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SCOTCH PLAINS-FANWOOD, N.J.

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Long Distance Bikers Report Cycle Thefts

Last week, Bill Ellis and Drew Ogden, two teenagers from Scotch Plains, returned from a 1,700-mile bicycle jaunt through New England, Pennsylvania and Canada - only to be victims of bike thieves within a day of their return. According to Detective Lieutenant Robert Luce of the Scotch Plains Police Department, they are only two in the ever growing number of bicycle thefts hereabouts.

Ogden's bicycle was taken, in daylight, from the rear of his mother's store, the Lion's Den, in the center of the Scotch Plains business district. Ellis' bike was taken from in front of the Dairy Queen on East Second Street - also in the center of town.

Luce said the number of thefts and the audacity of the thieves is increasing this year over last year. Scotch Plains residents experienced \$13,000 in bicycle losses last year. Luce said the majority of thefts occur during late afternoons and in the early evening hours. Bicycles are being taken from inside of garages, in daylight and at night, he said. In fact, one was removed from a hanging position within a garage while the residents of the home were busy pumping flood waters from their basement. Another was taken when thieves actually entered a garage through the home which was attached, and removed a bicycle through the home, without opening garage doors. As in the past, Luce said expensive 10-speed bikes are most commonly stolen. He recommended bicycle locks.

The majority of those bicycles taken are not locked, Luce said. That goes for bikes stolen from garages and private properties

as well as for those parked around the center of town. He said there have also been instances of children, perhaps 12 or 13 years old, being forced off bikes they have been riding, by groups of older teenage youths.

In Scotch Plains, about 3,000 bicycles have been registered under a new bicycle ordinance passed during the past year. Of these, about three-quarters have already been filed in the computer at Scotch Plains Police Headquarters, a practice which makes restoration of stolen bicycles easy. Luce pointed out that there are an estimated 5,000 bicycles owned in Scotch Plains, which means that many owners are not registering their bicycles. If cyclists register their bicycles, they avail themselves of services wherein police in Fanwood, Scotch Plains, Westfield, Plainfield and Clark, all communities with bicycle registrations, act cooperatively in keeping tabs on stolen and found bikes.

In Fanwood, where bike registrations have peaked at over 3,600 bikes, thefts are down from last year, according to Chief Anthony Parenti. Parenti said there were 116 stolen from June of 1973 to May of 1974, and 97

Professional Planner Views Future Zoning For Scotch Plains

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stolen between June of 1974 and May of 1975. It represents a 17 percent drop in thefts during the first full year the ordinance and registrations have been in effect. The community has also experienced a jump from 39 percent to 67 percent in returns to owners. Parenti said 3,600 bicycles represents a high percentage of registrations. In 1972, the U.S. Department of Health, Educational and Welfare estimated 40 bicycles owned for every 100 in population. The 3,600 figure in Fanwood works out to more than 40 bikes for every 100 residents, Parenti said.

In Fanwood, thefts are not occurring as much in the center of

Continued On Page 5

Citizens Sponsor Motorcade

The Committee of Concerned Citizens, Inc., of Scotch Plains announced today their plans for a motorcade scheduled for Saturday, August 2. The motorcade is designed to commemorate the six lives lost in the area in the flood of August 2, 1973, and to protest lack of flood control action since that date.

The motorcade is jointly sponsored by the Committee of Concerned Citizens, the Crab Brook Flood Committee and the North Plainfield Flood Alert group and will begin at 10:00 a.m. at the municipal building in Scotch Plains where a resolution will be presented to township officials.

The motorcade will proceed to Plainfield City Hall, North Plainfield Green Acres area and Watchung Borough Hall, where resolutions will also be presented, before terminating in a rally at Seeley's Pond in Watchung Reservation. The rally is scheduled for noon and will include as speakers Assemblywoman Betty Wilson, Somerset County Freeholders Frank Nero and Vernon Noble, Union County Freeholder Walter Boright and North Plainfield Mayor Stephen Novak.

