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Reexamination Report of the Master Plan
THE BOROUGH OF LITTLE FERRY

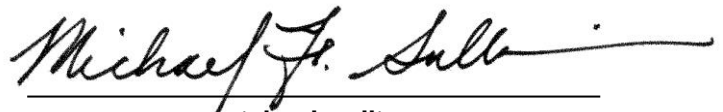


REEXAMINATION REPORT OF THE MASTER PLAN THE BOROUGH OF LITTLE FERRY

Prepared pursuant to N.J.S.A. 40:55D-89 of the
New Jersey Municipal Land Use Law

Adopted by the Little Ferry Land Use Board
October 30, 2013

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I. INTRODUCTION

The municipal Master Plan is a document, adopted by the Planning Board, which sets forth the policies for land use as envisioned by the municipality. The Master Plan is the principal document that addresses the manner and locations in which development, redevelopment, conservation and/or preservation occur within a municipality. It is intended to guide the decisions made by public officials and those of private interests involving the use of land. Through its various elements, the Master Plan sets out a vision for the community in the coming years.

The Master Plan forms the legal foundation for the zoning ordinance and zoning map. New Jersey, among a handful of other states, specifically ties the planning of a community as embodied in the Master Plan with the zoning ordinance and zoning map. The zoning ordinance and map, which are adopted by the Borough Council, constitute the primary law governing the use of land at the local level. Under New Jersey's Municipal Land Use Law N.J.S.A. 40:55D-1 et seq., (hereinafter "MLUL") a zoning ordinance must be substantially consistent with the land use plan.

A Reexamination Report is a review of previously adopted Master Plans, amendments and local development regulations to determine whether the ideas and policy guidelines set forth therein are still applicable. Under the Municipal Land Use Law, the Planning Board must conduct a general reexamination of its Master Plan and development regulations at least every ten years. Additionally, the Municipal Land Use Law now includes a waiver provision, where a municipality may waive the reexamination requirement through a determination by the State Planning Commission and the municipal Planning Board that the municipality is built-out, defined as there being no significant parcels, whether vacant or not, that currently have the capacity to be developed or redeveloped for additional use of the underlying land.

Five specific components are to be considered in the Reexamination Report (N.J.S.A. 40:55D-1-89). These are:

- a. *The major problems and objectives relating to land development in the municipality at the time of the adoption of the last reexamination report.*
- b. *The extent to which such problems and objectives have been reduced or have increased subsequent to such date.*
- c. *The extent to which there have been significant changes in the assumptions, policies and objectives forming the basis for the master plan or development regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, collection, disposition*

and recycling of designated recyclable materials, and changes in state, county and municipal policies and objectives.

- d. The specific changes recommended for the master plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared.*
- e. The recommendations of the planning board concerning the incorporation of redevelopment plans adopted pursuant to the "Local Redevelopment and Housing Law," P.L.1992, c.79 (C.40A:12A-1 et al.) into the land use plan element of the municipal master plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.¹*

A Reexamination Report may contain recommendations for the Planning Board to examine certain land use policies or regulations or even prepare a new Master Plan. Alternatively, *"if the recommendations set forth in the Reexamination Report are themselves substantially in such form as might or could be set forth as an amendment or addendum to the Master Plan, the reexamination report, if adopted in accordance with the procedures [prescribed by the MLUL for adoption of a Master Plan], may be considered to be an amendment to the Master Plan."* New Jersey Zoning & Land Use Administration, Cox & Koenig, 2013 Edition, p. 965.

This Reexamination Report includes all of the required components pursuant to the Municipal Land Use Law. Section II herein identifies the master plan elements and reexamination reports adopted by Little Ferry. Section III identifies the changes in assumptions, policies and objectives at the local, county and state levels. Section IV identifies the major problems and objectives at the time of adoption of the 2003 Reexamination Report, the extent to which they have changed and current recommendations; this section combines three components of a reexamination report for the sake of clarity and brevity. Section V provides a discussion of redevelopment planning in the Borough. Lastly, Section VI provides a summary of recommendations.

