

# MASTER PLAN

## BOROUGH OF METUCHEN





**CANDEUB, FLEISSIG AND ASSOCIATES**  
Planning & Community Development Consultants



January 18, 1967

Mr. Samuel P. Owen, Chairman  
Members of the Planning Board  
Borough of Metuchen  
Metuchen, New Jersey

Gentlemen:

In accordance with our contractual requirements, we are pleased to submit 500 copies of the Summary Master Plan for the Borough of Metuchen (Federal Project No. N.J. P-64).

This Summary Master Plan covers the following elements of the program:


1. Planning Proposals consisting of plans for land use, the business district, traffic and community facilities based on contemporary planning standards, community objectives and existing conditions.
2. Basic Studies consisting of land use, population, economic base, traffic, community facilities, housing and neighborhood, fiscal and apartment studies.

A Background Report for the Master Plan was previously submitted to the Planning Board. The detailed summary of this report appears in the Master Plan as the Technical Appendix.

Monthly meetings of the Planning Board were regularly attended. In addition, technical discussions were held with the Board of Education, the Parking Authority, representatives of the County Planning Board and with the Edison Township Planning Board.

We are very appreciative of the continuing interest and consideration of yourself and the other members of the Planning Board and the officials of the Borough of Metuchen. With guidance from the Planning Board, Metuchen has maintained itself as one of the most attractive and desirable residential communities in the region, and a continued resolve to be guided by sound planning principles will be of inestimable value in protecting and enhancing the future development of the Borough.

Sincerely yours,

  
Isadore Candeb

IC:hb



MASTER PLAN  
for  
THE BOROUGH OF METUCHEN

Prepared for  
The Metuchen Planning Board

By  
Candeub, Fleissig and Associates, Planning Consultants

The preparation of this report was financially aided through a Federal grant from the Department of Housing and Urban Development, under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1965, as amended.

The remainder has been financed by local funds and by an appropriation of the State of New Jersey as part of the Cooperative Governmental Planning Program.

January, 1967

BOROUGH OF METUCHEN  
NEW JERSEY

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\*Members of the Planning Board during the preparation of the Master Plan

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## INTRODUCTION

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The Borough of Metuchen is located in Middlesex County astride one of the most heavily travelled traffic corridors in the world. Situated between New York and Philadelphia, the area has experienced enormous growth over the past decade and a half.

- Population in Middlesex County increased by approximately 65 per cent between 1950-1960.
- Residential development in the County, once predominantly single-family, now has a ratio of roughly 1:1 with multi-family rental units.
- Employment in Middlesex County rose by 16 per cent since 1957.
- The Raritan Arsenal and Kilmer Industrial Districts are in the process of being developed. The former is alone expected to generate over 20,000 jobs when completed. These industrial districts are in Edison Township and Piscataway.
- The County's largest shopping center is in Edison, and a new Korvette department store is under construction in Woodbridge.

Metuchen has shared in the general County growth, although at a more modest scale. Unlike other nearby communities such as Edison and Woodbridge, however, the Borough's role in Middlesex County has not changed. It is still a basically stable residential community graced with many fine homes and attractive tree-lined streets. The Borough's reputation as a desirable place in which to live and to raise a family is well deserved. Metuchen has thus far been able to retain its traditional character while sharing in the overall regional growth.

## PREVIOUS PLANNING

In 1958, the Borough's first Master Plan was completed. That Plan with several other planning studies and reports has served as a guide to new development in the Borough. Since 1958, however, significant changes have occurred in and around the Borough. Route 1-287 and its interchanges on Routes 1 and 27 have been completed; a 100-unit garden apartment has recently been built in the Borough, and the nearby Menlo Park Shopping Center has made a major impact on the economy of the area.

Thus, in order to evaluate new developments in terms of their impact on the Borough and, as noted in the 1958 Plan,

".....it is necessary to review and revise the Master Plan probably not less than once every five or six years."

this Master Plan is being prepared.

## THE MASTER PLAN

The Background Report, previously submitted to the Planning Board, presented an analysis of the Borough in terms of its physical, economic and social resources.

The future of the Borough in respect to the above factors was examined and the probable dimensions of future growth estimated.

This Master Plan includes (1) a revised summary of the Background Report, (2) a Concept Plan which sets policies and principles to guide future public decisions and (3) a series of recommendations to help achieve the aforementioned policies and principles. In addition, an appendix includes technical data supporting the Master Plan.

## SUMMARY OF EXISTING CONDITIONS

Metuchen's place in the New York Metropolitan Region has been described as a stable residential community in the midst of a rapidly growing area. The growth of the region has, however, made its impact on Metuchen in three major areas:

1. There have been pressures to increase residential densities in the Borough.
2. The Borough's downtown area has expanded in terms of retail sales and its trade area's population increased. Both increased by about 25 per cent.
3. Traffic has increased and will continue to increase on local streets as the surrounding area continues to grow. In addition, the eventual completion of Route 1-287 will undoubtedly create additional traffic on those roads which have interchanges with the limited access highway.

### LAND USE DEVELOPMENT

**TRENDS.** Since 1958, approximately 152 acres of land were built-up with homes, businesses and industries. New home developments accounted for 100 acres, while business and industries accounted for 17 and 35 acres respectively. A significant concentration of small industries has developed off Forrest Street and Bell Avenue. This growth reduced the amount of vacant and agricultural land in the Borough from 424 acres to 245 acres. Most of this still vacant land is located in the northwest and southwest sections of the Borough.

**AREAS OF CONCERN.** The major land use problems involve the control and direction of pressures for increasing residential densities and for expanding commercial areas. A secondary problem is the upgrading of land, which is presently poorly drained, for industrial purposes.

### HOUSING AND NEIGHBORHOODS

**TRENDS.** Since 1960, approximately 490 housing units were built. Of these, 332 were in one-and two-family house and 158 were in garden apartments.

Metuchen's housing is basically sound. According to the

census, in 1960 only 65 units were considered dilapidated. The traditional housing type in Metuchen has been the one-and two-family house. In 1960, 90 per cent of all housing units were located in such houses.

**AREAS OF CONCERN.** The major areas of housing concern are:

- a. Physical deterioration of buildings either through age or lack of maintenance.
- b. Functional obsolescence of many older buildings which, though in good physical condition, are not economically feasible to operate. Examples of this would be large, old, single-family homes on substantial lots.

### CIRCULATION AND TRAFFIC

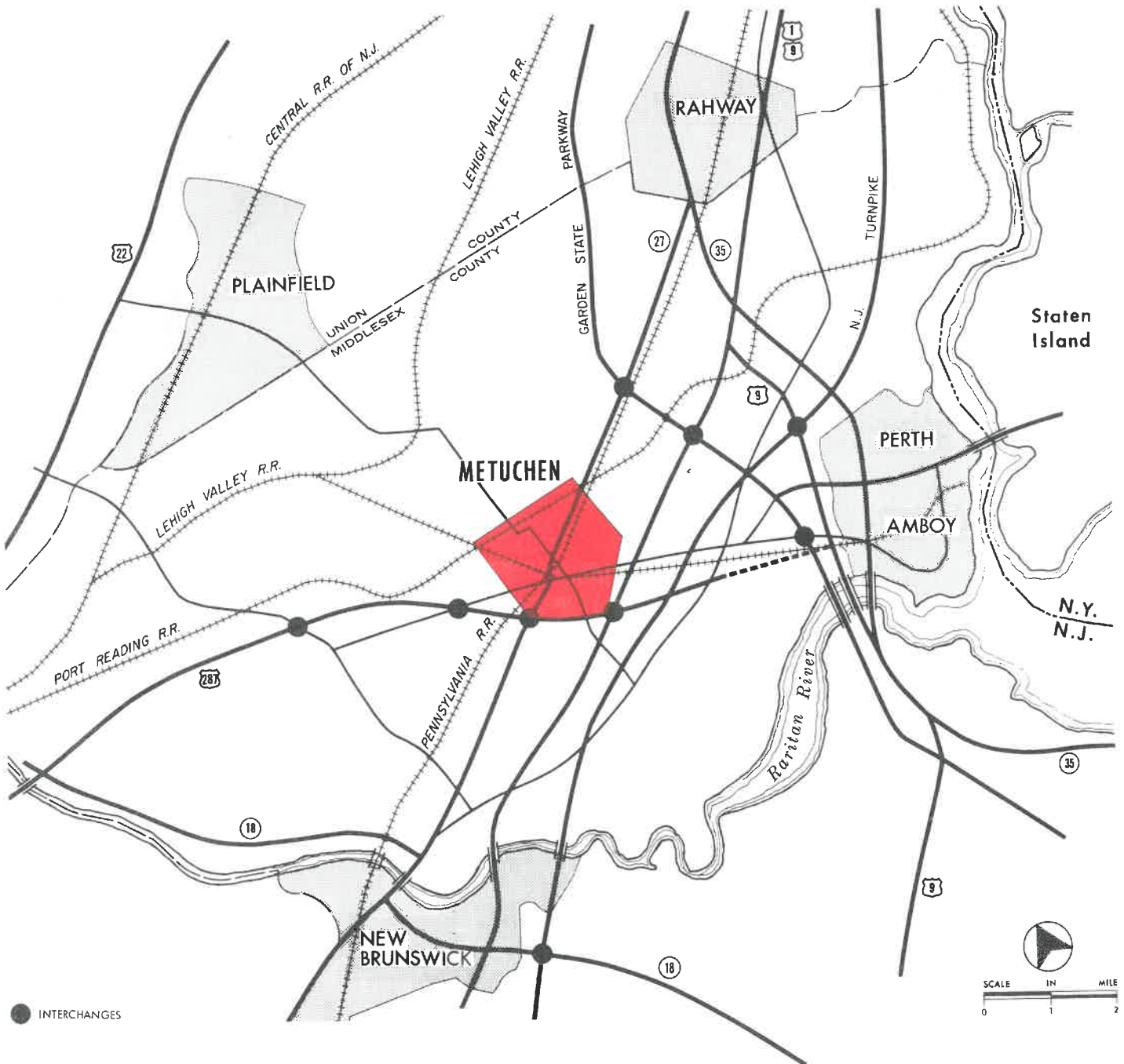
**TRENDS.** Traffic volumes have increased on virtually all of the Borough's local streets. This has been due to both the increase in population and the recent construction of Route 1-287. Traffic on New Durham Road, for example, increased from an average of 4,930 vehicles daily in 1956 to 8,760 vehicles daily in 1964. The heaviest travelled section of Middlesex Avenue from Grove Avenue to the eastern Borough boundary increased from 10,860 vehicles daily in 1956 to 16,000 vehicles in 1964.

**AREAS OF CONCERN.** The availability of excellent transportation facilities has created conditions of increasing traffic on the streets which pass into and through the Borough. The streets which can expect to receive substantial increases are those which link into Route 1-287 interchanges, such as Main Street, Middlesex Avenue, Durham Avenue and New Durham Road.

### SCHOOLS

**TRENDS.** Enrollments in grades K-5 rose from 1,422 pupils in 1958 to 1,653 pupils in 1965. During this same period, grades 6-8 and 9-12 increased by 212 and 381 pupils respectively. These increases over the past seven years have caused overcrowding in some schools.

# REGIONAL LOCATION



**AREAS OF CONCERN.** The major problems facing the school system are those of overcrowding and aging structures.

#### **PARKS AND PLAYGROUNDS**

**TRENDS.** There are 87.2 acres of parks and playgrounds in the Borough, an increase of 21.8 acres since 1958. Most of this additional acreage came from the purchase of vacant land east of Grove Avenue along the Pennsylvania Railroad.

**AREAS OF CONCERN.** Many of the 1958 Plan proposals for park and playgrounds have since been effectuated. Although the Borough has taken major steps in improving its recreation program, certain inadequacies exist. Some of the smaller neighborhoods, such as the area north of the Port Reading Railroad and the area west of Central Avenue have no parks or playgrounds.

#### **PUBLIC BUILDINGS**

**TRENDS.** The Borough is currently expanding its municipal building to provide more space for the Police Department

and other municipal functions. In addition, the Borough has already purchased a site in an industrial area for its garage. Thus, several of the recommendations of the 1958 Plan are being effectuated.

**AREA OF CONCERN.** The major area of concern is the lack of adequate space in the Public Library. The Public Library is in need of considerable expansion if it is to provide the facilities necessary for both the children and the adults of Metuchen.

#### **ECONOMIC BASE AND POPULATION**

**TRENDS.** Metuchen's population in 1964 was 16,200 persons or 15.4 per cent over 1960 as estimated by the Middlesex County Planning Board. The average Metuchen resident was 31.5 years old, held a professional or managerial position, earned an income of approximately \$8,200 per year and travelled to work outside the Borough.



ADDITION TO MUNICIPAL BUILDING

## **POLICY PLANNING**

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Metuchen's development pattern was shaped many years ago by the location of the Pennsylvania and Lehigh Valley Railroads and even earlier, by the crossing of two major roads, Middlesex Avenue (Route 27) and Main Street. At this important intersection and leading down to the commuter station, the core of the downtown was developed. Here is the focus of the Borough's radial system of roads--Route 27, Main Street, Woodbridge, Central and Amboy Avenues, plus New Durham Road--all of which lead into the central business district.

These roads have divided the Borough into well-defined neighborhoods. A small but growing industrial area is in the western portion of the community. The residential areas are self-contained and for the most part separated from nonresidential uses.

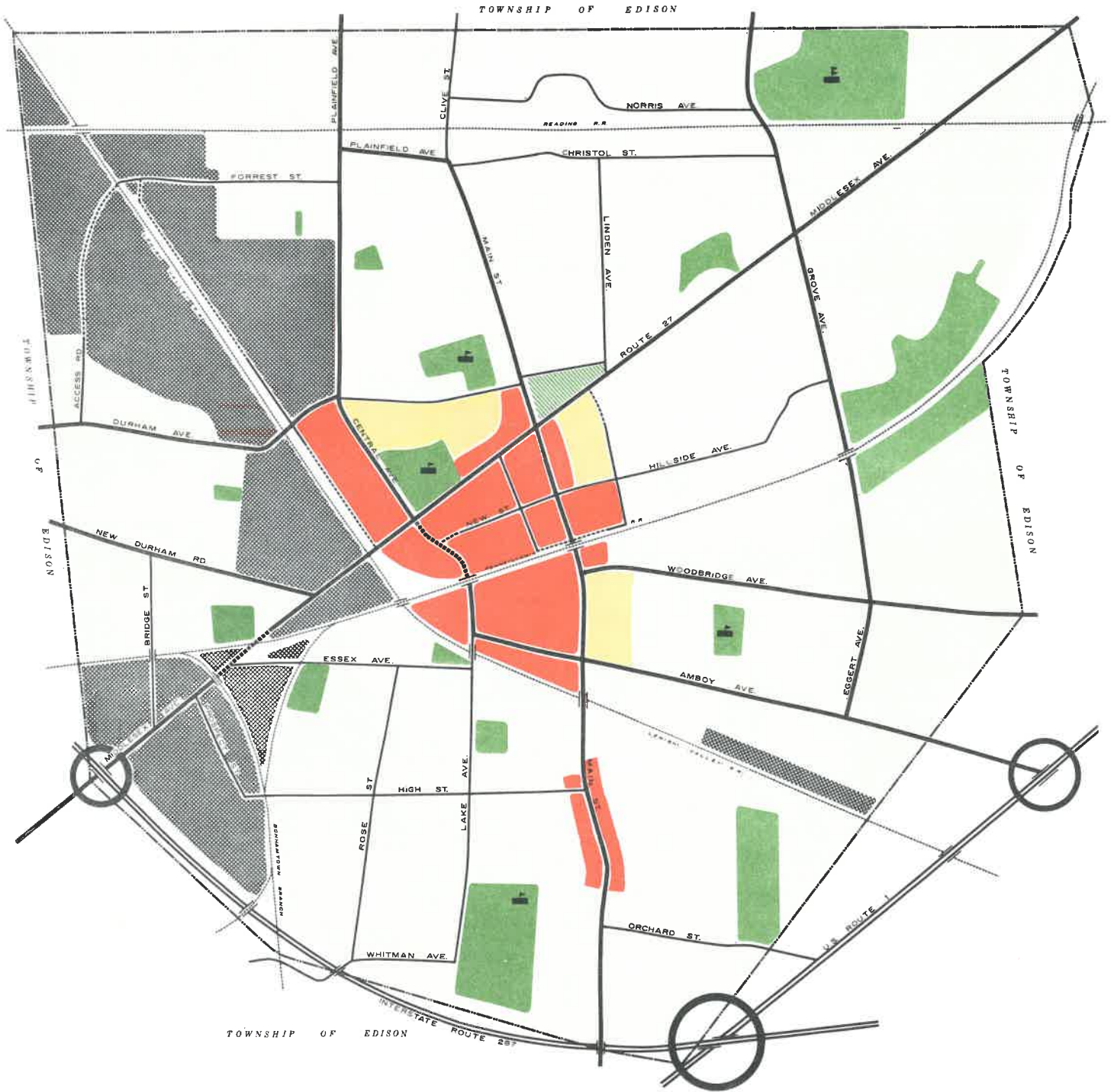
Retention of the historic pattern of land use is implicit in plans for Metuchen's future development.

