect", a nationally ranked publication. He was very patriotic and ardent supporter of the Civil War. He was quite outspoken with his support and actions.

He was killed, November 8, 1865, when he was thrown from his wagon while on a business trip.

He is buried at the Valleau Cemetery in Ridgewood, with his son, who was killed in the Civil War.

There is no evidence, at this time, that Ranlett made any significant improvements to the house or property.

Additional information regarding the life, philosophy, and work of William H. Ranlett may be found at www.thehermitage.org/ArchitectureTOCPage.html.

By 1870, Joseph Jefferson III owned the property. Mr. Jefferson was a famous actor and comedian at the end of the 19th Century. He became identified with the character Rip Van Winkle that he recreated for the stage. More may be found on the actor Joe Jefferson at www.authorama.com/19th-century-actor-autobiographies-2.html.

Jefferson made various changes to the house and property. On the western side he removed the partition in the living room to create a 30 foot room. This room served as a small stage to conduct various theatrical productions for friends and neighbors. He installed appropriate entrances to the main hall for guest comfort. Around 1900 a wing was removed and a larger one built to carry the line of gambrel roof across the front.

Jefferson was an ardent fisherman, loved nature and the home on East Saddle River Road. Outside he planted a series of pines that still adorn the property today. He

created a beautiful picturesque residence and grounds. The property was kept under the highest state of improvement, including the stately trees and a fishing pond. On the west side of East Saddle River Road a gazebo allowed him to view the Saddle River and the Valley. A path led to the river below for fishing.

Over the years some changes have been made to the building. A major change took place in 1996. The Dutch barn was severely damaged by a 21 inch snow fall in January. The main section was rebuilt with a new Dutch style roof line. The west side of the barn was not rebuilt. The barn is lower in profile and smaller than the original. The original east side of the structure is still in place. The ice house still remains and is unchanged. The property was reduced in size in 2002, for a one acre subdivision. The current site is 2 1/3 acres. The original farm was 38 acres.

11.2.29 Terhune Van Emburgh Jacquelin House Circa 1820 991 East Saddle River Road

Abraham A. and Catherine Terhune deeded the land to John Van Emburgh and his wife Polly Terhune Van Emburgh. They built a house, barn and various out buildings to support the large farm property. The house exemplified the commonest techniques for construction, decorative features and design for this period. A two story structure with shingles, dormer windows, cross gabled return eaves, high stone foundation, porch with Tuscan columns, doors with transom and sidelights. It was built with the end facing the west and the front facing the southwest, as was the custom of the settlers of this area.

All of the original construction is by hand, with hand hewn beams and square hand wrought nails. The interior of the house is very interesting. Some of the floors slope, the doorway and doors are less than six feet high. Many of the original fireplaces are still in place. Several floors are at different levels upstairs and down. One must step down a couple of stairs to enter several of the original early rooms.

The house has been altered several times since its first alteration in 1890. The most recent change took place in 2001. The main driveway is on Jacquelin Avenue, access to East Saddle River Road was closed. An alteration to the northern part of the house, inside and out, was completed.

The barn was a common type structure, one and a half stories, and 10 bays, varied windows and supported by heavy rafters. The second floor also doubled as living quarters for employees. In 2001 the barn was torn down and replaced by one that is historically appropriate and is used as a garage.

The ice house disappeared in the late 20's or 30's. The barn doubled as an ice house.

To the east was a turn of the century Carriage House. It faces present day Jacquelin Avenue. Based on recent renovations the building may have been constructed in the

late 1700's. For additional information – see Van Emburgh Carriage House – Historic Element.