¹ N.J.S.A. 40:55D-89

II. PRIOR PLANNING EFFORTS

Little Ferry adopted a Master Plan in 1964 and adopted subsequent Master Plans in 1978, 1985, 1990. The 1990 Master Plan included five elements:

- Land Use Plan;
- Community Facilities Plan;
- Housing Plan;
- Historic Preservation Plan; and
- Circulation Plan.

Reexamination Reports addressing this Master Plan were adopted in 1995, 2003. The 2003 Reexamination Report was a substantial planning effort that resulted in a series of recommendations addressing a variety of topics. One year later, in 2004, the Planning Board adopted an Amendment to the Reexamination Report. This Amendment eliminated the 2003 Reexaminations Report's recommendations regarding property maintenance of the Borough's multi-family units and stated the North Village apartments would remain in the existing RM district and that it would be inappropriate to place the Apartments in a redevelopment area. For all intents and purposes, all references to the 2003 Reexamination Report shall specifically refer to the 2003 Reexamination Report as amended by the 2004 Amendment.

III. CHANGES IN ASSUMPTIONS, POLICIES AND OBJECTIVES AT THE LOCAL, COUNTY AND STATE LEVELS

Several state, regional, county and local planning events have occurred subsequent to preparation of the 2003 Reexamination. The following section identifies the changes in assumptions, policies and objectives that have occurred as a result of those changes and which impact land use and planning policies in Little Ferry Borough.

SUPERSTORM SANDY

Hurricane Sandy was the deadliest and most destructive hurricane of the 2012 Atlantic Hurricane season. It made landfall on October 29, 2012 along the southern coast of New Jersey near Atlantic City. Fortunately, it was downgraded to a post-tropical cyclone with hurricane force winds prior to landfall. Even with the downgraded status, Little Ferry experienced significant flooding south of Route 46 due to six Hackensack River levee breaches that occurred because of tidal flood waters. The Borough had flood waters of approximately nine feet in depth south of Route 46 due to a nine foot tidal surge overtopping various berms and the natural coast line.

When the tidal surge entered the Borough, a new normal was created. The Borough had always taken its infrastructure seriously, but the tidal surge destroyed or severely damaged a majority of pumping stations – both sanitary and storm. The Borough immediately began the repair and mitigation process to ensure that future flooding events, whether fluvial or tidal, can be dealt with quickly and efficiently. While the governing body and Planning Board understand that it is almost impossible to keep water out, the goal of the Borough is to provide water storage to the extent possible and to eliminate flood waters from the Borough as soon as possible. For the first time in two decades, the Borough has been able to clean the ditches and slotes – something that would not be possible without Sandy. This cleaning of natural and man-made waterways used for storm drainage will enable water to flow more freely out of the Borough.

Superstorm Sandy forced local governments across New Jersey to reassess their emergency services. This unique event created opportunity to review emergency plans, response and infrastructure in a different light. The Borough is in the process of acquiring generators and various equipment to handle different types of emergency situations, not just a tidal surge brought by Sandy.

Future actions by Little Ferry, as well as all New Jersey municipalities, should better account for resiliency to and mitigation of future weather events. Planning and development will be reassessed, beginning with this Reexamination Report of the Master Plan and review of the Borough's zoning ordinance. As property owners will be facing increased flood insurance rates

phased in over the next few years as a result of the Biggert-Waters Act, land use must be carefully addressed to assist property owners in complying with the Act's requirements. The State and its departments will be issuing numerous regulations in regards to building and construction and these regulations must be carefully compared to the Borough's existing regulations to ensure compliance. The State has also awarded the NJ Institute of Technology (NJIT) a \$300,000 grant to study flood hazards; the final report is anticipated in mid-2014. The project will evaluate a range of possible remedies and associated costs to reduce the chance of flooding, from capital improvements to zoning and code changes.