## **POLICIES AND PRINCIPLES**

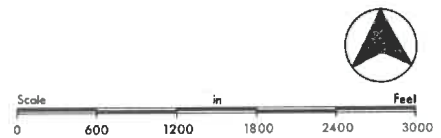
This section of the General Plan sets forth the basic guides line used in developing the major recommendations of the Plan. The guide lines are the policies and principles which have provided the basis for the Plan recommendations. Many of these policies and principles were manifested in the 1958 Plan, although they were not all explicitly stated.

The policies and principles listed on the following charts are, in a broad sense, the General Plan. They are designed to serve as a guide to consistent and rational public decisions on the development of land in the Borough.

# PROPOSED LAND USE



- RESIDENTIAL HIGH DENSITY
- RESIDENTIAL MEDIUM DENSITY
- COMMERCIAL
- INDUSTRIAL
- SCHOOLS
- BOROUGH CENTER
- PARKS



THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 707 OF THE HOUSING ACT OF 1954 AS AMENDED. THE BUREAUER HAS BEEN FINANCED BY LOCAL FUNDS AND BY AN APPROPRIATION OF THE STATE OF NEW JERSEY AS PART OF THE CO-OPERATIVE GOVERNMENTAL PLANNING PROGRAM.

**BOROUGH OF METUCHEN**  
**MIDDLESEX COUNTY, NEW JERSEY**  
 PLANNING CONSULTANT/ CANDELL, FLEISSIG AND ASSOCIATES    NGV, 1966

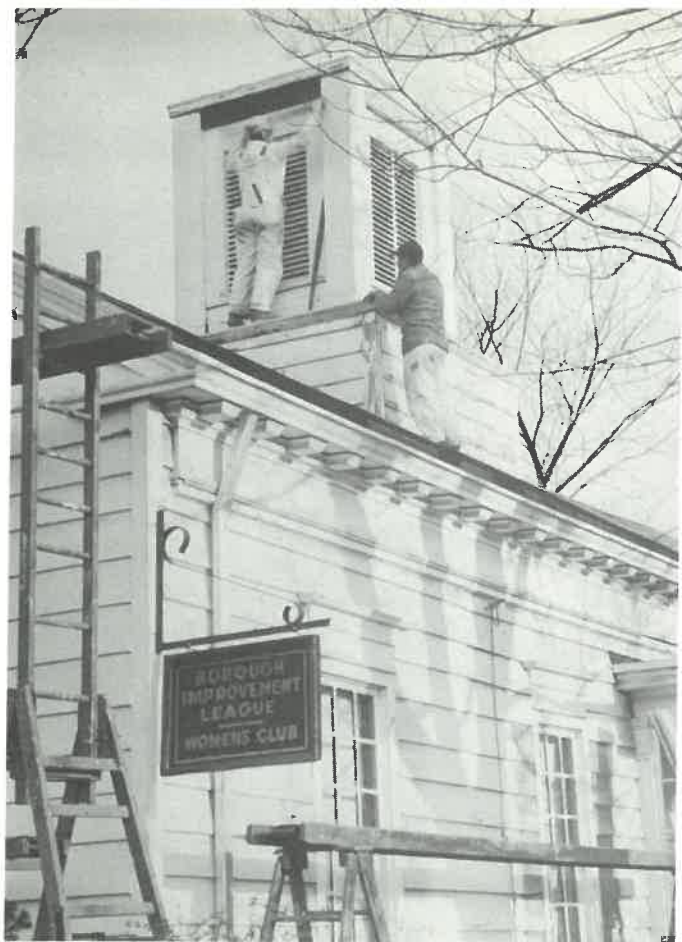
## MASTER PLAN - BOROUGH OF METUCHEN, NEW JERSEY

INTRODUCTION	POLICY	PRINCIPLE	RECOMMENDATIONS	EVALUATION
<p><b>Policies in Land Use Planning</b></p> <p>The overall land use pattern in Metuchen has long been established. The relative area relationships of residential, commercial and industrial land are fixed. There are nevertheless critical areas in which the quality of Metuchen's land use development can be seriously eroded.</p>	To provide a variety of housing types to serve the residents of the borough.	By permitting high-rise apartments in well-defined areas related to: <ul style="list-style-type: none"> <li>a) the downtown area</li> <li>b) access to major and collector roads</li> <li>c) access to rail facilities</li> </ul> By maintaining appropriate housing densities in character with traditional development.	Areas suitable for high-rise apartments are to be located adjacent to the downtown business area extending from South Main Street to Middlesex Avenue.	These areas meet the criteria established for the location of high-rise apartments as follows: <ul style="list-style-type: none"> <li>a. Location adjacent to the downtown area.</li> <li>b. Ready access to major road and rail facilities.</li> <li>c. Suitability of area for upgrading by private development through intensification of use.</li> </ul>
	To preserve and enhance the residential character of the borough.	By preventing the incursion of incompatible, nonresidential uses into residential neighborhoods. By providing, to as great an extent as possible, a full range of community facilities on a neighborhood by neighborhood basis. By discouraging non-local traffic from neighborhood areas.	Residential areas, other than those adjacent to the downtown, will retain their low density residential character.	The remainder of the residential neighborhoods are well established and are characterized by one and two family homes.
	To maintain the borough's physical and visual identity in the region.	By retaining and upgrading, where necessary, the approach-roads into the borough. By encouraging higher standards of public and private improvements and maintenance. By concentrating the higher intensity residential and business uses in order to create a psychological and visual focal point.		
	To improve the competitive position of Metuchen's downtown area.	By concentrating new commercial development into the downtown area and, conversely, eliminating strip commercial development. By providing adequate shopper parking areas well located in relation to downtown stores. By consolidating downtown area blocks in order to provide greater opportunities for new commercial development. By redeveloping those areas in the downtown which cannot and have not been upgraded through private investments. By routing through traffic out of the downtown area. By increasing the amenities of the downtown area through improved design of street furniture and the provision of planting.	The downtown area, generally bounded by Middlesex Avenue, Main Street, the Pennsylvania Railroad and Lake Avenue is to be the focus of most new commercial development. <ul style="list-style-type: none"> <li>a. Redevelop the block bounded by New Street, Lake Avenue, the Pennsylvania Railroad and Pearl Street with a retail, office and parking complex.</li> <li>b. Relocate the railroad facility west of Main Street.</li> <li>c. Develop pedestrian malls consistent with traffic circulation needs along minor downtown streets.</li> </ul>	This area is the geographic and economic center of Metuchen. It is the major generator of traffic and pedestrian movement in the borough.
			The area south of the downtown area, between the Pennsylvania and Lehigh Valley Railroads, will also develop commercially.	The accent in this area will be personal, business and professional services rather than retail uses.
			A small node of retail uses along South Main Street by Charles Street will remain.	This small shopping section serves its immediate neighborhood and is an asset to the area.
<p><b>Policies in Traffic Planning</b></p> <p>Several State Highways, including Routes 1, 27 and 287, the Garden State Parkway and the New Jersey Turnpike either pass through or near Metuchen. In addition to the increased local traffic, therefore, the major streets of Metuchen must cope with a large volume of cross-movements of regional traffic.</p>	To improve the efficiency of the major street network in Metuchen.	By separating, to as great a degree as possible, local and through traffic. By eliminating the awkward and roundabout alignments of major roads passing through the Borough. By reducing the number and types of intersections of major roads with local streets.	Promote construction of an entrance from Route 27 to Route 287 north. Link the two segments of Middlesex Avenue (Route 27) by a grade separation at the Pennsylvania Railroad. Promote construction of a by-pass to the north of Metuchen extending from Route 27 east of Metuchen to Route 27 west of Metuchen. Realign Central Avenue to directly tie in to the Lake Avenue underpass.	This will create a more complete interchange and serve the purpose of shunting through traffic out of Metuchen. The poor alignment of Route 27 which includes two right angle turns and a narrow underpass, all in the downtown area, will be eliminated. Heavy afternoon congestion along Essex Avenue will also be eliminated. This by-pass will eliminate a portion of the through traffic from Edison which now passes through Metuchen. This will eliminate the awkward and hazardous jogged intersection at Middlesex Avenue.

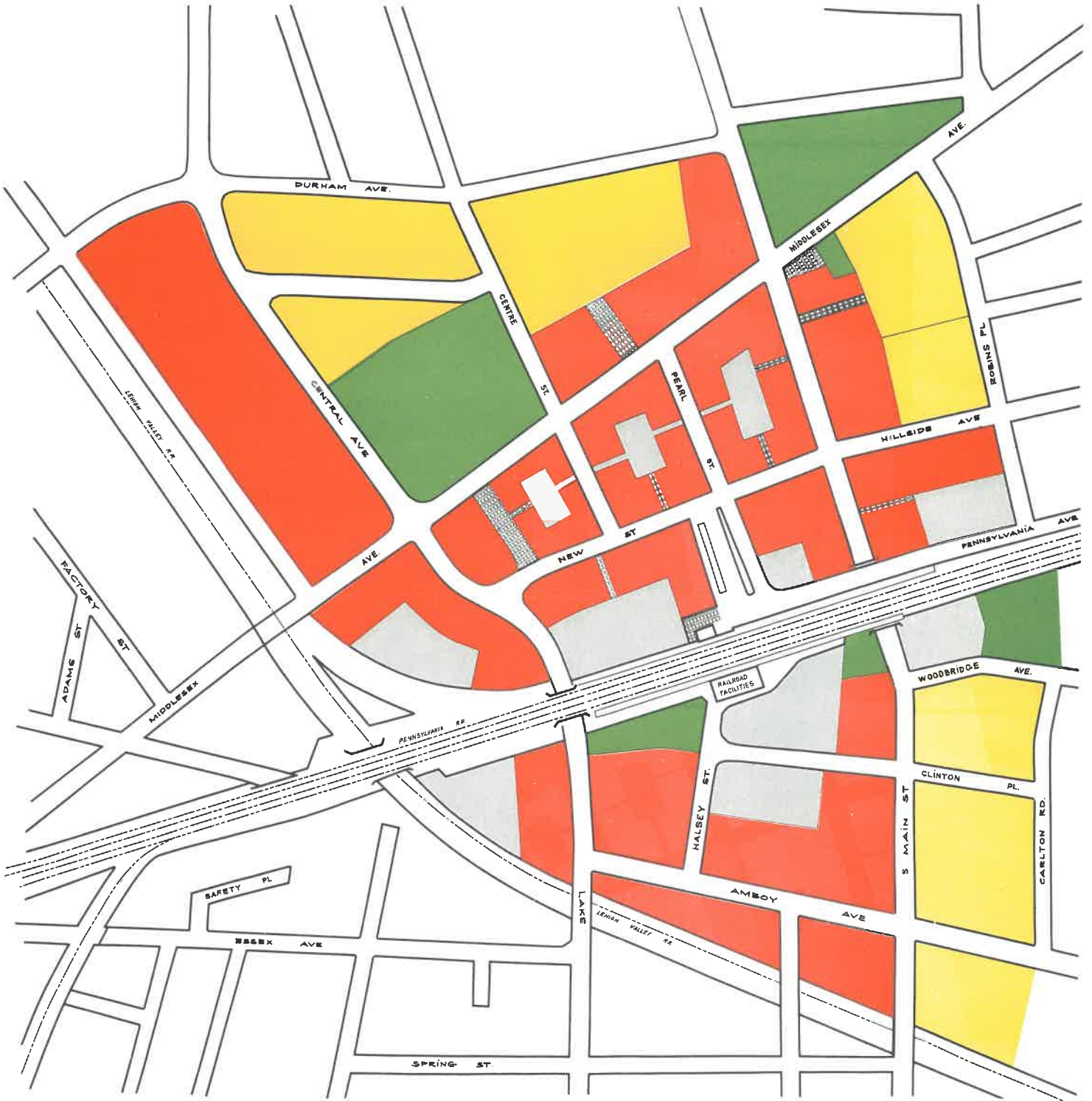
**MASTER PLAN - BOROUGH OF METUCHEN, NEW JERSEY**

INTRODUCTION	POLICY	PRINCIPLE	RECOMMENDATIONS	EVALUATION
<p><b>Policies in Traffic Planning(Cont.)</b>                      More specifically, the major traffic in Metuchen is of two distinct types:                      — Wholly external in nature — that which passes through Metuchen on Route 27, generally north/south, from Newark/Elizabeth to the New Brunswick/Trenton area.                      — At least partially internal in nature — that which comes into the downtown, turns off to points in Metuchen/Edison, using Central Avenue, Grove Avenue, New Durham Road, Lake Avenue and Whitman Avenue, and South Main Street, for distribution in Edison.                      Furthermore, Woodbridge Avenue and Amboy Avenue are used as parts of an Edison-Metuchen-Edison system, with New Durham Road, Central Avenue, and Route 27 completing the system.</p>	<p>To improve the internal street system.</p>	<p>By connecting excessively long dead-end streets.                      By the provision of improved commuter parking facilities at the periphery of the downtown area.                      By improving the distribution of traffic in and around the downtown area.                      By improving access to industrial areas.</p>	<p>Improve access to the Lehigh Valley Railroad Industrial areas by:                      a. Extending an existing Access Road north and east across the Lehigh Valley Railroad to connect the two sides of the industrial area, and                      b. Constructing a service road along the east side of the Lehigh Valley Railroad.</p>	<p>Industrial traffic will be able to enter and leave the industrial area without utilizing residential streets.</p>
			<p>Extend Robins Place to Middlesex Avenue.</p>	<p>This will create an inner traffic distributor ring which will include Durham Avenue, Robins Place, New Street and Central Avenue.</p>
			<p>Eliminate through vehicular traffic on Highland Avenue between Robins Place and Main Street.</p>	<p>This will eliminate the hazardous intersection of Highland Avenue and Main Street.</p>
			<p>Connect the ends of Charles Street, East Walnut Street and Myrtle Avenue and connect Hickory Street with Orchard Street.</p>	<p>These two new roads will connect excessively long dead-end streets.</p>
<p><b>Policies in the Community Facilities Planning</b>                      Community facilities have historically been provided, where possible, on a neighborhood basis. Retention of this pattern is implicit in the Community Facilities Plan.</p>	<p>To provide adequate school facilities within easy and safe walking distance from home to school for all potential students.</p>	<p>By providing school facilities designed to bring the maximum number of students within safe walking distance of elementary schools.                      By providing an adequate number of classrooms to accommodate each school service area in accordance with State school standards.</p>	<p>It is the policy of the Board of Education to add new classrooms to existing schools where necessary with the goal of achieving a standard of 25 pupils per classroom, expansion of existing school sites, where necessary, is a corollary to the policy.</p>	<p>The expansion of school sites will provide additional space for either classrooms or recreation areas.</p>
	<p>To provide recreation facilities for all age groups.</p>	<p>By developing a variety of park and recreation facilities ranging from a neighborhood playground to a community pool and recognizing the needs of all age groups.                      By concentrating specialized facilities and activities in order to provide better service.</p>	<p>Construct a community pool at Edgar Park.</p>	<p>A community pool will provide a much needed summer recreation facility for all age groups in the Borough. The need for such a facility has been noted in surveys conducted locally.</p>
	<p>To provide adequate open space and recreation facilities for each neighborhood.</p>	<p>By locating playgrounds to serve each neighborhood and playfields to serve each two or three neighborhoods.                      By requiring apartment developments to provide a certain amount of usable open space and recreation facilities on the site for residents.</p>	<p>Develop a playground on borough-owned land at Essex Avenue and Kentnor Street.</p>	<p>This playground will provide needed facilities in the northern part of Neighborhood 5.</p>
			<p>Develop a playground site along Hampton Street between New Durham Road and Durham Avenue.</p>	<p>This playground will provide recreation facilities in a portion of Neighborhood 4 which presently has no public recreation.</p>
			<p>Develop a playground along Centre Street between Chestnut Avenue and Midland Avenue.</p>	<p>Except for school facilities, there are no parks or playgrounds in Neighborhood 3.</p>
			<p>Develop a small play area along Aylin Street.</p>	<p>This residential enclave west of Central Avenue has no public recreation facilities. The use of Norcross Avenue as a small playground would accomplish this purpose.</p>
	<p>To encourage maximum access to the public library.</p>	<p>By retaining its location adjacent to the downtown area.                      By providing adequate interior space for books display and reading rooms based on State library standards.                      By providing supporting off-street parking facilities.</p>	<p>Expand the public library to meet state standards.</p>	<p>According to standards established by the New Jersey Public School and Library Services Bureau, the present library should be expanded. The recommended size of the library is 12,500 feet. The present size is approximately 8,000 square feet.</p>
<p>To provide the facilities necessary for municipal functions to operate at maximum efficiency.</p>	<p>By locating those functions which require a central location in or near the downtown area.                      By locating municipal facilities which are industrial or storage by nature in industrial areas.</p>	<p>Access to Highland Avenue should be provided for the Fire Station.</p>	<p>A second point of access for the fire station will alleviate problems of congestion on Middlesex Avenue and will improve speed of service for volunteers.</p>	





# DOWNTOWN PLAN



- RESIDENTIAL HIGH DENSITY
- COMMERCIAL
- PUBLIC & SEMI-PUBLIC
- PARKING
- PEDESTRIAN WALKS



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THE REMAINDER HAS BEEN FINANCED BY LOCAL FUNDS AND BY AN APPROPRIATION OF THE STATE OF NEW JERSEY AS PART OF THE CO-OPERATIVE GOVERNMENTAL PLANNING PROGRAM.