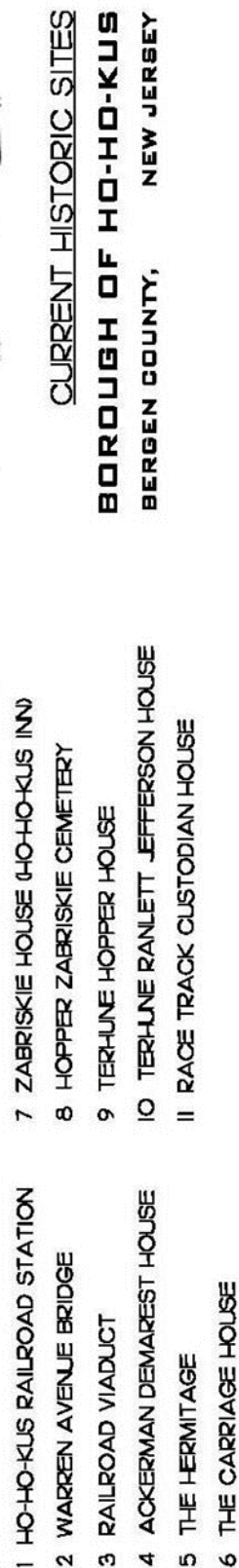
About 1900 Herbert Ten Broeck Jacquelin purchased the property. He maintained the home and planted various trees and shrubs that are still in place today. Mr. Jacquelin became a member of the Ho-Ho-Kus Borough Council. His wife, Zillah, was passionate about history and antiques. She had a large collection which was on display in her home. Her foresight led to the preservation of the Terhune-Jefferson House, Ho-Ho-Kus Inn and her home. The Jacquelin's expanded the farm property with additional residents for friends and family. They also built a silo to store and protect feed for the animals. The silo stood 53 ½ feet made of hollow ceramic block. This cylindrical structure is still in existence and is situated at the top of Jacquelin Avenue to the northwest.

11.2.30 John Van Emburgh Carriage House 1700's 33 Jacquelin Avenue

One of the finest turn of the century carriage houses in the area is located on Jacquelin Avenue. The structure is believed to have been constructed in the 1700's. It was built as one of the out buildings for the main house located at 991 East Saddle River Road. This large carriage house contained seven stalls, three carriage bays, a tack room, service room, and a large storage area. The second floor was for entertaining and housed living quarters for the staff.

Over the years the carriage house was renovated several times. Some of the stalls and carriage bays were converted for storing automobiles. The second floor was converted to an apartment with four bedrooms, two baths, kitchen, dining room and a large living room with a fireplace. In the early days this floor was used as living quarters for the house staff.

In 2001, the property at 991 East Saddle River Road was subdivided preserving the original house on one lot and the carriage house on the other. During the renovation of the carriage house it was discovered that three and a half foot stone walls and wooden pegs for nails were used to construct the building, thus dating the building construction to the 1700's. Another discovery during the renovations was a love letter found in between the walls. It appears to have been written in the late 1700's or early 1800's based on the writing. The formal architecture was misleading, and it was erroneously believed that the carriage house was constructed in 1890, (a renovation date).



APPENDICES

Appendix 1 – Daily Vehicle Counts

(This information is subject to updated information being obtained from the Bergen County Department of Public Works as available)

North Franklin Turnpike - North of Hollywood Avenue	(1985) 14,398 veh.	(1990) 18,778 veh.
North Franklin Turnpike - South of Hollywood Avenue	(1985) N/A	(1990) 14,616 veh.
Sheridan Avenue - South of Hollywood Avenue	(1984) 6,390 veh.	(1990) 13,370 veh.
Sheridan Avenue - North of Hollywood Avenue	(1984) N/A	(1990) 15,140 veh.
East Saddle River Road - North of Hollywood Avenue	(1986) 6,308	(1990) 15,654 veh.
East Saddle River Road - South of Hollywood Avenue	(1986) N/A	(1990) 10,129 veh.
Hollywood Avenue - Rt. 17 to East Saddle River Road	(1986) 6,157 veh.	(1990) 13,407 veh.
Hollywood Avenue - Overpass to Sheridan Avenue	(1986) N/A	(1990) 11,800 veh.
Hollywood Avenue - Sheridan Avenue to Franklin Turnpike	(1986) N/A	(1990) 14,274 veh.
Hollywood Avenue Overpass	(1986) N/A	(1990) 25,710 veh.
Mill Road - Twinbrooks to Jacquelin Avenue	(1986) N/A	(1990) 15,532 veh.
Jacquelin Avenue - Chestnut Ridge Road to East Saddle River Road	(1986) N/A	(1990) 15,654 veh.
Bogert Road - East Saddle River Road to West Saddle River Road	(1986) N/A	(1990) 6,496 veh.
Race Track Road - Banta Street to Franklin Turnpike	(1986) N/A	(1990) 8,016 veh.