The Borough will complete a Strategic Recovery Planning Report, as recommended and funded by the New Jersey Department of Community Affairs Post Sandy Planning Assistance Grant program. This Planning Report will recommend actions for upgrading planning and hazard mitigation documents to properly respond to the impact of Superstorm Sandy and mitigating future weather events and natural disasters. Subsequent to completion of the Strategic Recovery Planning Report, the Borough will be eligible for funding to upgrade planning documents in order to implement the recommendations contained within it. Funding is available through this program for amendments to or creation of new Master Plan elements, neighborhood plans, design standards, capital improvement plans, hazard mitigation plans, ordinances and analyzing the Borough's permit and application process.

2001 STATE DEVELOPMENT AND REDEVELOPMENT PLAN

In March, 2001 a new State Development and Redevelopment Plan was adopted by the State Planning Commission. As with the first State Plan (adopted in 1992), the 2001 State Plan delineated a series of Planning Areas based on natural and built characteristics and sets forth the State's vision for the future development of those areas. The five Planning Areas (listed in descending order from the most developed to the least developed condition) include the Metropolitan Planning Area (PA1), Suburban Planning Area (PA2), Fringe Planning Area (PA3), Rural Planning Area (PA4) and Environmentally Sensitive Planning Area (PA5.).

All of Little Ferry, with the exception of the portion in the Meadowlands, is designated under the 2001 State Plan include the Metropolitan Planning Area (PA1). The State Plan does not apply to lands under the jurisdiction of the Meadowlands.

In April 2004, the State Planning Commission released a Preliminary Plan proposing amendments to the 2001 State Plan, triggering a third round of the State Plan Cross-Acceptance process. While significant input was gathered from municipalities and Counties during the Cross-Acceptance process, this Plan was never adopted.

Rather, a new State Plan, the State Strategic Plan: New Jersey's State Development & Redevelopment Plan, was drafted and released in 2012. This draft State Plan takes a significantly

different approach than the 2001 State Plan with the elimination of Planning Areas in favor of “Investment Areas”. The Plan identifies four investment areas to be used for identifying locations for growth, preservation and related investments (listed in descending order from the most developed to the least developed condition): Priority Growth, Alternate Growth, Limited Growth and Priority Preservation. The locations of the Investment Areas are determined not by a State Plan Map, as in the past, but by a criteria-based system applied during State agency decisions on investments, incentives and flexibility on State land use regulations, programs and operations.

After a series of public hearings at various locations throughout the State, the 2012 Plan was scheduled for adoption by the State Planning Commission on November 13, 2012. However, the adoption was delayed to further refine the Plan and to better account for the impact of Superstorm Sandy which occurred on October 30, 2012. No Plan revisions have been released to date and no further public hearings on the Plan have been scheduled. Until such time as a new State Plan is adopted, the 2001 State Plan remains in effect. The Borough will monitor the State’s efforts toward adopting a new State Plan and respond accordingly.

AFFORDABLE HOUSING RULES & LEGISLATION – STATE LEVEL

The Council on Affordable Housing’s (COAH) 2004 third round Substantive Rules were partially invalidated in a January 25, 2007 Appellate Court decision. In a unanimous decision, the Court invalidated some of COAH’s key third round rules, such as the concept of “growth share”, the size of each municipality’s fair share obligation and the manner in which the obligation can be satisfied. COAH revised its third round rules (*N.J.A.C.* 5:96 [procedural rules] and 5:97 [substantive rules]), effective June 2, 2008 as well as a further rule revision which was effective on October 20, 2008. These revised rules were intended to address the 2007 Appellate Court decision, while still relying on a revised “growth share” approach.