**BOROUGH OF METUCHEN**  
**MIDDLESEX COUNTY, NEW JERSEY**  
 PLANNING CONSULTANT/ CANDELF, FLEISSIG AND ASSOCIATES NOV. 1966

**MASTER PLAN - BOROUGH OF METUCHEN, NEW JERSEY**

INTRODUCTION	POLICY	PRINCIPLE	RECOMMENDATIONS	EVALUATION
<p><b>Policies in Business District Planning</b></p> <p>Downtown Metuchen is the shopping and business center for a population in excess of 20,000 persons. It is also a commuter stop on the main line of the Pennsylvania Railroad serving approximately 1,700 persons daily. Equally important, the downtown area provides the Borough with a sense of unity in that it is a cohesive central point furnishing a range of services and facilities. The major development policies of the Downtown Area Plan are related to (1) accessibility, (2) compactness, (3) appearance and (4) traffic circulation.</p>	<p>To provide quick and convenient access to the downtown area for the people who desire to use the facilities of the business district.</p>	<p>By removing non-business district traffic from the downtown area.</p> <p>By providing several points of access to the downtown area.</p> <p>By providing adequate off-street parking facilities for long- and short-term parkers.</p>	<p>Revise the alignment of Route 27 through the downtown area.</p> <p>Extend Pennsylvania Avenue west over Main Street to connect with Pearl Street.</p> <p>Strengthen downtown Metuchen by encouraging a variety of uses such as offices, retail stores, theatres, restaurants and high-rise apartments.</p> <p>Realign Central Avenue south of Middlesex Avenue into Lake Avenue underpass.</p> <p>Abandon Lake Avenue and Holly Street in the downtown area.</p> <p>Extend Robins Place to Middlesex Avenue.</p>	<p>The straightening out of Route 27 by a grade separation with the Pennsylvania Railroad will shunt through traffic to the periphery of the downtown area. Streets such as Main Street, New Street and realigned Central Avenue would then be more accessible for shoppers.</p> <p>This will improve traffic circulation pattern in the area of the railroad facilities by overpassing Main Street.</p> <p>All of the above uses if properly designed and located are mutually reinforcing. As the focal point of Metuchen, the downtown area should provide a wide variety of functions and facilities designed to attract the maximum number of people in the business district consistent with the character of the area.</p> <p>An awkward and hazardous intersection will be eliminated.</p> <p>Large superblocks will be created, suitable for new and modern shopping development. Traffic movement along Route 27 will become more efficient by the improvement of the Middlesex Avenue-Central Avenue intersection.</p> <p>This will complete an internal distribution ring consisting of Central Avenue, Durham Avenue, Robins Place and New Street.</p>
	<p>To develop a compact and efficient shopping area, each part of which is within reasonable walking distance from the rest.</p>	<p>By concentrating new development into the downtown area and conversely, discouraging strip commercial development.</p> <p>By privately and publicly redeveloping marginal and incompatible uses into more intense uses suitable for the downtown area.</p> <p>By encouraging the business district to develop into compatible shopping, service, business and office areas.</p> <p>By integrating the railroad facilities and its needs into an overall downtown plan.</p> <p>By taking maximum advantage of interior block space for the development of parking areas.</p> <p>By modifying street layout where possible to promote a more efficient development of the business area.</p>	<p>Redevelop the New Street block as an integrated shopping-office-parking complex.</p> <p>Construct additional shopper and commuter parking areas within the downtown area utilizing block interiors wherever possible. Locations of existing and proposed commuter parking lots are as follows:</p> <ol style="list-style-type: none"> <li>In the area bounded by Central Avenue, the Pennsylvania Railroad, the Lehigh Valley Railroad and Middlesex Avenue.</li> <li>In the area bounded by Lake Avenue, Amboy Avenue, Main Street and the Pennsylvania Railroad.</li> <li>In the area bounded by Robins Place, the Pennsylvania Railroad, Main Street and Middlesex Avenue.</li> <li>Present commuter parking along the Pennsylvania Railroad and at Cornell Street.</li> </ol>	<p>The redevelopment of the New Street Block will tie the entire business district together into a compact and unified shopping area. An important link between the realigned Central Avenue and Main Street will also be created. The design of the block should be integrated with the railroad facilities, parking and the proposed pedestrian malls.</p> <p>Suitable locations of shopper parking areas within the downtown will increase the business generating capacity of the downtown area. The larger blocks created by the modification of the street layout are appropriate locations for interior parking lots and/or parking garages.</p> <p>Commuter parking at the periphery of the downtown area will not usurp valuable commercial or short-term parking space. The downtown area will become, in effect, a showcase for commuters walking from the parking lot to the railroad station.</p>
	<p>To improve the overall appearance of the business district.</p>	<p>By creating a pleasant shopping environment with attractive amenities.</p> <p>By clearly emphasizing the aspects which distinguish the downtown area as a shopping center.</p> <p>By establishing a unity and sense of order in the coordinated design of store fronts, public and private signs and street furniture.</p> <p>By providing variety, consistent with other stated principles, to make the downtown area visually exciting and socially attractive.</p>	<p>Undertake a beautification program of the downtown area.</p>	<p>This program would include (1) street improvements such as lighting, benches and planting (2) shopfront and rear improvements and (3) creation of a design review board to establish overall standards of design for signs, street furniture, shopfronts, etc. The design review board would be concerned with developing a rewarding and stimulating downtown environment.</p>
	<p>To provide a circulation system which brings into balance the needs of the pedestrian and the needs of cars, trucks and buses.</p>	<p>By separating different types of traffic in order to avoid, so far as possible, conflicts between the various street uses.</p> <p>By developing a pedestrian circulation system throughout the downtown area, including adequate walkways to and from parking areas.</p>	<p>Create pedestrian malls in the downtown area consistent with an overall plan for the downtown area.</p>	<p>The modification of the street layout and the development of larger blocks will permit the development of pedestrian malls. Service to commercial establishments fronting on the malls will be from the rear.</p>



## **TECHNICAL APPENDIX**

**Apartment Study**

**Land Use Report Summary**

**Neighborhood Analysis Report Summary**

**Traffic and Transportation Report Summary**

**Community Facilities Report Summary**

**Population and Economics Base Report Summary**

**Fiscal Report Summary**

**Continuing Planning Program**

## APARTMENT STUDY

High-rise apartments include a wide range of housing types and situations. Some of the variables inherent in high-rise apartment design include density, coverage, quality of design, landscaping and maintenance, open space and parking.

The way in which these variables are handled usually determines the character of the building. A high-rise apartment can, in effect, have the impact of a building in a park, or in a parking lot. The direction it takes is directly related to the standards developed by the Borough.

This apartment study will consist of the following elements:

- Assets of High-Rise Apartments
- Special Problems of High-Rise Apartments
- Metuchen and High-Rise Apartments
- Development Controls

The first two elements review the assets and deficiencies of apartments in general terms. The latter two elements include a consideration of high-rise apartments in Metuchen and criteria for reviewing proposals for such apartments.

### ASSETS OF HIGH-RISE APARTMENTS

1. **FOCAL POINT.** The high-rise apartment, if properly located, can act as a dramatic focal point in the community.
2. **CONTROL OF TRAFFIC.** It is often easier to organize and control traffic movements in high-rise apartments than in low density areas. Ten single-family homes, for example, will have ten separate curb cuts. A thirty-unit apartment, however, would have only one or two curb cuts.
3. **SPECIAL AMENITIES.** High-rise apartments provide an opportunity for quality living, often at a reasonable price. Amenities such as a swimming pool or tennis court can be provided at a lower per capita cost in an apartment than in a single-family home.
4. **SPECIALIZED HOUSING.** High-rise apartments can provide desirable housing facilities for newly-married couples with one or no children and for middle-aged couples whose children have grown up and moved elsewhere.
5. **BUSINESS IMPACT.** High-rise apartments located within easy walking distances of the downtown area will have a positive impact on local sales.

6. **RATABLES.** High-rise apartments often strengthen the local tax base in terms of paying more in taxes than the cost of their services.
7. **PRIVATE REDEVELOPMENT.** The possibility of upgrading declining areas is enhanced by encouraging new private investment into the area. In order to make the investment feasible, a high intensity use, such as apartment replacing single-family homes, is necessary.
8. **FLEXIBILITY OF DESIGN.** The larger scale of the apartment development permits a scope and flexibility of design which does not exist with the single-family home. Landscaping, parking, open space can all be integrated with the building to create a distinct character.

### SPECIAL PROBLEMS OF HIGH-RISE APARTMENTS

1. **LACK OF SCALE.** A high-rise apartment without adequate setbacks, side yards and open space can dwarf adjacent single or two-family homes.
2. **CONCENTRATION OF TRAFFIC.** High-rise apartments can be significant generators of traffic. Poor design and location of access drives can create problems of traffic congestion and safety.
3. **PARKING.** Poorly screened and unorganized parking areas can be eyesores. In addition, an inadequate number of parking spaces will result in undesirable amount of on-street parking.
4. **APPEARANCE.** While pleasing layout and good building design can result in a visual and community asset the opposite is also true. Poor design can result in a visual eyesore. Good maintenance is also a factor in the continued attractiveness of a high-rise development.
5. **IMPACT ON NEIGHBORS.** The height and bulk of high-rise apartments can have an adverse effect on adjacent properties in terms of light, air, noise and privacy if not properly designed in accordance with proper standards.

### HIGH-RISE APARTMENTS IN METUCHEN

1. **REGIONAL NEED.** The demand for rental accommodations in the suburban areas of the New York Metropolitan Region has spurred major apartment construction over the past decade. This has been particularly true in Middlesex County where it has become an increasingly significant proportion of

the total housing units built. Indeed, in 1964, two out of every three new housing units constructed in the County were in multiple family buildings.

2. **BALANCED HOUSING SUPPLY.** The dominant housing type in Metuchen is the one-and two-family residential building. This is reflected in the relatively low percentage of rental facilities in the Borough.

Although it is impossible to say what is a correct "balance" of owner-renter facilities, it can be seen that Metuchen has a relatively low ratio of renter housing when compared to communities of similar size and character.

3. **CENTRAL LOCATION.** Metuchen is the urban center of an area which includes parts of Edison, South Plainfield and Woodbridge. The Borough's central position is further strengthened by its status as a commutation stop along the main line of the Pennsylvania Railroad.

Many of the necessary preconditions for successful high-rise apartment development, therefore, exist in Metuchen. These include:

- a. Accessibility to major road and rail facilities
  - b. A full range of public services including water and sewer
  - c. Suitable soil conditions in terms of load-bearing capacities
  - d. A strong downtown area which can provide services for and, conversely, be supported by apartments
  - e. A regional demand for rental accommodations.
4. **PRIVATE REDEVELOPMENT OF DECLINING OR POTENTIALLY DECLINING AREAS.** Several areas adjacent to the downtown can be upgraded privately by encouraging redevelopment with a more intense type of use. Declining residential areas adjacent to the downtown are attractive investments for redevelopment as luxury types of high-rise apartments. The general appearance of the area can be improved and, in addition, the low density, open character of the Borough can be re-enforced with high-rise apartments by the application of strict planning standards for open space and setbacks.
  5. **CONTROL OVER DEVELOPMENT.** Utilizing certain administrative techniques, it is possible for the

borough to maintain locations, bulk, coverage parking facilities external appearance, maintenance practices, etc. Indeed, the degree of review and control over an apartment house can be and often is, much greater than for most other types of uses.

6. **VISUAL RELATIONSHIPS.** High-rise apartments in or adjacent to the downtown are an important element of urban design. They lend scale and prominence to the downtown area.

The high-rise apartment would provide a third dimension to Metuchen's basically two dimensional urban landscape.

#### TAX IMPLICATIONS

A number of studies have shown that quality apartments oriented towards small families generate more in taxes than they require in schooling, utilities, street maintenance, etc. Four prominent studies which draw this conclusion are:

1. **THE GARDEN APARTMENT DEVELOPMENT: A MUNICIPAL COST-REVENUE ANALYSES,** George Sternlieb, Rutgers University, 1964.
2. **HIGH-RENT APARTMENTS IN THE SUBURBS,** Anshel Melamed, Urban Land, October, 1960.
3. **COST-REVENUE IMPLICATIONS OF HIGH-RISE APARTMENTS,** Domenic DiGuidice, Urban Land, February, 1963.
4. **A STUDY OF INCOME AND EXPENDITURES BY FAMILY DWELLING APARTMENT AND BUSINESS UNITS AND INDIVIDUAL SCHOOL CHILDREN FOR THE FISCAL YEAR 1963-1964,** County Economic Development Commission, Prince George County, Maryland.

It should be pointed out that the types of cost-benefit analyses referred to above can best be made for a specific building on a specific lot. Many communities have, however, found quality high-rise apartments as both a fruitful source of income and a needed source of housing.

#### LOCATIONAL CRITERIA

The following criteria were used in determining areas in Metuchen particularly suitable for high-rise apartment development.

- Location adjacent to the downtown area
- Accessibility to major or collector street
- Accessibility to the railroad station
- Areas characterized by large lots and/or declining homes suitable for upgrading through private re-development.

## TRAFFIC IMPLICATION

High-rise apartments create increased traffic generation. In order to reduce congestion and control areas of possible traffic conflicts the following criteria should be considered in site location and design:

1. Location on or near a major or collector street. Traffic should not, however, be fed directly into a heavily travelled street where existing congestion would be increased.
2. Exits and entrances must be carefully designed to eliminate traffic hazards within the lot and along the street.
3. Exits into two streets should be provided wherever possible in order to alleviate possible congestion and to provide a relief exit.
4. Parking areas should be screened and/or covered so a minimum amount of open parking area can be seen from apartments and from the street.

## SITE AREA

The size of the minimum site area for high-rise apartments in Metuchen is critical. An adequate high-rise apartment site should be large enough to provide the following:

- An open, park-like setting
- Parking areas which are screened from both the street and residents.
- Range of services and high quality maintenance

The large lot permits a design flexibility which not only can take advantage of the positive features of the site, but also utilize negative features. The large site with a liberal amount of green area is also in the tradition and character of Metuchen is residential area.

In addition to the type of structure and its design, quality apartments also relate to the services provided on the site. These services might include special landscaping, domestic service, a doorman, etc. These services can only be provided feasibly if there are many apartments in the building. Thus a 100-apartment high-rise

apartment can provide these services while a 20-unit apartment could not.

The present two-acre minimum lot size for apartments, therefore, is necessary to insure good site design and a high level of on-site services.

## HEIGHT LIMITATIONS

No height limitations are proposed for the high-rise apartments. The height of a high-rise building is a function of both density and site area. A height limitation of five or six stories on a site of two acres restricts the design potential of the site.

By relating the height of the high-rise apartment to density and site area subject to Planning Board review, a safe, pleasing type of building can be encouraged.

## ZONING AND DEVELOPMENT CONTROLS

Review and approval by the Planning Board and/or Board of Adjustment of proposals for high-rise apartments is in a technique commonly used to insure a high standard of development.