No major changes to the roads in the borough are being considered because of Ho-Ho-Kus's built-up character.

The data illustrated was obtained utilizing a different data collection system than the information provided in Appendix 2.

Appendix 2 – Traffic Counts - County

(This information is subject to updated information being obtained from the Bergen County Department of Public Works as available)

Data contained herein was obtained utilizing a different data collection system than Appendix 1.

Ho-Ho-Kus Traffic Counts
 Conducted By Bergen County Traffic Division
 Count Method: Manual
 average AM hours 7:00 AM to 11:00AM
 average PM hours 2:00 PM to 6:00 PM

<u>Date and Time</u>	<u>Road / Location</u>	<u>Direction at Intersection</u>	<u>Total In</u>	<u>Total Out</u>	<u>Total</u>	<u>Number of Hours</u>	<u>Per Hour Average Total In</u>	<u>Per Hour Average Total Out</u>	<u>Per Hour Average Total</u>
6/12/2007 AM	Sheridan Avenue at Franklin Turnpike	North	2,523	2,325	4,848	8	315	291	606
6/11/2007 PM	Maple Avenue at Franklin Turnpike	South	4,289	4,167	8,456	8	536	521	1,057
	Franklin Turnpike at Sheridan / Maple Avenue	East	1,892	2,400	4,292	8	237	300	537
	Franklin Turnpike at Sheridan / Maple Avenue	West	2,909	2,521	5,430	8	364	315	679
6/8/2007 AM	Franklin Turnpike at Hollywood Avenue	North	5,143	4,317	9,460	8	643	540	1,183
6/7/2007 PM	Franklin Turnpike at Hollywood Avenue	South	2,914	2,888	5,802	8	364	361	725
	Hollywood Avenue at Franklin Turnpike	East	1,693	2,549	4,242	8	212	319	530
	Hollywood Avenue at Franklin Turnpike	West	404	336	740	8	51	42	93
6/6/2007 AM	Hollywood Avenue at E. Saddle River Road	West	3,063	2,962	6,025	8	383	370	753
6/5/2007 PM	E. Saddle River Road at Hollywood Avenue	South	2,178	2,460	4,638	8	272	308	580
	E. Saddle River Road at Hollywood Avenue	North	2,433	2,227	4,660	8	304	278	583
4/6/2006 AM	Hollywood Avenue at Lloyd Road / 17 S. Ramp	West	4,717	3,152	7,869	8	590	394	984

Data contained herein was obtained utilizing a different data collection system than Appendix 1.