The 2008 COAH rules were also challenged in an Appellate Court Case. On October 8, 2010, the Appellate Court again invalidated several key provisions of COAH’s rules, including the revised “growth share” approach. The Court directed COAH to revise its third round methodology and regulations by March 8, 2011 using a methodology substantially similar to COAH’s first and second round methodologies. COAH later sought a stay from the NJ Supreme Court of the March 8, 2011 deadline imposed by the Appellate Division to prepare revised third round rules. On January 18, 2011, the NJ Supreme Court granted the stay. To date, no new third round rules have been promulgated.

Subsequently, the NJ Supreme Court granted petitions and cross-petitions to all of the various challenges to the Appellate Division’s decision. The NJ Supreme Court heard oral argument on the challenges to the Appellate Court’s ruling on November 14, 2012; a decision has not yet been issued.

In addition to judicial activity, there have been a number of efforts at statewide affordable housing reform over recent years. The most significant occurred on July 17, 2008, when Governor Corzine signed P.L. 2008, c.46, known as the “Roberts Bill”, which amended the Fair Housing Act in a number of ways. Key provisions of the Roberts bill include the following:

- Eliminated regional contribution agreements (“RCAs”);
- Added a requirement for 13% of third round affordable housing units to be restricted to very low income households (30% or less of median income);
- Established a statewide 2.5% nonresidential development fee instead of a nonresidential growth share delivery obligation for affordable housing; and
- Established a requirement that development fees be committed for expenditure within four years of being received by the municipality.

COAH has not yet promulgated rules to effectuate the “Roberts Bill”.

In addition, on July 27, 2009, Governor Corzine signed the “NJ Economic Stimulus Act of 2009”, which instituted a moratorium on the collection of nonresidential affordable housing development fees set forth by the “Roberts Bill”. The moratorium has been extended to nonresidential property which had site plan approval prior to July 1, 2013 and a permit for the construction of the building prior to January 1, 2015.

On June 29, 2011, the Governor Christie issued Reorganization Plan No. 001-2011 that abolished COAH and transferred all responsibilities and duties to the Department of Community Affairs. In a March 8, 2012 decision, the Appellate Division set aside the Reorganization Plan. The Court declared that the Governor exceeded his authority by abolishing a legislatively-created independent agency that was “in but not of” the Executive Branch. The Court indicated that only the Legislature has the authority to abolish the agency. The State subsequently appealed to the NJ Supreme Court which accepted the case. Oral argument was heard by the Supreme Court on January 28 and 29, 2013; a decision has not yet been issued.

In light of the “Roberts Bill”, on or about July 17, 2012 Governor Christie anticipated recouping \$140 million for the 2013 budget from uncommitted monies in municipal affordable housing trust funds which are four years old or older. However, on July 14, 2012 the Appellate Division issued an Order that outlined a process for municipalities to resolve disputes with COAH over their trust funds. This process included a notice from COAH outlining the amount of funds subject to forfeiture and the basis for the calculation. The court order further permitted municipalities to contest any proposed forfeiture before the COAH Board prior to any transfer of funds. The issue of trust fund forfeiture remains unresolved to this day. Notwithstanding the Borough’s April 2012 Prior Round Judgment of Repose, the Borough will monitor the State’s regulation of affordable housing trust funds as well as the upcoming Supreme Court decision on COAH’s third round substantive rules.

PERMIT EXTENSION ACT

In response to the “Great Recession”, which is defined as the period from December 2007 through June 2009, the Permit Extension Act was signed into law July 2008. It was extended twice with the most recent extension signed in September 2012. The Act extends all approvals issued on or after January 1, 2007 through December 31, 2014. There are several exceptions to the Act, such as but not limited to, federal permits, permits for development in the Meadowlands and environmentally sensitive areas (Planning Area 4B, 5 or critical environmental sites as defined by the 2001 State Development and Redevelopment Plan). As a result of this statute, the Borough has approximately three outstanding development approvals from several years ago which might otherwise have expired.