In addition to specific requirements for site area, bulk controls, density, parking and open space, the apartment development should also be reviewed in terms of general criteria and standards. A series of appropriate standards are as follows:

## GENERAL STANDARDS

1. The apartment plan shall be consistent with the Metuchen Master Plan.
2. The plan shall provide for an effective and unified treatment of the development possibilities of the site, making appropriate provision for the preservation of scenic features and amenities of the site and the surrounding areas.
3. The apartment plan shall be developed to harmonize with any existing or proposed development in the area surrounding the site.

## SPECIFIC STANDARDS

1. All buildings in the layout and design shall be an integral part of the development and have convenient access to and from adjacent uses and blocks.
2. Individual buildings shall be related to each other



in design, masses, materials, placement and connections, to provide a visually and physically integrated development.

3. Treatment of the sides and rear of all buildings in the apartment plan shall be comparable in amenity and appearance to the treatment given to street frontages of these same buildings.
4. The design of buildings and the parking facilities shall take advantage of the topography of the site, where appropriate, to provide separate levels of access.
5. All building walls shall be so oriented as to insure adequate light and air exposures to the rooms within.
6. All buildings shall be arranged to avoid undue exposure to concentrated parking facilities wherever possible and shall be so oriented as to preserve visual and audible privacy.
7. All buildings shall be arranged so as to be accessible to emergency vehicles.

#### LANDSCAPE DESIGN STANDARDS

1. Landscape treatment for plazas, roads, paths, service and parking areas shall be designed as an integral part of a coordinated landscape design for the entire site.
2. Primary landscape treatment shall consist of shrubs, ground cover and street trees, and shall combine with appropriate walks and street surfaces to provide an attractive development pattern. Landscape materials selected should be appropriate to growing conditions.
3. Whenever appropriate, existing trees shall be conserved and integrated into the landscape design plan.

#### CIRCULATION SYSTEM DESIGN STANDARDS

1. There shall be an adequate, safe and convenient

arrangement of pedestrian circulation facilities, roadways, driveways, off-street parking and loading space.

2. Roads, pedestrian walks and open spaces shall be designed as an integral part of an overall site design and shall be properly related to existing and proposed buildings, and appropriately landscaped.
3. There shall be an adequate amount, in a suitable location, of walks and landscaped spaces to limit pedestrian use of vehicular ways and parking spaces.
4. Buildings and vehicular circulation shall be arranged so that pedestrians moving between buildings are not unnecessarily exposed to vehicular traffic.
5. Landscaped, paved and comfortably graded pedestrian walks shall be provided along the lines of the most intense use, particularly from building entrances to streets, parking areas and adjacent buildings.
6. The location and design of pedestrian walks should emphasize desirable views of new and existing development.
7. Materials and design of paving, lighting, fixtures, retaining walls, fences, curbs, benches, etc., shall be of good appearance and easily maintained.

#### PARKING DESIGN STANDARDS

1. Parking facilities shall be landscaped and screened from public view to the extent necessary to eliminate unsightliness.
2. Pedestrian connections between parking areas and buildings shall be via pedestrian walkways and/or elevators.
3. Parking facilities shall be designed with careful regard to orderly arrangement, topography, landscaping, and ease of access, and shall be developed as an integral part of an overall site design.



## LAND USE REPORT SUMMARY

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The Borough of Metuchen encompasses a land area of 1,880 acres or about 2.9 square miles. Approximately 87 per cent or about 1,635 acres, have been developed for urban uses. This represents an increase of almost 14 per cent over the developed land existing in 1956. The remaining 13 per cent or 245 acres still are in agricultural and vacant land.

### DEVELOPED LAND CHARACTERISTICS

Urban uses characterize almost all the sections of the Borough with the exception of the northwest and southwest corners where most of the undeveloped land is located.

**RESIDENTIAL LAND USES.** Residential land uses occupy 790 acres and represent 42 per cent of all the developed land in the Borough. Over 91 per cent of this land is used by single-family dwellings. This ratio did not change significantly between 1956 and 1965.

Residential land for two-family dwellings has almost doubled from 18 acres in 1956 to 30 acres in 1965. Land utilized for multi-family dwellings has also increased considerably from 40.4 acres in 1956 to the present 55.7 acres, an increase of about 38 per cent.

**COMMERCIAL LAND USES.** Commercial uses have increased considerably since 1956 from 48.3 to 65.4 acres. A good portion of this commercial growth has taken place outside of the downtown area along Central Avenue, on both sides of Middlesex Avenue west of Kentnor Street, along Amboy Avenue, and on Main Street south of the Pennsylvania Railroad.

**INDUSTRIAL LAND USES.** Industrial land increased by almost 95 per cent between 1956 and 1965, from 37.5 to 72.9 acres. No major industry like those that have been erected in surrounding Edison Township have contributed to the increase in industrial land, but several medium to small size industries have opened in the west area of the Borough.

### NEIGHBORHOOD ANALYSIS REPORT SUMMARY

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This analysis will show that building conditions in Metuchen, with only a few exceptions, are good. Of the 4,386 buildings in the Borough, only 95 or slightly more than two per cent are substandard.

Of greater importance, however, are the 430 buildings which are in sound structural condition, but deficient in some types of maintenance. In a community such as Metuchen, whose greatest resource is its housing and attractive environment, any decline in its quality of

**PARKS AND PLAYGROUNDS.** Of the developed land in Metuchen, 87.2 acres or 4.9 per cent is devoted to recreation. A substantial portion of this land is located adjacent to the schools in the form of playgrounds. The Borough has expanded its recreation land since 1958 through the recent acquisition of a large tract of land located east of Grove Avenue and abutting the north side of the Pennsylvania Railroad. Oakland Avenue Playground was also expanded through the acquisition of some right-of-way from the Pennsylvania Railroad.

### UNDEVELOPED LAND CHARACTERISTICS

Only 13 per cent of Metuchen's land is not used at present for urban purposes. This limited proportion of the total land amounts to about 245 acres. Approximately half of this land is unsuitable for residential development because of the poor subsoil and marshy conditions. However, if appropriately drained and consolidated this land could be useful for industrial purposes.

Approximately 20 per cent of the vacant land is in the form of individual scattered lots that have been bypassed by the past development but that slowly would become utilized. This leaves nearly 30 per cent of the vacant land in the form of medium to large size tracts of land located mostly west of the Bonhamtown Railroad.

Throughout the oldest sections of the Borough are found several tracts of land which if not totally vacant, are not used at the intensity characterizing their surroundings. It is probable that some of the future residential growth of Metuchen may take the form of an increase in the intensity of utilization of this land.

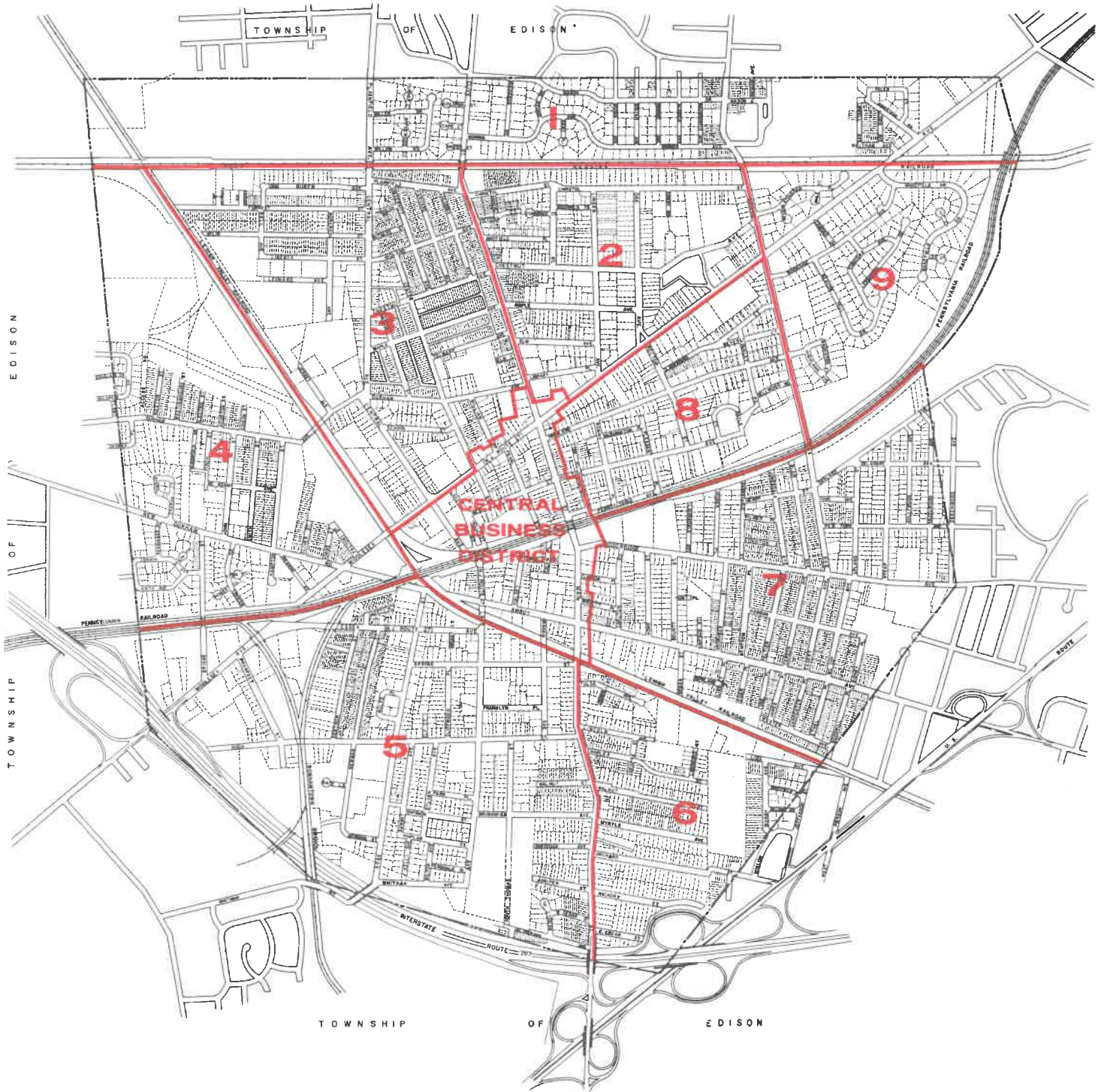
### MAPS

The following maps have been prepared:

1. Existing Land Use, 1966
2. Changes in Development, 1956-1966

housing can be of major consequence. For that reason, this neighborhood analysis will concentrate on the aspects of each neighborhood which might decrease its overall livability. These aspects include not only housing conditions, but also inadequate open space, lack of community facilities, poorly paved and/or narrow streets, etc. Building conditions, where they are deficient will be noted. In virtually all cases, however, poor housing can be upgraded by private rehabilitation and vigorous enforcement of local codes and ordinances.

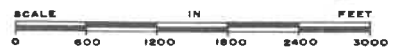
# NEIGHBORHOOD BOUNDARIES

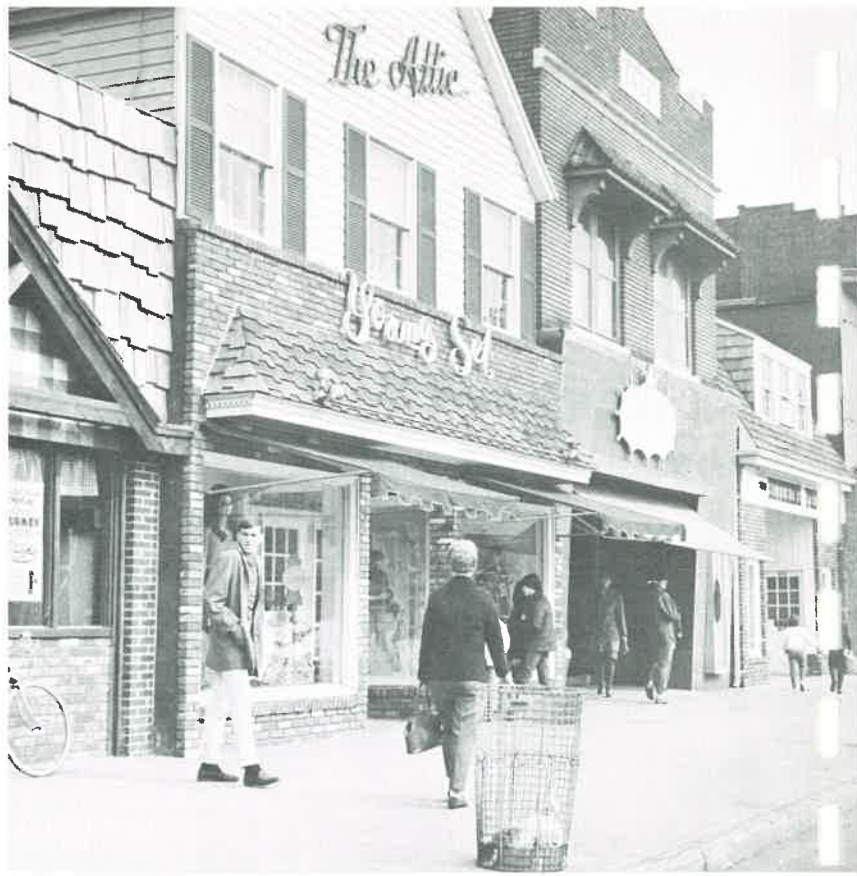


SOURCE OF BASE MAP:  
W. F. BUCHANAN, C.E.,  
BOROUGH ENGINEER,  
REVISED MARCH, 1966

THE PREPARATION OF THIS MAP WAS FINANCED BY THE BOROUGH OF METUCHEN THROUGH A FEDERAL GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT UNDER THE URBAN REDEVELOPMENT ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.  
THE BOROUGH HAS BEEN PROVIDED BY LOCAL BOND AND BY AN AMENDMENT TO THE CHARTER OF METUCHEN AS PART OF THE FEDERAL GOVERNMENT'S HOUSING PROGRAM.

**BOROUGH OF METUCHEN**  
**MIDDLESEX COUNTY, NEW JERSEY**  
PLANNING CONSULTANT / CANDEUR, FLEISSIG AND ASSOCIATES NOV, 1966





## DELINEATION OF NEIGHBORHOODS

In order to maintain consistency with the 1958 Master Plan, the nine neighborhood boundaries have been kept virtually the same. The one change made involves the transfer of the area east of Grove Avenue and north of the Port Reading Railroad from Neighborhood 9 to Neighborhood 1.

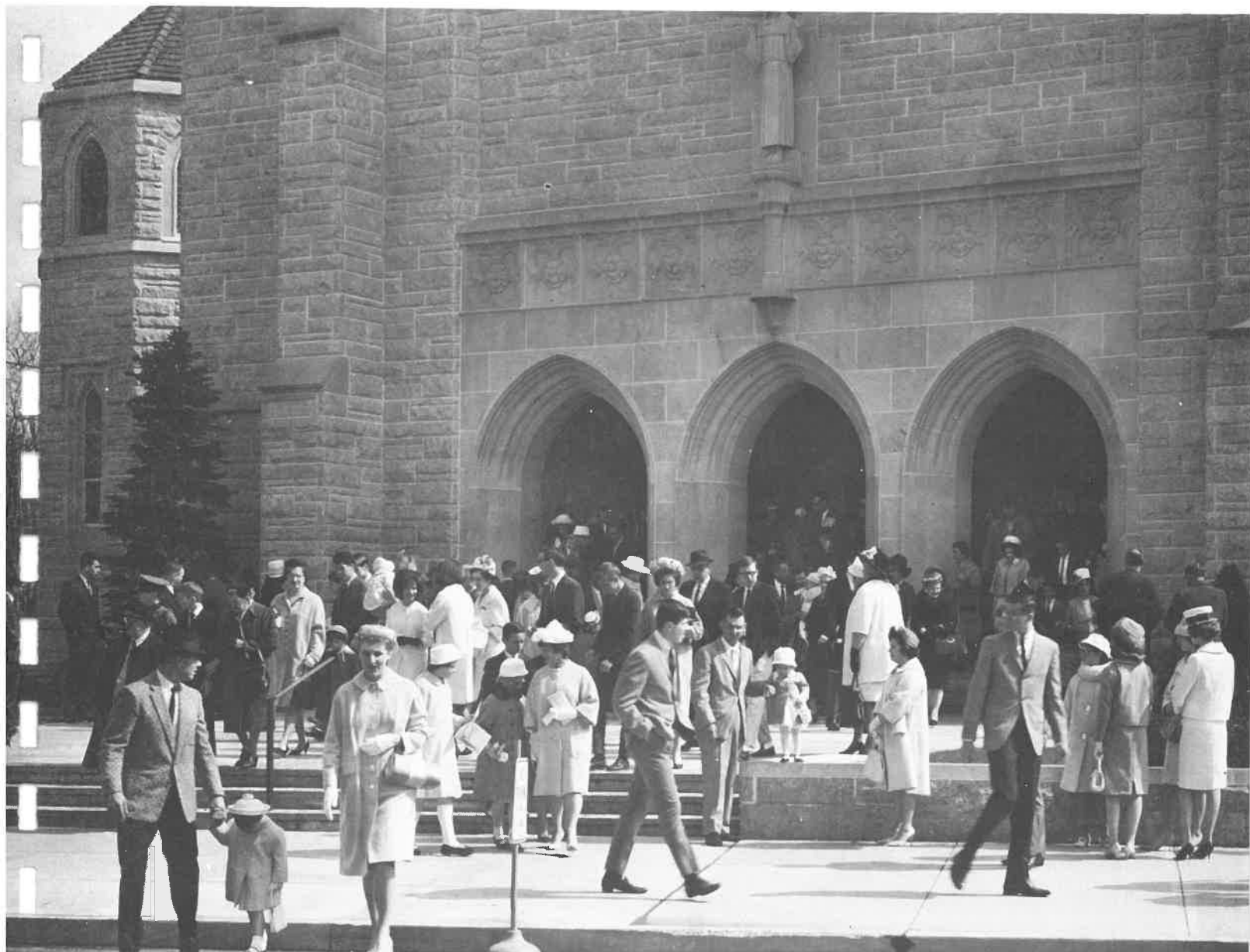
**NEIGHBORHOOD 1.** Housing conditions are good and the neighborhood environment is attractive. Following, however, are two problems noted in the survey of the neighborhood:

1. There is no public park or playground west of Grove Avenue. Although the lack of a public park or playground within the residential area is not critical, a small play area for young children would be a desirable asset to the neighborhood.