<u>Date and Time</u>	<u>Road / Location</u>	<u>Direction at Intersection</u>	<u>Total In</u>	<u>Total Out</u>	<u>Total</u>	<u>Number of Hours</u>	<u>Per Hour Average Total In</u>	<u>Per Hour Average Total Out</u>	<u>Per Hour Average Total</u>
4/5/2006 PM	Hollywood Avenue at Lloyd Road / 1a7 S. Ramp	East	4,383	3,593	7,976	8	548	449	997
	Lloyd Road /17 S. Ramp at Hollywood Avenue	South	948	3,089	4,037	8	119	386	505
	Lloyd Road /17 S. Ramp at Hollywood Avenue	North	55	4	59	8	7	1	7
4/23/2004 AM	Wearimus Road at Powderhorn Road	North	1,152	1,108	2,260	4	288	277	565
	Wearimus Road at Powderhorn Road	South	835	871	1,706	4	209	218	427
	Powderhorn Road at Wearimus Road	West	299	307	606	4	75	77	152
4/22/2004 AM	E. Saddle River Road at Powderhorn Road	North	1,113	1,037	2,150	4	278	259	538
	E. Saddle River Road at Powderhorn Road	South	742	849	1,591	4	186	212	398
	Powderhorn Road at E. Saddle River Road	East	322	277	599	4	81	69	150
11/26/2002 AM & PM	Wearimus Road at Powderhorn Road	North	2,861	2,685	5,546	8	358	336	693
	Wearimus Road at Powderhorn Road	South	2,014	2,094	4,108	8	252	262	514
	Powderhorn Road at Wearimus Road	West	843	930	1,773	8	105	116	222
11/22/2002 AM & PM	E. Saddle River Road at Powderhorn Road	North	2,475	2,611	5,086	8	309	326	636
	E. Saddle River Road at Powderhorn Road	South	1,850	1,773	3,623	8	231	222	453
	Powderhorn Road at E. Saddle River Road	East	874	815	1,689	8	109	102	211
10/11/2002 AM & PM	E. Saddle River Road at Wearimus Road	North	1,862	1,521	3,383	8	233	190	423
	E. Saddle River Road at Wearimus Road	South	3,051	2,284	5,335	8	381	286	667
	Wearimus Road at E. Saddle River Road	East	1,802	2,910	4,712	8	225	364	589

Data contained herein was obtained utilizing a different data collection system than Appendix 1.

<u>Date and Time</u>	<u>Road / Location</u>	<u>Direction at Intersection</u>	<u>Total In</u>	<u>Total Out</u>	<u>Total</u>	<u>Number of Hours</u>	<u>Per Hour Average Total In</u>	<u>Per Hour Average Total Out</u>	<u>Per Hour Average Total</u>
8/8/2002 AM & PM	Wearimus Road at Powderhorn Road	North	2,361	2,487	4,848	8	295	311	606
	Wearimus Road at Powderhorn Road	South	1,896	1,743	3,639	8	237	218	455
	Powderhorn Road at Wearimus Road	West	758	785	1,543	8	95	98	193
8/14/2002 AM & PM	E. Saddle River Road at Powderhorn Road	North	2,167	2,127	4,294	8	271	266	537
	E. Saddle River Road at Powderhorn Road	South	1,519	1,563	3,082	8	190	195	385
	Powderhorn Road at E. Saddle River Road	East	740	736	1,476	8	93	92	185
5/25/1995 AM & PM	Gilbert Road at Sheridan Avenue	West	321	-	321	8	40	-	40
	Sheridan Avenue at Hollywood Avenue	North	2,030	1,686	3,716	8	254	211	465
	Sheridan Avenue at Hollywood Avenue	South	2,032	2,296	4,328	8	254	287	541
	Hollywood Avenue at Sheridan Avenue	East	2,059	2,521	4,580	8	257	315	573
	Hollywood Avenue at Sheridan Avenue	West	1,854	1,472	3,326	8	232	184	416
11/9/1994 AM & PM	Franklin Turnpike at Warren Avenue	North	2,426	2,073	4,499	8	303	259	562
	Franklin Turnpike at Warren Avenue	South	2,039	2,547	4,586	8	255	318	573
	Warren Avenue at Franklin Turnpike	East	333	454	787	8	42	57	98
	Warren Avenue at Franklin Turnpike	West	712	436	1,148				
11/10/1993 AM & PM	Franklin Turnpike at Hollywood Avenue	North	3,277	3,891	7,168	8	410	486	896
	Franklin Turnpike at Hollywood Avenue	South	2,282	2,219	4,501	8	285	277	563
	Hollywood Avenue at Franklin Turnpike	East	1,849	1,315	3,164	8	231	164	396

Data contained herein was obtained utilizing a different data collection system than Appendix 1.