TIME OF APPLICATION LAW

The “Time of Application” Law was signed on May 5, 2010 and took effect on May 5, 2011. The effect of this statutory change is that the municipal ordinance provisions that are in place at the time an application for development is filed are those which are applicable, regardless of whether or not an ordinance is amended subsequent to such an application. This is a departure from previously established case law, where courts in New Jersey have consistently held that the ordinance that is in place at the “time of decision” (the moment the Planning Board or Zoning Board of Adjustment votes on the application) is the law that applies to the application.

This provision has raised many concerns with municipalities. Principal among these is whether the new law will provide opportunities for developers to have their development rights “locked in” by submitting applications that are incomplete. The Borough should revise the Land Use Regulations to revise the definition of “application for Development” to state that the documents required for approval is defined as all of the required information within the relevant development application checklists unless waivers for such information have been granted by the Board having jurisdiction. This amendment will require that a complete application be submitted by an applicant prior to “locking in” the current municipal ordinance provisions.

GREEN BUILDINGS & ENVIRONMENTAL SUSTAINABILITY PLAN ELEMENT

In August 2008, the Municipal Land Use Law was amended to include the Green Buildings and Environmental Sustainability Element in the list of permitted Master Plan Elements. The Element is permitted to address such topics as natural resources, renewable energy, impact of buildings on the global environment, ecosystem, stormwater and optimizing climatic conditions through site and building design. The Borough may wish to incorporate this newly permitted element in a future master plan since sustainability concepts have a direct relationship to the resiliency, land use and transportation policies expressed herein.

RENEWABLE ENERGY LEGISLATION

The New Jersey Legislature has been active since the 2003 Reexamination Report legislating to facilitate the production of alternative forms of energy. The following four new statutes, in particular, have changed the way alternative energy can be produced in New Jersey.

- **Industrial Zones.** The Municipal Land Use Law was amended March 31, 2009 to pre-empt local zoning authority and to permit, by right, solar, photovoltaic, and wind electrical generating facilities in every industrial district of a municipality. To be eligible for this permitted use, a tract must be a minimum size of 20 contiguous acres and entirely under one owner. Accordingly, this use may be permitted in some of the Borough's larger industrial areas but may require lot consolidation in order to achieve the 20 acre minimum lot size.
- **Inherently Beneficial Use.** The Municipal Land Use Law was amended to define inherently beneficial uses and to include solar, wind and photovoltaic energy generating facilities in the definition.
- **Wind, Solar, and Biomass on Farms.** A law signed on January 16, 2009 restructured statutes regarding alternative energy and preserved farms, commercial farms, right to farm, and farmland assessment. In response, the State Agriculture Development Committee (SADC) adopted rules establishing an Agricultural Management Practice (an "AMP") for on-farm generation of solar energy which extends the protections of the Right to Farm Act to the generation of solar energy on commercial farms. Additionally, the Right to Farm Act was amended to permit and protect up to 10 acres or 2 megawatts (2MW) maximum production of electricity on commercial farms not subject to farmland preservation, provided the acreage of the electrical facility does not exceed a ratio of 1 acre of energy facility to 5 acres of agricultural acres, or approximately 17% of the farmland. In addition, farms developing electrical facilities not exceeding these limits will remain eligible for farmland assessment for the entire farm including the area under the electric generating facility. Given that Little Ferry is fully developed, this provision is likely to have little or no impact on the Borough.
- **Solar Not Considered Impervious.** On April 22, 2010 an act exempting solar panels from being considered impervious surfaces was signed into law. This bill exempts solar panels from impervious surface or impervious cover designations. It mandates that NJDEP shall not include solar panels in calculations of impervious surface or impervious cover, or agricultural impervious cover and requires that municipal stormwater management plans and ordinances not be construed to prohibit solar panels to be constructed and installed on a site.

NJDEP WASTEWATER MANAGEMENT PLANNING REGULATIONS

Little Ferry is located in the sanitary sewerage services district of the Bergen County Utility Authority (BCUA). The BCUA operates a treatment plant in Little Ferry on Mehrhof Road. The treatment plant serves not only Little Ferry but also surrounding Bergen County municipalities.