2. Campbell School, the nearest public elementary school, is over one mile distant from homes east of Bryant Avenue.

**NEIGHBORHOOD 2.** This neighborhood is one of the older neighborhoods in the Borough and has been subject to the problems of aging and, in some areas, to lack of adequate maintenance.

1. Maintenance of some of the one-family homes along Christol Street just east of Main Street is also lacking.
2. Neighborhood 2 is the third most densely developed neighborhood in the Borough. Nevertheless, the only park facility within its boundaries is undeveloped Woodwild Park. The two nearest schools, Campbell and Franklin, are located across Main Street.



NEIGHBORHOOD 3. Following are the major neighborhood deficiencies:

1. Deficient and substandard housing is found scattered along the following streets:
  - a. Several dilapidated structures are located north of Van Buren Avenue behind new two-family homes and along the Port Reading Railroad.
  - b. The area between Central Avenue and Centre Street along Maple Avenue and Durham Avenue show signs of inadequate housing maintenance.
  - c. Incompatible land use mixtures along the west side of Central Avenue between Liberty Street and Middlesex Avenue have resulted in a blighting of residential buildings in the area. Several buildings are vacant and dilapidated; others lack adequate maintenance.
  - d. Several dilapidated structures are located along Durham Avenue between the Lehigh Valley Railroad and Central Avenue. These homes are bounded by industrial uses, and front on a street which will receive increasing traffic because of its interchange with Route 1-287.
2. Some of the critical streets in this neighborhood which lack sidewalks are:

Maple Avenue	Rutgers Street
Martin Street	Forrest Street
	Aylin Street

The appearance of the above streets is poor. Sidewalks are particularly important for streets which are both heavily travelled and used by children walking to school. Durham Avenue, Aylin Street and Forrest Street are examples of this type of street. In addition, lack of curbing on most of these streets has created conditions where the edges of the pavement are broken away creating both unsightly and hazardous conditions.

NEIGHBORHOOD 4. Following are this neighborhood's major deficiencies:

1. The homes north of Durham Avenue show many of the signs of inadequate original construction and of poor maintenance. This is compounded by poor street paving and repair.

2. There is a lack of adequate play area in the northern part of the neighborhood for younger children.
3. The Hampton Street Playground is in need of further development. Hampton Street is unpaved and there are no sidewalks leading to the playground.
4. The area north of New Durham Road has no organized recreation area.
5. Industrial development of the vacant land north of Durham Avenue, if not adequately controlled, can have an adverse effect on the adjacent homes in terms of traffic, noise, smoke, etc.

NEIGHBORHOOD 5. Housing is sound in the largest part of this neighborhood. Deficiencies exist as follows:

1. Homes along Prospect Street are separated from the Borough proper by the Bonhamtown Spur of the Pennsylvania Railroad and are poorly located in terms of commercial, educational and recreational facilities. Some of the homes on this street show signs of decline through poor maintenance.
2. Derelict and deteriorating structures are found along Safety Place, Main Street, Amboy Avenue and Cornell Street. These streets are in areas of transition where residential uses are under increasing pressures to convert to nonresidential uses.

NEIGHBORHOOD 6. The following deficiencies were noted in this neighborhood:

1. With the exception of Orchard Street, all streets in this neighborhood are deadends without turn-arounds. For the most part they lack sidewalks, and paving on Hickory Street and East Cedar Street is poor.
2. Some of the older homes, particularly those south of Walnut Street, are in poor condition.

NEIGHBORHOOD 7. Although housing conditions are generally sound, there are a number of neighborhood deficiencies which should be corrected.

1. A number of the older, one-family homes on large lots, particularly along Woodbridge Avenue, have been converted into apartments. These are presently non-conforming uses in the neighborhood.

Inadequate maintenance has adversely affected adjacent homes.

2. Several commercial establishments are located along Amboy Avenue between Ethel Place and the Edison line. They have developed in response to the demand generated in part by Redfield Village. A further development of commercial uses along Amboy Avenue between Main Street and Edison will have an adverse effect on the residential character and quality of the street.
3. Washington School, although well located in terms of this neighborhood, is overcrowded. Its site is limited; therefore, restricting the possibility of constructing new classrooms.
4. With few exceptions (Green Street, Vail Place and sections of Jonesdale and Blair Avenues), pavement conditions are sound. The widespread lack of sidewalks does, however, create a problem. This is particularly true in the area of the Oakland Avenue Playground where many children use the nearby streets on the way to the playground. This creates a hazardous condition whereby pedestrian traffic conflicts with vehicular traffic.

**NEIGHBORHOOD 8.** The major problem in Neighborhood 8 is the disposition of the large one-family houses on ample sized lots in this neighborhood which show signs of lack of adequate maintenance.

There are no community facilities within the neighborhood. Elementary schools are located either across the downtown area or on the other side of the Pennsylvania Railroad. The nearest playground, Oakland Avenue Playground, is also located across the Pennsylvania Railroad.

**NEIGHBORHOOD 9.** Housing and street conditions in this neighborhood are excellent. Conditions at nearby schools affect this neighborhood in terms of overcrowding. This problem, as noted earlier, however, can only be solved on a communitywide basis.

The development of the recently acquired park lands will increase the traffic on Highland Avenue, the only access into the area at the present time. An entry to the park area from Grove Avenue would be undesirable because

of the steep grade between Dellwood Road and the underpass.

#### CHARACTERISTICS OF FAMILIES AFFECTED BY SUBSTANDARD HOUSING

Only 57 residential structures or 1.5 per cent of all residential structures were found to be in substandard condition. These structures were for the most part scattered throughout the Borough with no major concentrations.

Because of the relatively small number of families affected by substandard housing their characteristics in terms of race, average family size and median income is of small statistical value since the data can change significantly by the movement of a few families.

#### CONCLUSION

The Neighborhood Analysis has revealed the various assets and defects and where they exist in each of the Borough's nine neighborhoods. For the most part, Metuchen's housing and environmental conditions are sound. Within the neighborhoods, excluding the downtown area, there are no concentrated areas of substandard housing. The substandard housing conditions in the downtown area are more the result of adverse environmental conditions than of substandard structural conditions.

Several of the neighborhood deficiencies noted can be found through most areas of the Borough. The solution of these problems should be programmed as part of a comprehensive attack on deteriorating conditions. These problems are as follows:

1. Inadequate permanent street paving, lack of curbs and gutters, and lack of sidewalks. Street maintenance has, however, been adequate.
2. Decline of older housing units due to inadequate maintenance.
3. Inadequate community facilities (schools, parks and playgrounds) serving several of the neighborhoods.

#### MAPS

A map delineating neighborhood boundaries is shown on page 18A.

## TRAFFIC AND TRANSPORTATION REPORT SUMMARY

Metuchen is one of the best served communities in the New York region in terms of transportation facilities. It is located in the Route 1 - Pennsylvania Railroad corridor extending from New York City to Philadelphia.

Three limited access expressways, the New Jersey Turnpike, the Garden State Parkway and Route I-287 along with Route 1 connect Metuchen with all major centers in the region. In addition, Route 27 (Middlesex Avenue) passes diagonally through the Borough.

Several railroads serve the Borough including the Pennsylvania Railroad, the Port Reading Railroad, the Lehigh Valley Railroad and the Bonhamtown Branch of the Pennsylvania Railroad. Only the Pennsylvania Railroad provides passenger service.

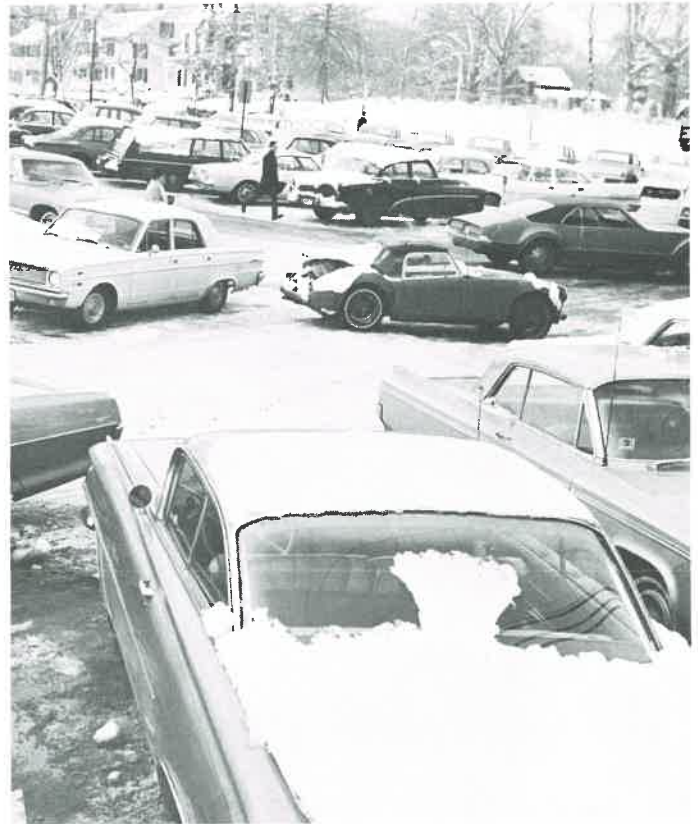
This same availability of excellent transportation is also contributing to the problem of ever increasing traffic volumes on local roads. The additional traffic is to a large extent generated in the fast developing areas surrounding Metuchen while using the Borough's main streets as the most convenient channels to reach the network of expressways.

### TRAFFIC VOLUMES

Middlesex Avenue, Amboy Avenue, Main Street and Central Avenue are the most travelled streets in the Borough. They carried annual average daily traffic (AADT) volumes ranging from 10,000 to over 16,000 vehicles, in 1964.

MIDDLESEX AVENUE had AADT counts which ranged from 10,820 vehicles to 16,350 vehicles. Traffic on Middlesex Avenue is both local and regional in character. The jogged alignment of Middlesex Avenue through the Borough adds considerably to local traffic problems.

AMBOY AVENUE between Route 1 and Main Street is the second most heavily travelled street in Metuchen. AADT volumes in this section are approximately 11,000 vehicles. The Lehigh Valley Railroad tracks interrupt the passage of Amboy Avenue through the Borough forcing a detour along Lake and Middlesex Avenues before continuing west as New Durham Road. AADT volumes increased on New Durham Road from 4,930 vehicles in 1956 to 8,760 vehicles in 1964.



MAIN STREET - PLAINFIELD AVENUE is the third most heavily travelled street in Metuchen. Comparable traffic counts between 1956 and 1964 are available only for that section of Main Street north of Middlesex Avenue. This area experienced a considerable increase, particularly in the Plainfield Avenue section north of Central Avenue which serves a section of rapidly growing Edison. Figures are not available for South Main Street in 1964. It is realistic to assume, however, that Metuchen can anticipate increased traffic on South Main Street because of its connection to the Route 1 - Route I-287 interchange.

### IMPACT OF ROUTE I-287

Metuchen is bounded on the south and west by Route I-287. It has three interchanges either within Metuchen or immediately outside of the Borough. These three interchanges complement each other and although not one interchange provides all possible interchange movements, the three interchanges do permit movements in all directions. The three interchanges are with:



1. **MAIN STREET.** This is the most complex of the three interchanges. The primary purpose of this interchange is to connect Route 1 with Route I-287; however, Main Street is a link with both highways. Access to Metuchen via Main Street from Route I-287 is provided for vehicles travelling either east or west to Route I-287. Access from Metuchen via Main Street to Route I-287 is complicated, necessitating use of the Route 1 interchange with Route I-287.
2. **MIDDLESEX AVENUE.** Access is provided from Middlesex Avenue for vehicles travelling south on Route I-287 to Route 1. No provisions have been made to travel north. Vehicles travelling south on Route I-287 can exit for either direction on Middlesex Avenue.
3. **NEW DURHAM ROAD.** This interchange is located about one-quarter mile west of the Borough line. Access is provided to Route I-287 north from New Durham Road. Egress from Route I-287 north and south to New Durham is also provided.

Traffic volumes will undoubtedly increase along those roads which feed into the interchanges with Route I-287. These roads include Main Street, Middlesex Avenue, New Durham Road and Durham Avenue. New Durham Road, for example, showed a dramatic increase in traffic since the construction of Route I-287. In 1956, its AADT volume west of Hampton Street was 4,430 vehicles. By 1964, this figure grew to 8,760 vehicles--an increase of 4,330 vehicles per day in only eight years.

#### AREAS OF CONGESTION

Most of the traffic in the Borough is concentrated on the major radial roads--Middlesex Avenue, Main Street, Plainfield Avenue and Amboy Avenue--New Durham Road. The focal point of traffic congestion and safety hazards is at the street intersection.

1. MIDDLESEX AVENUE-LAKE AVENUE-CENTRAL AVENUE
2. LAKE AVENUE-ESSEX AVENUE
3. BRIDGE STREET-MIDDLESEX AVENUE



SKETCH OF PROPOSED REDEVELOPMENT OF RAILROAD STATION

## COMMUNITY FACILITIES REPORT SUMMARY

### SCHOOLS

The Metuchen Public school system consists of three elementary schools, one intermediate school and one high school. All five schools are in good physical condition as noted in the "Survey of School Plant Needs" prepared by the Superintendent of Schools in 1963. The consultant surveyed the schools in 1965 and found no significant changes in structural conditions.

**ENROLLMENT TRENDS.** Elementary enrollments (grades K-5) have increased from 1,400 pupils in 1956 to 1,653 pupils in 1965. This represents an absolute increase of 253 pupils in the nine-year period.

Grades 6-8, however, showed the most significant rate of growth between 1956 and 1965. During those years, grades 6-8 grew from 497 to 851 pupils or by 354 pupils. This was an increase of 71.2 per cent.

High school enrollments (grades 9-12) actually decreased from 855 pupils to 674 pupils between 1956 and 1959 due to the dropping of tuition students from Piscataway and Edison. Since 1958, enrollments have risen rapidly, increasing by almost 60 per cent.

**SCHOOL STANDARDS.** The standards utilized in the analysis and planning of Metuchen's school system are based on standards developed by the New Jersey State Department of Education.

In addition to the above area standards for school sites, there are also general standards for school site

locations. As a rule, schools should be located near the center of the present and anticipated future school population which is to be served. In addition, elementary age children should not be required to cross heavily travelled streets or railroad crossings at grade.

**ADEQUACY OF PUBLIC SCHOOLS.** The capacity of the Metuchen elementary schools has been determined by applying New Jersey State Department of education standards of classroom size.

The breakdown of capacities by school is as follows:

<u>School</u>	<u>Desirable-Maximum Capacity</u>	<u>1965 Enrollment</u>
Campbell	380 - 460	476
Edgar	495 - 540	542
Franklin	950 - 1,140	961
Moss	375 - 450	532
High School	885 - 990	1,075
Total	3,085 3,580	3,586

The above figures clearly show that, based on State standards, most of Metuchen's schools are operating under overcrowded conditions.