The Committee invites the participation of all citizens and officials genuinely concerned with pressing for inter-community, inter-agency action which will eliminate the constant threat of flooding which now blights the entire area.

Continued On Page 5

Study Reviews Present Guidelines And Proposals For Future Land Use

Scotch Plains - how will it develop in the future? The most reliable clue is to be found within the Master Plan of the township. The Master Plan - a guide to general direction of future community growth - is under revision in Scotch Plains for the first time since 1963, and early this week the Scotch Plains Planning Board released a report of recommendations and proposals for changes, made by the township's professional planning consultant, Dean Boorman of Boorman and Dorrman. Boorman's report is the result of a lengthy study he made of present land use, traffic, economic factors and recreation in Scotch Plains.

THIS REPORT IS NOT A FINAL RECOMMENDATION, NOR IS IT NECESSARILY THE GUIDELINE THE PLANNING BOARD WILL FOLLOW. IT IS A TAKE-OFF POINT UPON WHICH THE PLANNING BOARD WILL CONDUCT DISCUSSIONS AND FORMULATE ITS IDEAS ON ZONING CHANGES.

The Planning Board has also received input from a 35-member Ad Hoc Citizens' Committee, with membership representing a broad segment of the Scotch Plains community. The views of the Ad Hoc Citizens Committee do not necessarily agree with Boorman's recommendations. The opinions of the Ad Hoc Citizens Committee will be covered next week.

Scotch Plains should continue to be a residential community, according to the goals set forth in the report. However, future land use should emphasize a more balanced community in terms of housing, age groups and income - a goal to be met by the provision of a greater variety of housing alternatives. Additional goals for future land use, as outlined within the report, include allowing owners of vacant land to develop their properties within the constraints imposed by today's economy, while at the same time protecting value of existing development.

The Planning Board has not taken a position on Boorman's ideas as yet. If the Scotch Plains planners were to agree with Boorman's views, and recommend implementation, one of the areas of greatest controversy would undoubtedly be the suggestion to change specifications for the B-1 zone. Under present zoning laws, garden apartments are permitted within B-1 zoning, but only as a special exception use, requiring Board of Adjustment approval. Under Boorman's proposals, multi-family development of both garden apartments and town house would become a directly permitted use in B-1 where there are one acre sites for such development.

Under the present Master Plan now in existence, potential apartments on the densely developed north side are limited to 12 units per acre. This does not provide economic incentive, according to the Economic Development section of the new report. For the northside of Scotch Plains and the sections of North and South Avenue where B-1 zoning would be proposed, a density

of 16 bedrooms per acre would produce a practical economic incentive and would coincide with existing development, the report concludes. The two garden apartments existing in the north side of Scotch Plains include 17 units per acre now.

Two new residential zone classifications would be added under the new proposals, providing various types of multi-family development for the south side of Scotch Plains, with provisions corresponding to the more remote locations and lower-density areas of Scotch Plains.

One new zone, to be labeled R-1A would be out on the south end of Rahway Road, on the south side of Scotch Plains, adjacent to the Edison Township line. One family homes on 40,000 square-foot lots and town houses at a density of four units per acre would be permitted in the R-1A zone. This area is now zoned R-1. Luxury housing of the type which would be provided in such a zone would not only blend well with existing development, but would also meet needs of a different segment of the housing market, since town houses offer appeal to older home buyers and to older and younger families who do not need the space and the rooms which are found in high-priced single family homes the report found.

The second new zone classification would be B-1A, and would allow low-density garden apartments and medium-density town houses, as well as office and research type development for the entire area in the vicinity of Lake Avenue and Lambert's Mill Road - an area now zoned M-2 Industrial. This is the area long referred to as the site of a future industrial park, and a recent application for a variance to permit condominium development in the area was denied. The proposed B-1A zone would not specify the actual type of multi-family development allowed, but would set a density of twelve bedrooms per acre, which could result in a range of alternatives - from four three-

Continued On Page 7