The BCUA's March 2007 Wastewater Management Plan received approval from the NJ Department of Environmental Protection; a minor amendment, which did not impact Little Ferry, was approved in 2010. This Wastewater Management Plan will remain valid June 19, 2014.

On May 20, 2008 the NJDEP readopted the Water Quality Management Planning Rules, effective July 7, 2008. There were two substantive changes which impact land use in Little Ferry.

- Reassigned wastewater management planning responsibility from wastewater management planning agencies to the respective county Boards of Chosen Freeholders and required the counties to update WMPs. However, Bergen County was one of four Counties to refuse wastewater management planning responsibility; it is currently unclear what entity will prepare the next wastewater management plan.
- Prohibited sewer service in environmentally sensitive areas, defined generally as areas mapped as endangered or threatened wildlife species habitat on the Department's Landscape Maps of Habitat for Endangered, Threatened or Other Priority Species, Natural Heritage Priority Sites, wetlands, riparian zones and along Category One waterways.

WMPs were required to be submitted to NJDEP by April 7, 2008. The consequences of not meeting the deadline included withdrawal of sewer service areas. Notwithstanding, many counties did not submit WMPs by the deadline. In recognition of this, the deadline was extended by NJDEP to April 7, 2011. On January 17, 2012 Governor Christie signed legislation which again extended the effective period of existing sewer service areas and required completed portions of WMPs to be submitted to NJDEP July 15, 2012, or "for such longer time as [the NJDEP Commissioner] may determine. Also included in the legislation was a process for approval of site specific WMP amendments. Notwithstanding, the BCUA's approved plan will remain valid until December 2014. Little Ferry should participate in any future WMP amendments to ensure that the capacity assigned to Borough lands supports development which is consistent with Borough policies, particularly in the case of redevelopment which may require more capacity than the current or former use.

IV. MAJOR PROBLEMS AND OBJECTIVES AT THE TIME OF ADOPTION OF THE 2003 REEXAMINATION REPORT, THE EXTENT TO WHICH THEY HAVE CHANGED & CURRENT RECOMMENDATIONS

For the sake of clarity and brevity, three required components of a reexamination report have been combined into the following section.

A. 2003 REEXAMINATION REPORT OBJECTIVES

The 2003 Reexamination Report set forth the following objectives.

1. *Achieve a balanced land use pattern of appropriate residential, commercial and industrial uses that respect the community's existing development pattern.*
2. *Encourage infill development that is compatible with the scale, density and design of Little Ferry's historic development patterns.*
3. *Encourage land uses and development that are consistent with and preserve the architectural and historical integrity (residential, commercial and industrial) of Little Ferry.*
4. *Encourage the utilization of Little Ferry's natural and historic features as the fabric and cornerstone in all planning and development efforts.*
5. *Enhance the "Gateways" on Route 46, Liberty Street, Redneck Avenue and Bergen Turnpike with signage, landscaping and street amenities to create a sense of arrival and generate a source of community pride.*
6. *Examine and designate new historic structures in Little Ferry to protect and enhance the existing structural fabric from inappropriate alteration or demolition.*
7. *Develop the relationship between Liberty and Main Streets and Washington Avenue, and maintain the characteristic neighborhood commercial residential distinction of these areas. Also, examine their relationship to Willow Lake Park and the Hackensack River waterfront.*
8. *Create a unified, mixed-use pedestrian-oriented "village center" through rezoning, redevelopment and redesign of Liberty and Main streets and Washington Avenue.*
9. *Coordinate local County and State planning efforts for the revitalization of underutilized commercial and industrial sites, particularly along the Hackensack River, and examine the possibility of redevelopment for this area.*