### PARKS AND PLAYGROUNDS

There are 87.2 acres of parks and playgrounds in Metuchen. About one-half of this acreage is developed in conjunction with the school system.

Since the 1958 Plan, the Borough has taken major steps to expand its system of parks and playgrounds as follows:

1. A 22-acre tract was acquired with State-aided Green Acres funds along the north side of the Pennsylvania Railroad east of Grove Avenue.
2. Additional land was acquired along the Pennsylvania Railroad right-of-way to expand Oakland Avenue Park.
3. The Metuchen Junior League playfield was developed in the southeastern section of the Borough.



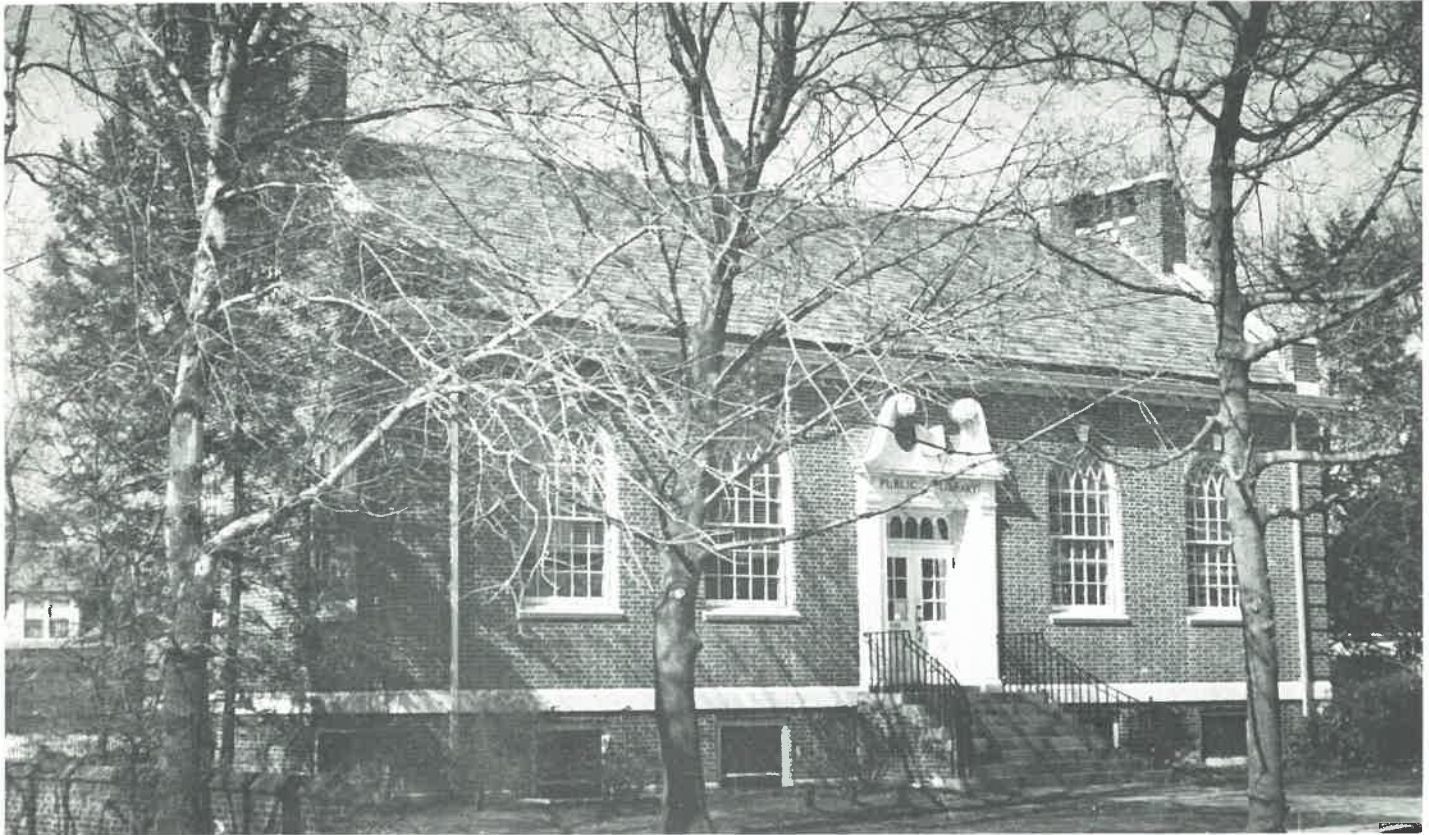
ADEQUACY. According to the 1958 Plan, based on a standard of 6.25 acres of local parks and playgrounds per 1,000 population, Metuchen was deficient in approximately 28 acres of recreation space. Since then, the Borough's population grew from 14,100 persons to a current estimate of 16,200 persons. The expansion of recreation land has, however, increased at a greater rate than the population. Thus, while in 1958, the Borough was deficient in 28 acres of recreation land, by 1966, this figure had been reduced to 13 acres.

Although the Borough has considerably expanded its total acreage in parks and playgrounds, several of the deficiencies noted in the 1958 Plan still exist. The following neighborhood areas still lack adequate recreation space, particularly for children of elementary school age:

1. The area north of New Durham Road and west of the Lehigh Valley Railroad.
2. The area west of Central Avenue and south of the Port Reading Railroad.
3. The area east of Main Street and north of Middlesex Avenue.
4. The area north of the Port Reading Railroad.
5. The area between Middlesex Avenue and the Pennsylvania Railroad west of Grove Avenue.

In addition, maintenance and equipment were found to be in need of upgrading at several play areas.





## PUBLIC BUILDINGS

Metuchen's public buildings include the Borough Hall, the Fire Station, the Borough Garage, the Safety Council and the Public Library. The needs and requirements of these facilities were thoroughly analyzed in the 1958 Plan and in the special Public Building Needs report of

1963. Since 1958, a number of the deficiencies have been corrected or are in the process of correction. A new Safety Council building has been built on Safety Place; the Borough has started expansion of its Borough Hall; and the Borough Council recently approved purchase of property along Jersey Avenue to house the Borough Garage.

**PUBLIC LIBRARY.** The Public Library increased its book facilities from 14,000 volumes in 1958 to 24,400 in 1966. Based on the American Library Association's standard of two books per capita, the Borough is presently 8,000 volumes under the standard of 32,400 volumes. In 1958, the Borough was approximately 14,000 volumes under the standard.

Other changes in the library over the past seven years include the establishment of a young adults room on the first floor and a second lavatory in the basement. In

order to accommodate the young adults room, the childrens room was relocated to the basement.

The most severe library problem has been lack of space. The creation of a new reading room and the addition of approximately 8,000 volumes has magnified this problem. All rooms are overcrowded and shelf and storage space is inadequate. In addition, there is no area for special displays and exhibits.

As noted in the 1958 Plan, "This shortage is particularly acute since the population of the Borough has a high average education".

**FIRE STATION.** The anticipated relocation of the Borough Garage will provide the Fire Department with 5,000 additional square feet of building space. This will provide ample interior space for Fire Department needs. The 5,000 square foot Borough Garage yard adjacent to the building will also become available for use. In terms of service, the Fire Station is well located in the center of the Borough. Its location along Middlesex Avenue does, however, create problems of access, especially during the rush hours. In addition, off-street parking facilities for volunteer firemen are presently limited. The use of the Borough Garage yard should, however, remedy this situation.

## UTILITIES

**WATER SUPPLY.** Metuchen's public water supply is provided by the Middlesex Water Company. The water is of good quality and pressure in the system is within range of the requirements of the New Jersey Board of Fire Underwriters.

Each year the Middlesex Water Company provides in its budget, appropriations to improve the existing water service in Metuchen. Since the 1958 Plan recommendation to replace all lines of under 6-inch diameter with lines of at least this size, the company has upgraded many undersized water lines, in addition to other major improvements.

**SANITARY SEWERS.** Most residents of Metuchen are served by Borough sewers. Some residents, located along the Edison border are served by Edison's sewer system. Metuchen services 225 connections from Edison while Edison receives 181 connections from Metuchen.

Since the 1958 Plan, the Borough has added to its sewer network approximately 5.4 miles of new principal sanitary sewer lines.

In 1959, the Borough connected into the Middlesex County Trunk Sewer. Although this required the construction of a pumping station, it permitted the abandonment of a sewage treatment plant.

It was noted in the 1958 Plan that the Borough should undertake an inspection of all structures to locate improper connections to the sanitary sewer system. This survey was undertaken in the summer of 1963 and steps were taken to eliminate illegal connections.

**STORM DRAINAGE FACILITIES.** Since 1958, the Borough and private developers have added to the storm drainage facilities some 2.93 miles of new storm sewer pipes, in addition to necessary catch basins and manholes.

Flooding appears to be a problem in one critical area of the Borough. During heavy rains, the underpass at the Pennsylvania Railroad and Main Street does not provide adequate storm drainage facilities. However, efforts are now being made to correct this condition. Other flooding occurs occasionally at Essex Avenue and Kentnor Street and at the underpass of Lake Avenue with the Pennsylvania Railroad. Currently, plans are being developed to alleviate the above conditions.

## POPULATION AND ECONOMIC BASE REPORT SUMMARY

Metuchen has not been by-passed by the forces of change which have prevailed in Middlesex County. The Borough's population has increased rapidly, multi-family housing is on the increase, the trade and service sectors have achieved substantial increases and manufacturing has been expanded.

Within this context of growth and change, Metuchen's role, or function, has remained the same. It is primarily, and has been for several decades, a place of residence for the upper middle-income professional and managerial person.

What has changed is that:

1. These people are more often found to be working in Middlesex County whereas in prior years New York City and Newark were the dominant work destinations of residents.
2. Metuchen is often a temporary place of residence of these people due to the high mobility related to the nature of their work.

### POPULATION GROWTH AND CHARACTERISTICS

Metuchen's population was estimated to be 16,200\* as of 1964. This was an increase of 2,159 persons, 15.4 per cent, over 1960.

Between 1950 and 1960, the Borough's population rose by 42.1 per cent; from 9,879 to 14,041. Metuchen's rate of population growth has been lower than that of Middlesex County or the adjacent townships of Edison and Woodbridge but greater than that of the older places like New Brunswick, Highland Park and Perth Amboy.

**COMPONENTS OF GROWTH.** Metuchen's 1950-1964 growth is attributable to (1) a high birth rate and (2) a substantial immigration.

Published statistics show Metuchen as having a birth rate of 34.9 in 1960. This is extraordinarily high compared with 21.6 for Middlesex County and 23.7 for the nation.

\*Middlesex County Planning Board

Moreover, a cursory examination of birth and death data shows Metuchen as having a 1950-1960 net immigration of only 576 persons.

A quite different set of conditions actually prevailed. Net immigration in Metuchen between 1950 and 1960 was more on the order of 1,400 persons. Mobility and housing turnover in Metuchen is high. There has been a constant stream of persons, usually between 30 and 40 years of age with children between 10-14, moving into the Borough but leaving after a 3-7 year period. Frequently these families have additional children while residing in Metuchen. This high turnover of families accounts for the large number of births registered to Borough residents.

**CHARACTERISTICS OF THE POPULATION.** Immigration and relatively high birth rates produced substantial changes in the Borough's 1960 age distribution, as follows:

1. An extremely rapid increase in the segment of the population 14 years and under. Persons in this age group numbered 2,594 in 1950 and accounted for 26 per cent of all residents. By 1960, the group amounted to 4,656 persons and represented 33 per cent of the total population.

The number of children aged 5 to 9 nearly doubled, rising from 872 in 1950 to 1,715 in 1960.

2. The number of persons 65 years and over experienced a similar though less pronounced relative increase. In spite of this increase, the number of individuals in this age bracket are still relatively less (seven per cent) than is the case for the nation as a whole.
3. The segment of the population from which the bulk of the labor force is drawn (those between 15 and 64) increased by 25 per cent, which was substantially less than the 42 per cent gain in total population.

The level of formal education of Metuchen residents exceeds the comparable averages for the nation as a whole. In Metuchen, the median number of school years completed is 12.3 and 59 per cent of all residents 25 years of age in 1960 had completed high school or more; the national averages are 10.6 and 41 per cent. Metuchen's higher educational levels reflect the occupational mix and job attachment of its resident work force:

- predominantly white collar
- many professional and managerial people
- many having teaching positions in Rutgers

The median age of Metuchen residents in 1960 was 31.5, two years higher than the Middlesex average and nearly three years above the average for Edison and Woodbridge. Although the Borough's high birth rate has increased the number of children, this has been offset (in computing median age) by immigration which greatly expanded the number of individuals between 44 and 64, who in 1960 accounted for over 28 per cent of total population.

## INCOME

Median family income in Metuchen was approximately \$8,200 in 1959 and substantially higher than that of the adjacent communities, Middlesex County, New Jersey or the nation. The large number of families in the upper income brackets indicates clearly that Metuchen is a community which enjoys a high standard of living.

1. Of the approximately 3,640 families queried during the 1960 Census of Population as to their incomes during 1959, 2,310 or 64 per cent reported total incomes of \$7,000 and over. The comparable figure for the nation was 35 per cent.
2. Five hundred fifteen (515) families reported incomes of less than \$5,000 and 1,327 had incomes of \$7,000 and under. Three hundred sixty three (363) or 10 per cent of all families recorded incomes of \$14,000 and over. Two hundred sixteen (216) or less than 6 per cent of all families reported an income of less than \$3,000.

## LABOR FORCE AND EMPLOYMENT

Over two-thirds of Metuchen's resident employed labor force work in Middlesex County. Less than nine per cent work in New York City, seven per cent work in Union County and slightly over five per cent work in Newark.

The resident labor forces orientation to Middlesex County jobs, the rapid growth of professional, technical and managerial manufacturing employment in the county, above average local incomes and high housing turnover and mobility in Metuchen become clearly interrelated.

Census data on the industry group attachment of the Borough's employed labor force show that more than one-third; 1,940 persons, work in manufacturing; more than one-quarter are employed in the chemicals and allied products industry which suggests that firms such as Johnson & Johnson, Colgate, Squibb, Revlon and Minerals and Chemicals Phillip employ a large fraction of local residents.

Establishments in the Metuchen-Edison\* area employed some 20,500 persons in 1964, approximately 25 to 30 per cent were employed in Metuchen.

Between 1958 and 1964, employment in the Metuchen-Edison area rose by over 70 per cent from 12,054 to 20,560. Manufacturing led the way with an increase of 5,000 and retail and wholesale trade employment rose by over 2,500.

## RETAIL TRADE

In 1963, retail sales in Metuchen came to 36 million, an increase of 27 per cent from the 1958 level. This rate of increase was somewhat lower than that for Middlesex County (34 per cent).

Moreover, the Borough's 1958 to 1963 sales growth was greater than that achieved between 1954 and 1958. Evidently, the sizable population growth in Metuchen and the adjacent townships provided a market of sufficient size and depth to permit a healthy expansion of retail sales in Metuchen and in the adjacent commercial areas.

In total sales, Metuchen ranked sixth in the county behind New Brunswick, Perth Amboy, Edison, Woodbridge and East Brunswick. Since the mid-1950's, Edison, Woodbridge and East Brunswick have passed Metuchen in total sales volume.

While Metuchen's sales rose between 1958 and 1963, the number of retail establishments declined from about 145 to 124. This reduction did not occur in the downtown area where most retail activity takes place but among smaller stores serving neighborhoods.

Several major points emerge from the analyses of the Borough's retail sales.

1. Over two-fifths of Borough sales are in the automotive category representing sales of new and used cars. Over 50 per cent of the Borough's 1958-1963 sales increase was attributable to higher automotive sales.
2. Next to automotive (\$14 million in 1963), food sales (\$9 million) comprise the second highest ranking sales group. Sales in this category fell between 1958 and 1963.

\*Due to the State's collection of employment data by Post Office address it was impractical to compile data for Metuchen alone.

3. Specialty shops make up the third largest sales sector in the Borough with 1963 sales of \$2.2 million.
4. The combined apparel, furniture and general merchandise groups had sales of an estimated @2.5 million, not much of a change from the 1958 level.

The sales data and the store mix in the downtown area indicate that the Borough's trade area takes in the Metuchen-Edison area and parts of Woodbridge, South Plainfield and Piscataway Townships.

Several recent and forthcoming developments point out the limitations and direction of growth for the Borough's downtown area:

- A large S. Klein's department store has been built on Route 1 and Gill Lane.
- Several new small shops and a bank have been built along Middlesex Avenue and Parsonage Road, adjacent to the new garden apartment development.
- Menlo Park will be domed, air conditioned and possibly expended.
- Korvette's intends to erect a major store near the Klein's Woodbridge store.