<u>Date and Time</u>	<u>Road / Location</u>	<u>Direction at Intersection</u>	<u>Total In</u>	<u>Total Out</u>	<u>Total</u>	<u>Number of Hours</u>	<u>Per Hour Average Total In</u>	<u>Per Hour Average Total Out</u>	<u>Per Hour Average Total</u>
	Hollywood Avenue at Franklin Turnpike	West	416	399	815	8	52	50	102

"Total In" is defined as total number of vehicles that enter road at a specific intersection from any direction

"Total Out" is defined as total number of vehicles that exit road at a specific intersection to any direction

Appendix 2 (continued)- Traffic Counts - County

COUNTY OF BERGEN DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION MANUAL TRAFFIC COUNT REPORT

TOWN: HO-HO-KUS
ROAD1: EAST SADDLE RIVER ROAD
ROAD2: POWDERHORN ROAD
WEATHER: AM/CLR PM/CLR BY/RM

File Name : 0923
Site Code : 0000923
Start Date : 11/10/2009
Page No : 1

AM TAKEN 11/10/09
PM TAKEN 11/09/09

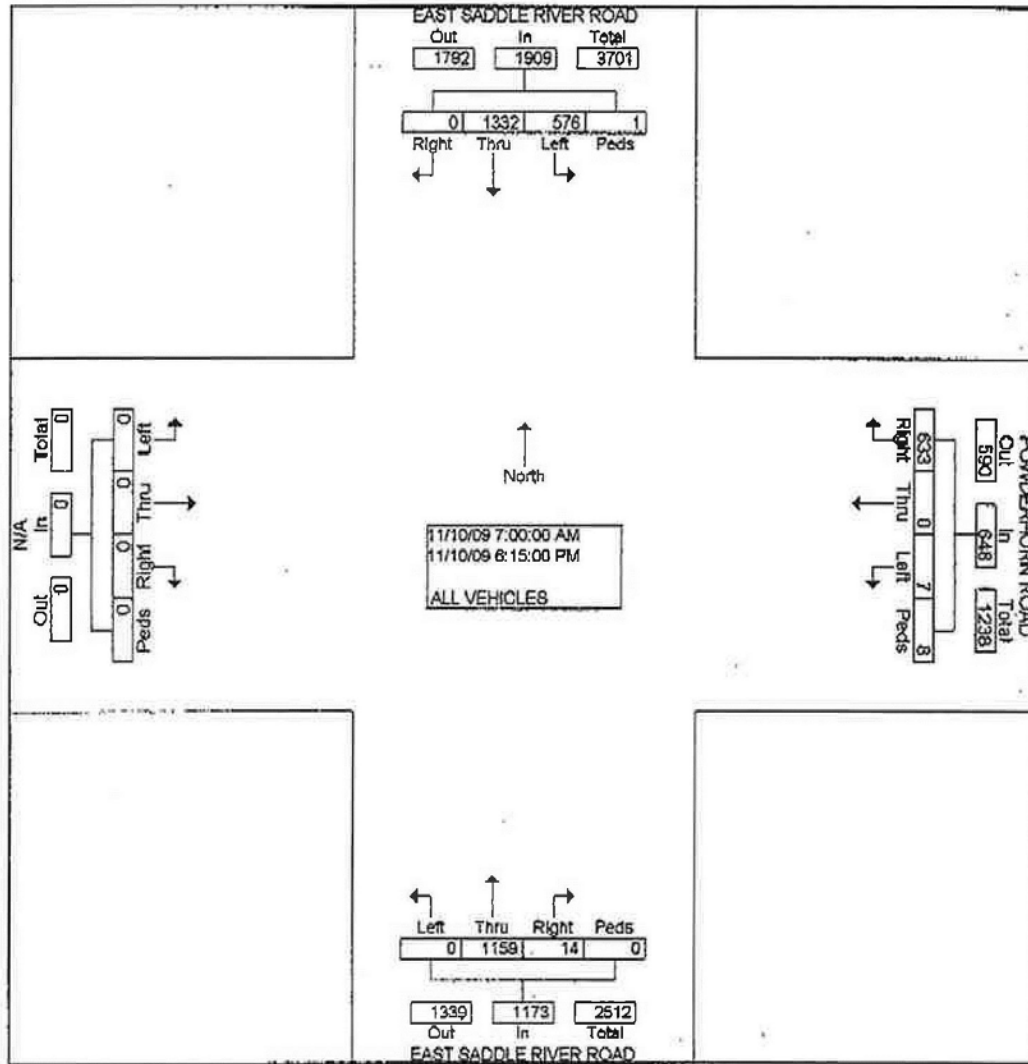
Groups Printed- ALL VEHICLES

Start Time	EAST SADDLE RIVER ROAD Southbound				POWDERHORN ROAD Westbound				EAST SADDLE RIVER ROAD Northbound				N/A Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	25	35	0	0	0	0	13	0	0	22	1	0	0	0	0	0	96
07:15 AM	21	40	0	0	0	0	20	2	0	37	0	0	0	0	0	0	120
07:30 AM	20	36	0	0	0	0	18	0	0	34	1	0	0	0	0	0	109
07:45 AM	19	48	0	0	0	0	23	1	0	46	0	0	0	0	0	0	137
Total	85	159	0	0	0	0	74	3	0	139	2	0	0	0	0	0	462
08:00 AM	22	49	0	0	0	0	27	1	0	67	1	0	0	0	0	0	167
08:15 AM	17	49	0	0	1	0	22	0	0	56	0	0	0	0	0	0	145
08:30 AM	30	41	0	0	0	0	23	1	0	51	1	0	0	0	0	0	147
08:45 AM	29	55	0	0	3	0	21	0	0	69	0	0	0	0	0	0	177
Total	98	194	0	0	4	0	93	2	0	243	2	0	0	0	0	0	636
09:00 AM	13	34	0	0	0	0	25	1	0	31	0	0	0	0	0	0	104