10. *Create public access along the Hackensack River waterfront, especially in conjunction with any redevelopment occurring.*
11. *Ensure that a clean-up plan is developed at known contaminated industrial sites for possible development/redevelopment and new employment opportunities, as well as creating a market for new commercial entities in the Borough.*
12. *Explore possible opportunities for aligning compatible business and industry in the community for improved business opportunities and development.*
13. *Improve code enforcement for single and multiple family dwellings and property maintenance to create an attractive atmosphere throughout the entire community.*
14. *Create a rational approach to guiding traffic through the Borough of Little Ferry.*

All of these objectives remain relevant and are used as guiding principles in the recommendations herein. The 2004 Amendment to the Reexamination Report revised findings related to objective 13 to state the multi-family residential dwellings are not in poor maintenance and unkempt condition, but improving code enforcement remains a relevant objective

B. MAJOR PROBLEMS AND OBJECTIVES AT THE TIME OF ADOPTION OF THE 2003 REEXAMINATION REPORT, THE EXTENT TO WHICH THEY HAVE CHANGED & CURRENT RECOMMENDATIONS

The 2003 Reexamination Report provided a series of recommendations. Some of these have been addressed, some are no longer relevant and some remain as potential action items. The following provides a summary of the 2003 recommendations, an evaluation of their current relevance and current recommendations for Borough planning policies and land use ordinances.

1. Master Plan

The 2003 Reexamination Report recommended a new Master Plan be adopted, including the following:

- Land use plan,
- Housing element,
- Circulation plan,
- Open space and recreation plan and
- Community facilities plan.

A new Master Plan has not been adopted; however, the recommendation remains relevant. There are many land use issues which should be examined and planned in a comprehensive Master Plan with respect to Borough policies and regulations. Furthermore, the Borough has not adopted a comprehensive master plan since 1990. The Borough should prepare a new comprehensive Master Plan that includes, at a minimum, the following elements:

- Land Use;
- Circulation;
- Community Facilities;
- Open Space and Recreation;
- Economic Development; and
- Historic Preservation.

Superstorm Sandy's impact on Little Ferry is relevant to many of the above master plan elements. Accordingly, the Borough should utilize the Post Sandy Planning Assistance Grant to fund preparation of some or all of these master plan elements. Inclusive of this, the Borough should review its practices to ensure it is business and development friendly, including support for improvement of existing residential structures.

2. Community Facilities

The 2003 Reexamination Report recommended preparation of a Community Facilities Plan Element to provide an inventory of, and make recommendations pertaining to, current and future use of public and private community facilities. It stated the element should address the future disposition of the VFW site, creation of a new municipal health center, adult care facilities and expansion and disposition of existing educational facilities.

This recommendation updated a previous recommendation (1995 Master Plan Reexamination Report) to create a new, modern, Civic and Municipal Center in a park like setting, with adequate floor areas, parking space and good accessibility to Willow Park. However, the 2003 Reexamination Report recognized that Willow Lake Park would not be suitable for such development since



Little Ferry Municipal Building

the ground is unstable. It also identified several components of this objective that had been achieved. Most notably, a new municipal complex (police headquarters, municipal offices and municipal court) was created using an existing building on Liberty Street. Additionally, the Free Public Library had been expanded. A health center has not been constructed.

The recommendation to prepare a Community Facilities Plan Element remains relevant. The Borough should prepare a Community Facilities Element that evaluates the physical needs of Borough departments and facilities and identifies how they can be fulfilled. The Element should consider expanding the current municipal complex along Liberty Street or along the rear of the existing property to accommodate all Borough offices (excepting the Library). Doing so will allow the Borough to capitalize on the existing facility, as well as have all municipal facilities within walking distance of downtown. In order to expand the current complex, additional land, such as the vacant funeral home and other adjoining properties, will need to be acquired.

The public safety building along Main Street and Willow Lake Park suffers from structural instability due to the ground's instability beneath the building. Concerns involving this building and Willow Lake Park should be further explored in a Community Facilities Master Plan Element.