These developments suggest that the Metuchen downtown area can continue to prosper if active promotion is given to it as a specialty shopping area catering to the upper income shoppers residing in the area.

## DYNAMICS OF CHANGE - THE FUTURE

Middlesex County's population has been projected to go over the one million mark by 1985. This would represent an increase of over 580,000 persons. Employment in the County has been projected to reach 340,000 by the same year, an increase of 166,000 over 1965.

Manufacturing and wholesale trade employment are expected to double by this target year while retail trade, services and government employment is expected to almost triple.

We have then the expectation that the experience in the county of the past 10 years will be continued into the next 20. Namely, a rapid filling up of vacant land with homes, plants and shopping centers.

Economic and demographic market pressures will be strong and will dictate to a large degree how much and what type of development will accrue to areas in the County.

The analysis has shown that Metuchen is considered to be a very desirable residence by many persons having above average income and education. Housing turns over rapidly in Metuchen and is in a very real sense the Borough's most important resource.

The Borough can remain the residential way-station for the professional and executive seeking comfortable, old-

er housing with aspects of both urban and suburban living.

On one hand this may require a continual selective pruning of less than adequate housing so as to preserve the very ingredient which gives Metuchen its attraction.

On the other hand, the Borough could support selective changes in its housing composition. The demand for multi-family units has been and will continue to be quite strong in the County.

## FISCAL REPORT SUMMARY

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An analysis of the fiscal structure of Metuchen is designed to accomplish two objectives: (1) to recognize the major trends in the budget which will directly influence the capability of the Borough to select realistic objectives for providing community services, and (2) to understand some of the factors involved in preparing a capital improvements program.

### LAND VALUATIONS

The Borough of Metuchen assesses its land and buildings at 50 per cent of true value. Equalized valuations have risen steadily over the past years. Between 1958 and 1964, they rose from \$60,945,600 to \$88,295,300. This was an increase of \$27,349,700 or an average of \$3,907,100 each year.

Equalized valuations can be expected to continue rising for the next decade. The rate of increase will, however, depend on the type of new development which will occur. The downtown area is almost totally built-up and suitable land for one-family development is gradually being used up. In order to maintain the growth in equalized valuation, industrially developable land will have to be further developed and more intense usage of residential and commercial land will be necessary.

### REVENUES

Total revenues for municipal purposes in the 1958 through 1965 period, as recorded in the annual budgets, have been rising. Total municipal revenues increased by \$330,400 over the eight-year period from \$1,013,700 to \$1,344,100. This increase adds up to a rise of 32.6 per cent which is slightly over four per cent per year.

**THE PROPERTY TAX.** The major revenue source for the Borough of Metuchen is the real property tax which includes the tax on land and buildings and the tax on second class railroad property. These revenues experienced a steady increase from \$470,900 in 1958 to an estimated \$760,100 in 1965. The increase of property tax receipts over the eight-year period concluded in 1965 amounted to \$289,200 or an annual average increase of 8.8 per cent.

The importance of property tax receipts as the major source of municipal revenues can easily be recognized by examining its percentage contribution to net revenues. Between 1958 and 1965, the property tax accounted for 70 to 75 per cent of net revenues excluding surplus revenue appropriated. Since there are no major new sources of revenues foreseen, and revenues other than property tax receipts are expected to increase modestly, any increase in expenditures will have to be supported by an increase in the tax base (equalized valuations) and/or by an increase in the tax rate.

### EXPENDITURES

Total municipal expenditures rose from \$941,700 in 1958 to \$1,407,500 in 1964. Expenditures for 1965 were budgeted at \$1,344,100, a decline of \$63,000 from actual 1964 expenditures.

Between 1958 and 1965, total expenditures increased by 42.7 per cent. This is an average annual increase in municipal expenditures of 5.3 per cent.

### DEBT STRUCTURE

The total debt of the Borough amounted to \$1,214,000 at the end of 1965. This figure was arrived at by a schedule



that provided for a debt retirement of \$119,000 in 1964 and of \$117,000 in 1965. This is approximately ten per cent of the total debt annually. Since an annual retirement of five per cent is considered adequate by the International City Managers Association, Metuchen's debt retirement schedule indicates fiscal responsibility.

State statutes provide that the debt of the municipality be limited to 3.5 per cent of the average of the three preceding years equalized valuation on real property and the assessed valuation of second class railroad property. The total of local debt outstanding of \$1,214,000 as of December 31, 1965, is within the 3.5 per cent limit.

## CONTINUING PLANNING

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The updating of the Master Plan is another major step in Metuchen's continuing planning program.

One method of insuring that Metuchen's future growth and development will be in conformance with Master Plan objectives is through continuing planning. The implementations of Master Plan proposals, capital improvement programming, subdivision review, and zoning recommendations are among the continuing responsibilities of the Planning Board.

The New Jersey Division of State and Regional Planning has recognized the need for continuing planning. In order to encourage such planning, the Division has made grants available to communities for professional and technical advice and consultation under the Program of Assistance for Continuing Planning--the 50-40 Program.

Under the program, the State will make grants to communities on a diminishing basis. In the first year of the program, the State will advance up to fifty per cent of the annual expenditure for permanent, continuous planning. For the second year, and for each succeeding year, the State will advance an amount equal to ten per cent less than that of the preceding year until the sixth year, when the municipality will bear the entire cost of the program. If the program is maintained over the six-year period, all advances are then considered grants. If, however, the program is discontinued at any time during the six-year period, all advances must be repaid.

In order to most effectively insure implementation of the Master Plan, it is recommended that Metuchen consider the use of the 50-40 Program to facilitate its continuing planning program.

Land Use	Total Acres		Per Cent of Change
	1956	1965	
<b>Developed</b>			
Residential	703.4	803.3	14.2
Commercial	48.3	65.4	35.4
Industrial	37.5	72.9	94.4
Public and Semipublic	112.9	115.2	2.0
Parks and Playgrounds	65.4	87.2	33.3
Streets and Highways	386.9	391.1	1.1
Railroads	102.0	100.0	-2.1
<b>SUBTOTAL</b>	<b>1,456.5</b>	<b>1,635.1</b>	<b>12.3</b>
<b>Undeveloped</b>			
Vacant Woods	423.5	244.9	-42.2
<b>SUBTOTAL</b>	<b>423.5</b>	<b>244.9</b>	<b>-42.2</b>
<b>TOTAL</b>	<b>1,880.1</b>	<b>1,880.0</b>	<b>-</b>

Source: Field Survey conducted by Candeub, Fleissig and Associates, December, 1965

Total Acres	Area in Acres, B Neighborhood										Downtown Area
	Neighborhood Number										
	1	2	3	4	5	6	7	8	9		
<b>Developed Land</b>											
Residential	789.9	98.1	63.8	71.5	42.4	173.8	53.0	143.1	55.7	80.2	8.3
Commercial	65.4	.6	1.8	6.6	.4	21.2	1.6	3.7	.0	.0	29.5
Industrial	72.9	.0	.0	21.3	35.4	11.4	.1	4.3	.0	.0	.4
Public and Semipublic	115.2	58.2	5.8	8.5	1.8	7.9	10.7	10.1	2.0	4.5	5.7
Parks and Playgrounds	87.2	18.4	.0	18.7	1.8	4.8	8.7	12.8	.0	22.0	.0
Streets	391.1	29.1	31.6	42.7	35.4	84.2	36.3	69.6	26.8	23.6	11.8
Railroads	100.0	14.4	4.4	11.3	16.4	22.1	4.2	10.5	3.3	16.2	2.2
Mixed Commercial and Residential	13.4	.5	1.7	1.1	1.0	5.4	.3	2.3	.5	.0	.6
<b>SUBTOTAL DEVELOPED</b>	<b>1,635.1</b>	<b>219.3</b>	<b>109.1</b>	<b>181.7</b>	<b>134.6</b>	<b>330.8</b>	<b>119.9</b>	<b>256.4</b>	<b>88.3</b>	<b>146.5</b>	<b>58.5</b>
<b>Undeveloped Land</b>											
	244.9	3.8	10.0	41.1	97.1	45.2	18.8	6.1	11.7	4.3	1.8
<b>SUBTOTAL UNDEVELOPED</b>	<b>244.9</b>	<b>3.8</b>	<b>10.0</b>	<b>41.1</b>	<b>97.1</b>	<b>45.2</b>	<b>18.8</b>	<b>6.1</b>	<b>11.7</b>	<b>4.3</b>	<b>1.8</b>
<b>GRAND TOTAL</b>	<b>1,880.0</b>	<b>223.1</b>	<b>119.1</b>	<b>222.8</b>	<b>231.7</b>	<b>376.0</b>	<b>133.7</b>	<b>262.5</b>	<b>100.0</b>	<b>150.8</b>	<b>60.3</b>

Source: Field Survey by Candeub, Fleissig and Associates, November-December, 1965

Table 3

## NEIGHBORHOOD BUILDING CONDITIONS, METUCHEN, 1965

Land Use	Total Building	NEIGHBORHOOD NUMBER									
		1	2	3	4	5	6	7	8	9	CBD
<b>Total Buildings</b>											
Residential	3,909	327	317	543	316	722	314	870	245	228	27
Commercial*	225	2	4	22	3	43	18	27	0	0	106
Industrial	47	0	0	18	8	13	1	6	0	0	1
Public and Semipublic	43	4	6	5	3	5	3	6	1	2	8
Mixed Uses	162	2	63	37	1	9	9	10	3	0	28
<b>TOTAL</b>	<b>4,386</b>	<b>335</b>	<b>390</b>	<b>625</b>	<b>331</b>	<b>792</b>	<b>345</b>	<b>919</b>	<b>249</b>	<b>230</b>	<b>170</b>
<b>Deficient Buildings</b>											
Residential	314	3	10	48	13	56	72	69	22	0	21
Commercial*	54	0	2	4	0	5	12	8	0	0	23
Industrial	8	0	0	2	2	2	0	1	0	0	0
Public and Semipublic	5	0	0	1	0	0	2	0	0	0	2
Mixed Uses	49	0	16	8	0	2	3	2	1	0	17
<b>TOTAL</b>	<b>430</b>	<b>3</b>	<b>28</b>	<b>63</b>	<b>15</b>	<b>66</b>	<b>89</b>	<b>80</b>	<b>23</b>	<b>0</b>	<b>63</b>
<b>Substandard Buildings</b>											
Residential	47	0	3	7	5	7	14	10	1	0	0
Commercial*	17	0	0	3	0	4	2	0	0	0	8
Industrial	4	0	0	0	0	4	0	0	0	0	0
Public and Semipublic	0	0	0	0	0	0	0	0	0	0	0
Mixed Uses	27	0	5	7	0	0	4	0	0	0	11
<b>TOTAL</b>	<b>95</b>	<b>0</b>	<b>8</b>	<b>17</b>	<b>5</b>	<b>15</b>	<b>20</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>19</b>

\* By establishments

Source: Field Survey, Candeub, Fleissig and Associates - November, December 1965 - Based on exterior conditions only.

Table 4

EVALUATION OF BLIGHT BY NEIGHBORHOOD  
METUCHEN, 1965

Neighborhood	Structural Conditions				Inadequacy of Community Facilities		Utility Problems		
	Residential		Nonresidential		Schools	Recreation	Water	Sanitary Sewers	Storm Sewers
	Deficient	Substandard	Deficient	Substandard					
1	--	--	--	--	Yes	Yes	--	--	--
2	--	--	Severe	Moderate	Yes	Yes	--	--	--
3	Moderate	--	Moderate	Moderate	--	Yes	--	--	--
4	--	--	Moderate	--	--	Yes	--	--	Yes
5	Moderate	--	Moderate	Moderate	--	--	--	--	--
6	Severe	--	Severe	Moderate	--	--	--	--	--
7	Moderate	--	Severe	--	--	--	--	--	--
8	Moderate	--	Severe	--	Yes	--	--	--	--
9	--	--	--	--	Yes	--	--	--	--
Business District	Severe	--	Severe	Moderate	--	--	--	--	Yes

Table 4 (Continued)

EVALUATION OF BLIGHT BY NEIGHBORHOOD  
METUCHEN, 1965

Neighborhood	Land Use		Overcrowding or Improper Location of Structures on Land	Excessive Dwelling Unit Density	Conversion to Incom- patible Uses	Obsolete Building Types	Inadequacy of Streets			
	Mixed	Incompatible					Pavement	Layout	Traffic	Pollution
1	--	--	--	--	--	--	--	--	--	--
2	--	--	--	--	--	--	--	--	--	--
3	--	Yes	--	--	--	--	Yes	--	--	--
4	--	Yes	--	--	--	--	Yes	Yes	Yes	Yes
5	--	Yes	--	--	--	--	--	--	Yes	--
6	--	--	--	--	--	--	Yes	Yes	--	--
7	--	Yes	--	--	--	--	Yes	--	--	--
8	--	--	--	--	--	--	--	--	--	--
9	--	--	--	--	--	--	--	--	--	--
Business District	Yes	Yes	--	--	--	--	--	--	--	--

Note: "--" means that condition does not exist to a significant degree in the neighborhood.

"Yes" means that condition does exist to a significant degree in the neighborhood.

"Moderate" means that between five and twenty per cent of the structures in the neighborhood are in the condition indicated by the column heading (deficient or substandard).

"Severe" means that more than twenty per cent of the structures in the neighborhood are in the condition indicated by the column heading (deficient or substandard).

Source: Field Survey by Candeub, Fleissig and Associates, 1965.

Table 5

PROPOSED NEIGHBORHOOD PROGRAMS  
METUCHEN, 1966

Neighborhood	URBAN RENEWAL			Streets Improvements	Utility Improvements	Provision of Recreation Space and Facilities	Urban Beautification Program	Code Enforcement Program	Demolition Grant Program
	Conservation	Rehabilitation	Redevelopment						
1	--	--	--	--	--	--	--	--	--
2	--	--	--	Limited	--	--	--	--	--
3	Limited	--	--	Extensive	--	Limited	Limited	Moderate	--
4	Moderate	--	--	Extensive	--	Limited	--	Moderate	--
5	--	--	--	Limited	Limited	Limited	--	--	--
6	Extensive	--	--	Extensive	--	Moderate	--	Moderate	--
7	Limited	--	--	Moderate	--	--	--	--	--
8	--	--	--	--	--	--	--	--	--
9	--	--	--	--	--	Limited	--	--	--
Business District	--	--	Moderate	--	Limited	--	Extensive	Moderate	--

Notes: "--" means that no action is proposed.

"Limited" means that less than ten per cent of the neighborhood is proposed for a specified program.

"Moderate" means that less than twenty per cent but more than ten per cent of the neighborhood is proposed for a specified program.

"Extensive" means that twenty per cent or more of the neighborhood is proposed for a specified program.

Source: Candeub, Fleissig and Associates.

Table 6

AVERAGE ANNUAL TRAFFIC VOLUMES,  
METUCHEN, 1956 AND 1964

Road	Traffic Volume Average Number of Vehicles Per Day		Increase in Vehicles Per Day
	1956	1964	
<b>Middlesex Avenue (N. J. Highway 27)</b>			
Borough Line to Grove Ave.	10,860	16,000	5,140
Grove Ave. to Main St.	11,850	16,350	4,500
Main St. to Central Ave.	12,960	--	--
Central Ave. to Amboy Ave.	8,410	10,820	2,410
Middlesex Ave. to Essex Ave.	12,290	13,440	1,150
Lake Ave. to Middlesex Ave.	14,450	15,080	630
Essex Ave. to Borough Line	13,930	12,520	-1,410
<b>Amboy Avenue - New Durham Road</b>			
Borough Line to Grove Ave.	--	14,390	--
Grove Ave. to Main St.	11,100	11,900	800
Middlesex Ave. to Hampton St.	--	7,960	--
Hampton St. to Borough Line	4,930	8,760	4,330
<b>Main Street (Co. Rd. 531)</b>			
Borough Line to Plainfield Ave.	6,100	9,420	3,320
Central Ave. to Main St.	2,910	3,520	610
Plainfield Ave. to Middlesex Ave.	5,960	7,960	4,000
Middlesex Ave. to Woodbridge Ave.	10,300	--	--
Woodbridge Ave. to Amboy Ave.	10,300	--	--
Amboy Ave. to Borough Line	4,350	--	--

Source: New Jersey State Highway Department

Table 7

PUBLIC SCHOOLS CHARACTERISTICS  
METUCHEN, 1966

Characteristics	Name				
	Campbell	Edgar	Moss	Franklin	Metuchen High
<b>Year Built</b>					
Main Building	1950	1916	1927	1907	1958
Last Addition	1964	1964	1939	1964	1964
<b>No. of Stories</b>					
	1	2	2	2	2
<b>Grades Served</b>					
	K-4	K-5	K-5	5-8	9-12
<b>Desirable Capacity</b>					
	380	495	505	950	885
<b>1965 Enrollment (pupils)</b>					
	476	542	532	961	1,075
<b>Site Area (acres)</b>					
	3.8	6.9	2.9	5.7	24.0
<b>Recreation Area (acres)</b>					
	3.0	5.7	2.0	5.0	15.0
<b>No. of Classrooms</b>					
	14	18	15	38	28
<b>No. of Special Rooms</b>					
	2	4	4	*	14
<b>Gymnasium</b>					
	No	No	No	Yes	Yes
<b>Library</b>					
	Yes	Yes	No	Yes	Yes
<b>Cafeteria</b>					
	No	No	No	Yes	Yes
<b>Auditorium</b>					
	No	No	No	Yes	Yes
<b>Multi-Purpose Room</b>					
	Yes	Yes	Yes	Yes	No

\*Special purpose rooms are included in No. of Classrooms

Source: Field Survey by Candeub, Fleissig and Associates, 1966.