09:15 AM	12	32	0	0	0	0	13	0	0	25	0	0	0	0	0	0	82
09:30 AM	16	37	0	0	0	0	11	1	0	30	1	0	0	0	0	0	96
09:45 AM	10	50	0	0	0	0	14	0	0	25	1	0	0	0	0	0	100
Total	51	153	0	0	0	0	63	2	0	111	2	0	0	0	0	0	382
10:00 AM	7	25	0	1	0	0	11	0	0	26	0	0	0	0	0	0	70
10:15 AM	14	34	0	0	2	0	18	1	0	24	0	0	0	0	0	0	93
10:30 AM	16	31	0	0	0	0	19	0	0	30	0	0	0	0	0	0	96
10:45 AM	3	15	0	0	0	0	2	0	0	14	0	0	0	0	0	0	34
Total	40	105	0	1	2	0	50	1	0	94	0	0	0	0	0	0	293
count not taken 11a-2:30p																	
02:30 PM	16	33	0	0	0	0	9	0	0	38	1	0	0	0	0	0	97
02:45 PM	13	39	0	0	0	0	27	0	0	25	2	0	0	0	0	0	106
Total	29	72	0	0	0	0	36	0	0	63	3	0	0	0	0	0	203
03:00 PM	24	41	0	0	0	0	17	0	0	33	1	0	0	0	0	0	116
03:15 PM	27	32	0	0	0	0	19	0	0	37	0	0	0	0	0	0	115
03:30 PM	23	43	0	0	0	0	20	0	0	33	0	0	0	0	0	0	119
03:45 PM	12	51	0	0	0	0	20	0	0	36	0	0	0	0	0	0	119
Total	86	167	0	0	0	0	76	0	0	139	1	0	0	0	0	0	469
04:00 PM	15	37	0	0	0	0	24	0	0	39	0	0	0	0	0	0	115
04:15 PM	23	34	0	0	0	0	32	0	0	34	2	0	0	0	0	0	125
04:30 PM	30	45	0	0	0	0	14	0	0	44	0	0	0	0	0	0	133
04:45 PM	24	59	0	0	0	0	36	0	0	50	1	0	0	0	0	0	170
Total	92	175	0	0	0	0	106	0	0	167	3	0	0	0	0	0	543
05:00 PM	19	60	0	0	0	0	18	0	0	39	0	0	0	0	0	0	136
05:15 PM	25	71	0	0	1	0	29	0	0	47	0	0	0	0	0	0	173
05:30 PM	22	56	0	0	0	0	36	0	0	25	1	0	0	0	0	0	140
05:45 PM	10	55	0	0	0	0	25	0	0	40	0	0	0	0	0	0	130
Total	76	242	0	0	1	0	108	0	0	151	1	0	0	0	0	0	579
06:00 PM	15	41	0	0	0	0	24	0	0	37	0	0	0	0	0	0	117
06:15 PM	4	24	0	0	0	0	3	0	0	15	0	0	0	0	0	0	46
Grand Total	576	1332	0	1	7	0	633	8	0	1159	14	0	0	0	0	0	3730
Approh %	30.2	69.8	0.0	0.1	1.1	0.0	97.7	1.2	0.0	98.8	1.2	0.0	0.0	0.0	0.0	0.0	
Total %	15.4	35.7	0.0	0.0	0.2	0.0	17.0	0.2	0.0	31.1	0.4	0.0	0.0	0.0	0.0	0.0	