Table 8

PUBLIC SCHOOL ENROLLMENT BY GRADES, METUCHEN  
ACTUAL ENROLLMENT - SEPTEMBER EACH YEAR

Grade	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965
Kdgn.	256	210	270	219	271	243	252	258	260	252
1	244	270	238	290	227	274	259	266	273	280
2	217	229	267	246	278	246	278	277	271	285
3	224	224	233	259	262	302	238	289	278	262
4	240	214	206	234	253	267	292	247	294	274
5	219	247	208	201	245	243	263	296	261	300
Total K-5	1,400	1,394	1,422	1,449	1,536	1,575	1,582	1,633	1,637	1,653
6	177	213	255	217	215	241	244	272	311	268
7	159	179	210	268	225	221	248	253	281	312
8	161	154	174	207	259	221	216	239	255	271
Total 6-8	497	546	639	692	699	683	708	764	847	851
9	205	161	176	209	272	330	290	273	300	301
10	241	170	162	166	167	260	302	255	256	275
11	222	213	151	160	170	159	249	299	242	253
12	187	184	195	139	153	163	150	239	288	236
Total 9-12	855	728	684	674	762	912	991	1,066	1,086	1,065
Special	8	10	10	10	8	11	13	16	15	17
Total K-12	2,760	2,678	2,755	2,825	3,005	3,181	3,294	3,479	3,585	3,586

Source: Board of Education

Table 9

PARKS AND PLAYGROUNDS,  
METUCHEN, 1966

Name	Acres	Remarks
<u>Playgrounds</u>		
Campbell School	3.0	All developed
Edgar School	5.7	Partially developed
Washington School	2.2	All developed
Hampton Street	2.0	Partially developed
Subtotal	12.9	
<u>Playfields</u>		
Franklin School	5.0	All developed
Edgar Park	10.5	Partially developed
Metuchen High School	16.0	All developed
Oakland Avenue	13.9	
Subtotal	45.4	
<u>Parks</u>		
Borough Park	1.2	All developed, to be reduced by Borough Hall expansion
Memorial Park	1.0	All developed
Thomas Pond	2.6	All developed
Woodwild Park	2.1	Undeveloped, private
Grove Avenue	22.0	Undeveloped
Subtotal	28.9	
Grand Total	87.2	

Source: Survey by Candeub, Fleissig and Associates, 1966

Table 10

SUMMARY OF  
PUBLIC LIBRARY NEEDS  
METUCHEN, 1966

Factor	Present	Desirable
Personal	6	8
Book Stock	24,376	30,000
Periodicals (Titles)	84	50-75
Budget	\$35,200	\$52,000
Hours of Service	36	45-60

Source: New Jersey Public and School  
Library Sources Bureau.

Table 11

POPULATION, METUCHEN AND SELECTED AREAS  
1930-1964

Municipality	1930	1940		1950		1960		1964	
	Number	Number	Per Cent Change From 1930	Number	Per Cent Change From 1940	Number	Per Cent Change From 1950	Number	Per Cent Change From 1960
Metuchen	5,748	6,557	14.1	9,879	50.7	14,041	42.1	16,200	15.4
Edison	10,025	11,470	14.4	16,348	42.5	44,799	174.0	56,900	27.0
Woodbridge	25,266	27,191	7.6	35,758	31.5	78,846	120.5	93,600	18.7
Middlesex County	212,208	217,077	2.3	264,872	22.0	433,856	63.8	516,500	19.0

Source: U.S. Census of Population and Middlesex County Planning Board

Table 12

DISTRIBUTION OF THE POPULATION  
BY AGE AND SEX  
METUCHEN, 1950 AND 1960

	1960	Male	Female	Total	Per Cent Dist.
All Ages	6,789	7,252	14,041	100.0	
Under 5 years	763	769	1,532	10.9	
5 - 9	889	826	1,715	12.2	
10 - 14	682	727	1,409	10.0	
15 - 19	392	453	845	6.0	
20 - 24	224	283	507	3.6	
25 - 29	318	367	685	4.9	
30 - 34	516	609	1,125	8.0	
35 - 39	580	684	1,264	9.0	
40 - 44	635	548	1,183	8.4	
45 - 49	454	475	929	6.6	
50 - 54	369	374	743	5.3	
55 - 59	317	305	622	4.4	
60 - 64	238	259	497	3.5	
65 - 69	149	214	363	2.6	
70 - 74	130	178	308	2.2	
75 and over	133	181	314	2.2	
<u>1950</u>					
All Ages	4,886	4,993	9,879	100.0	
Under 5 years	523	604	1,127	11.4	
5 - 9	446	426	872	8.8	
10 - 14	330	265	595	6.0	
15 - 19	282	239	521	5.3	
20 - 24	278	358	636	6.4	
25 - 29	436	493	929	9.4	
30 - 34	490	493	983	10.0	
35 - 39	423	432	855	8.7	
40 - 44	360	365	725	7.3	
45 - 49	343	314	657	6.7	
50 - 54	272	277	551	5.6	
55 - 59	223	203	426	4.3	
60 - 64	194	197	391	4.0	
65 - 69	124	106	230	2.3	
70 - 74	68	106	174	1.8	
75 and over	92	115	207	2.1	

Source: U.S. Census of Population

Table 13

EDUCATION ATTAINMENT LEVELS FOR METUCHEN AND SELECTED AREA  
1950 AND 1960

	Metuchen				Edison		Middlesex County		Urban, New Jersey	
	1950		1960		1950*	1960	1950	1960	1950	1960
	No.	Per cent	No.	Per cent	Per cent	Per cent	Per cent	Per cent	Per cent	Per cent
Persons 25 years old and over	6,050	100.0	8,031	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. school years completed	45	0.7	69	0.9	1.5	3.1	2.3	2.7	2.6	
Elementary - 1 to 4 years	135	2.2	119	1.5	3.0	7.3	4.4	6.7	4.5	
5 to 6 years	310	5.1	396	4.9	6.0	11.5	7.8	8.5	7.1	
7 years	215	3.6	295	3.7	5.6	7.3	6.7	6.5	6.4	
8 years	975	16.1	1,075	13.4	14.8	21.6	17.1	22.3	18.3	
High School - 1 to 3 years	860	14.2	1,301	16.2	22.8	15.8	20.4	17.0	20.5	
4 years	1,605	26.5	2,442	30.4	30.7	20.3	26.8	21.7	24.5	
College - 1 to 3 years	630	10.4	879	10.9	7.5	4.5	6.9	5.5	7.7	
4 years or more	1,160	19.2	1,455	18.1	8.0	6.1	7.7	6.8	8.5	
School years not reported	115	1.9			-	2.4	-	2.4	-	
Median school years completed	12.3		12.3		11.5	8.9	10.8	9.4	10.6	

\* Data not available.

Source: U.S. Census of Population

Table 14

OCCUPATIONS OF EMPLOYED LABOR FORCE  
METUCHEN AND SELECTED AREAS  
1950 AND 1960

	( By Per Cent )							
	Metuchen		Edison		Woodbridge		Middlesex	
	1950	1960	1950	1960	1950	1960	1950	1960
TOTAL	100.0%	100.0%	100.0%		100.0%		100.0%	100.0%
White Collar	60.1	62.8	46.0		40.4		35.3	41.2
Professional, technical & kindred workers	23.3	20.3	13.0		10.7		9.6	12.4
Managers, officials and proprietors	14.2	14.8	9.2		7.0		8.1	7.3
Clerical and kindred workers	15.6	18.8	15.5		15.4		12.6	14.8
Sales workers	7.0	8.9	8.3		7.3		5.0	6.7
Blue Collar	38.3	31.6	50.3		55.7		61.9	53.0
Craftsmen, foremen and kindred workers	16.3	12.6	19.0		20.1		18.0	17.4
Operative and kindred workers	13.0	10.9	21.4		25.3		29.0	23.9
Private household workers	1.5	1.6	0.7		0.5		1.2	0.9
Service workers, except private households	4.3	4.7	5.8		6.0		6.3	6.4
Laborers, except farm and mine	3.2	1.8	3.4		3.8		7.4	4.4
Other	1.7	5.6	3.7		3.9		2.9	5.7
Farmers and farm managers	0.1	0.1	0.1		0.1		0.9	0.3
Farm laborers and farm foremen	0.1	0.1	0.3		0.1		0.9	0.4
Occupation not reported	1.5	5.4	3.3		3.7		1.1	5.0

Source: U.S. Census of population

Table 15

INCOME DISTRIBUTION OF FAMILIES  
METUCHEN AND SELECTED AREAS  
1949 AND 1959

	Metuchen				Edison	Woodbridge	Middlesex Co.
	1949		1959		1959	1959	1959
	Number	Per Cent	Number	Per Cent	Per Cent	Per Cent	Per Cent
All Families	1,765	100.0	3,643	100.0	100.0	100.0	100.0
Under \$5,000	590	56.0	515	14.1	17.3	16.3	20.8
\$ 5,000 - \$ 6,999	360	18.7	812	22.3	29.3	29.8	28.5
\$ 7,000 - \$ 9,999	195	11.4	1,036	28.4	32.6	35.0	30.9
\$10,000 - \$14,999	240	6.2	917	25.2	16.3	15.7	15.5
\$15,000 and over			363	10.0	4.4	3.2	4.3
Not Reported	240	7.6					
Median Income							
Families		N/A	\$8,236		\$7,260	\$7,243	\$7,054
Families and Unrelated Individuals	\$4,404		\$7,606		\$6,997	\$7,026	\$6,525

N/A - Not Available

Source: U.S. Census of Population



Table 16

RETAIL SALES AND NUMBER OF ESTABLISHMENTS FOR METUCHEN  
1948, 1954, 1958 AND 1963

	1948	1954	1958*	1963*
Lumber, Building Materials, Hardware, Farm Equipment				
Sales (000's)	\$ 961	\$ 1,247	\$ 1,484	\$ 2,460
Establishments	8	7	4	8
General Merchandise Group				
Sales	\$ 264	(D)	488	(D)
Establishments	5	1	5	2
Food Stores				
Sales	\$2,565	7,192	11,160	8,933
Establishments	26	23	27	17
Automotive Dealers				
Sales	\$1,020	6,867	7,855	14,540
Establishments	4	7	11	11
Gasoline Service Stations				
Sales	\$ 274	984	1,272	1,719
Establishments	11	18	19	20
Apparel, Accessories				
Sales	\$ 105	775	1,161	1,178
Establishments	5	6	19	5
Furniture, Home Furnishings				
Sales	\$ 334	441	519	319
Establishments	5	7	11	5
Eating, Drinking Places				
Sales	\$ 555	1,536	1,775	1,126
Establishments	13	26	20	15
Drug Stores, Proprietaries				
Sales	\$ 136	466	670	928
Establishments	3	3	4	4
Other Retail Stores				
Sales	\$1,051	(D)	(D)	2,194
Establishments	17	24	27	22
Nonstore Retailers				
Sales	NA	218	(D)	(D)
Establishments	NA	(D)	12	15
TOTAL				
Sales	\$7,265	\$21,380	\$27,129	\$35,656
Establishments	97	134	159	124

\* The figures shown for 1958 and 1963 do not agree with those published by the Bureau of Census in its report on retail sales in New Jersey. The published figures for Metuchen included some sales of stores in Edison Township. The figures shown above are corrected figures furnished by the Bureau of Census after checking and re-editing the census data. Only the total figure for 1958 is corrected, details were not available.

(D) - Withheld to avoid disclosure.

NA - Not Available

Source: U.S. Census of Business, Candeub, Fleissig and Associates

Table 17

ASSESSED VALUATIONS,  
EQUALIZATION RATE  
EQUALIZED VALUATION  
METUCHEN, 1958-1964

Year	Assessed Valuation	Equalization Rate	Equalized Valuation
1958	\$11,538,156	19.2	\$60,945,620
1959	11,961,818	17.5	68,532,450
1960	12,893,530	19.3	66,944,600
1961	13,795,908	18.6	74,203,421
1962	14,635,108	19.6	74,714,265
1963	14,986,409	18.9	79,469,651
1964	17,143,881	19.4	88,295,275

Source: Annual Report, Division of Local Government, State of New Jersey

Table 18

CURRENT REVENUES REALIZED IN CASH FOR MUNICIPAL PURPOSES  
METUCHEN, 1958-1965

Year	Local Property Tax	Delinquent Taxes	Gross Receipts Tax	Franchise Tax	Permits, Fees, Licenses	State Aid	Other Miscellaneous	Net Revenues*	Property Tax as Per Cent of Net Revenue
1958	\$470,844	\$ 52,818	\$34,230	\$ 75,132	\$ 9,075	\$6,991	\$ 25,372	\$ 674,462	69.8
1959	581,961	59,749	36,847	78,711	13,988	6,991	40,251	768,498	75.7
1960	800,508	63,138	38,746	88,673	20,991	6,991	17,321	1,036,368	77.2
1961	847,946	79,004	40,568	90,964	20,028	6,991	19,923	1,105,424	76.7
1962	819,210	76,815	59,257	98,403	21,283	7,604	60,164	1,092,736	75.0
1963	851,155	84,783	66,163	107,714	26,658	7,604	37,761	1,181,838	72.0
1964	857,556	103,384	71,411	111,789	25,606	7,604	140,180	1,317,530	65.1
Anticipated 1965	760,142	24,000	62,000	100,000	20,000	7,604	42,372	1,066,118	71.3

\* Does not include Suplus Revenues Appropriated

Source: Municipal Budgets

Table 19

MUNICIPAL EXPENDITURES PAID OR CHARGED,  
METUCHEN, 1958-1965

Year	Operating Expenditures	Capital Improvements	Municipal Debt Service	Deterred Charges and Statutory Expenditures	Net Municipal Expenditures	Reserve for Uncollected Taxes	Total General Expenditures
1958	\$614,910	\$112,500	\$ 87,750	\$38,614	\$ 853,755	\$ 87,933	\$ 941,688
1959	735,035	22,000	93,700	812	851,547	98,930	950,477
1960	801,525	10,000	178,806	49,224	1,039,556	115,891	1,155,447
1961	822,444	35,000	160,496	7,600	1,025,540	139,676	1,165,216
1962	794,950	35,000	175,000	26,908	1,031,859	142,034	1,173,893
1963	815,852	130,000	168,000	5,600	1,119,452	172,200	1,291,652
1964	871,057	181,000	176,276	29,670	1,258,804	148,719	1,407,523
Anticipated 1965	908,527	30,200	169,981	68,804	1,177,512	166,605	1,344,118

Source: Municipal Budgets

Table 20

PERCENTAGE OF NET BONDED DEBT  
TO EQUALIZED VALUATION TOTAL,  
METUCHEN, 1958-1964

Year	Equalized Valuation	Debt Total End of Year	Per cent of Debt to Valuation
1958	\$60,945,620	\$3,506,612	4.2
1959	68,532,450	3,634,425	5.3
1960	66,944,600	3,375,016	5.0
1961	74,203,421	3,744,063	5.1
1962	74,714,265	2,991,537	4.0
1963	79,469,651	3,430,622	4.3
1964	88,295,275	2,344,016	2.7

Source: Annual Report Division of Local Government,  
State of New Jersey - Percentage Calculations  
by Candeub, Fleissig and Associates, March,  
1964

## BACKGROUND REPORT

A detailed Background Report has been prepared. The Technical Appendix of this Master Plan summarizes the Background Report.

This Master Plan was prepared for the Planning Board of Metuchen by Candeb, Fleissig and Associates, Planning Consultants, Newark, New Jersey.

Photographs included in this Master Plan are from the Metuchen Recorder.