TOWN: HO-HO-KUS
 ROAD1:EAST SADDLE RIVER ROAD
 ROAD2:POWDERHORN ROAD
 WEATHER:AM/CLR PM/CLR BY/RM

COUNTY OF BERGEN
 DEPARTMENT OF PUBLIC WORKS
 ENGINEERING DIVISION
 MANUAL TRAFFIC COUNT REPORT

File Name : 0923
 Site Code : 09000923
 Start Date : 11/10/2009
 Page No : 2



Appendix 3 – Traffic Accidents Review

Despite continuous traffic growth, Ho-Ho-Kus reported no fatalities since the 2013 Master Plan.

2013	158	21	0
2014	168	34	0
2015	158	18	0
2016	186	36	0
2017	159	26	0
2018	169	28	0
2019	161	30	0

One of the reasons the number of accidents with injuries has increased is that people now claim to be injured when previously they would have not. Other changes to accidents is attributed to:

- Borough Police monitoring of posted speed limits.
- Use of seat belts
- Increased police presence in the downtown area during peak business hours.
- Increased police visibility through the use of various technology devices
- Improved visibility at major intersections

Data contained herein was obtained utilizing a different data collection system than Appendix 1.

The following table reflects traffic data for the last twenty seven years:

<u>Year</u>	<u>Total Accidents</u>	<u>Injury Accidents</u>	<u>Fatalities</u>
1992	164	30	0
1993	166	36	1
1994	184	38	1
1995	136	27	1
4 year Total:	814	167	3
4 year Average:	163	34	0.6
1996	171	41	0
1997	141	43	0
1998	131	45	0
1999	168	45	1
2000	175	42	0
5 year Total:	786	216	1
5 year Average:	157	43	0.2
2001	161	42	0
2002	220	35	0
2003	205	41	0
2004	158	16	1
2005	158	28	0
Five year Total	902	162	1
Five year Average	180	32	0.2
Increase/ (Decrease)	116	(54)	0.2
2006	147	21	1
2007	151	31	0
2008	170	22	0
2009	156	22	0
2010	166	27	0
5 year Total	790	123	1
5 year Average	158	25	0.2
2011	151	40	0
2012	145	25	0
2013	158	21	0
2014	168	34	0
2015	158	18	0
5 year Total	780	138	0
5 year Average	156	28	0