3. Open Space and Recreation

The 2003 Reexamination Report recommended the Borough prepare an Open Space / Recreation Plan Element consistent with NJDEP Green Acres / Open Space Plan requirements. It also stated the Plan should address, but not be limited to the following:

- Inventory conditions of existing recreational facilities for potential renovation and / or replacement;
- Protect and enhance natural resources, i.e. marshland and the Hackensack River Waterfront;
- Provide passive and active recreation along the Hackensack River and Losen Slote marshland areas, which could include boating and interactive wildlife viewing; and
- Develop a comprehensive bicycle pathway through the Borough and, if possible, connect with other bordering municipalities.

The Borough has not adopted an Open Space / Recreation Plan; notwithstanding, the need to better plan for open space and recreation remains. The Borough should prepare an open space and recreation plan element that not only addresses the issues raised in

2003 and noted above, but also addresses the need for additional playing fields and challenges to Indian Lake Park.

The 2003 Reexamination Report recommended the Borough maintain Losen Slote Creek Park as open space and passive recreational space and that varied approaches to maintaining these parcels as open space, including transfer of the properties to Bergen County for dedicated public use should be considered. This recommendation is continued. In addition, the Borough should better promote activities at the Park, such as Audubon Society tours in order to expand the users of Losen Slote Creek Park.

The Borough should respond to the huge demand for playing fields in the Borough, especially soccer, that has arisen in recent years. Notwithstanding, additional fields must not only meet the anticipated future recreational needs of the Borough, but be designed with neighborhood sensitivity in mind – particularly in regard to parking and noise.

Bailey Park along Robby Road may be able to accommodate one or more playing fields. The Borough should evaluate whether Bailey Park, or other municipal lands, can accommodate additional playing fields.

Indian Lake Park currently suffers from erosion around the lake and an influx of Canadian Geese, whose waste is detrimental to water quality and mar lawn areas, playing fields and pedestrian facilities. The area immediately surrounding Indian Lake should be planted with variety of appropriate plantings, including grasses. Doing so will not only discourage the Canadian Geese but will provide water filtering services.



Bailey Park



Indian Lake Park

The playing fields at Indian Lake Park may suffer from drainage issues since they can remain wet for long periods of time. The drainage facilities at this park should be investigated to determine if improvements are necessary. The Borough should also

consider installing synthetic turf on the fields as part of a broad strategy to address drainage issues as well as health issues that may be associated with the geese.

4. Traffic and Circulation

The 2003 Reexamination Report recommended that the Borough prepare a Traffic / Circulation Plan Element to create a rational approach to guiding traffic through the Borough. It recommended the following topics be addressed:

- Widening Route 46 for its entire length;
- Widening of Route 46 and Liberty Avenue intersection;
- Improvements at the Bergen Turnpike/Route 46 traffic circle;
- Widening and straightening of Liberty Avenue near the Municipal Building;
- Gates Road extension;
- Riser Road extension;
- Feasibility of creating traffic calming measures in the "Village Center" and other high volume pedestrian routes,
- Utilizing one way streets;
- Restriction of local roads for truck thoroughfare; and
- Whether certain mapped roadways that are unusable should be vacated.



Route 46, facing west

The Borough has not adopted a Circulation Plan Element; however, the recommendation remains relevant. The Borough should adopt a Circulation Plan Element. In addition to the topics above and elsewhere in this Report, the Plan should evaluate how to best partner with the New Jersey Department of Transportation (NJDOT) to accomplish desired changes to the Route 46 right-of-way design. See item 13 herein for additional discussion pertaining to Route 46.

The 2003 Reexamination Report noted that truck traffic on residential streets creates a negative impact on Borough's quality-of-life. It further suggested that by limiting traffic on certain streets in tandem with pursuing traffic calming and changes in traffic patterns (including additional one-way streets), truck traffic might be alleviated and good traffic flow can be restored. The Borough has since addressed these concerns by prohibiting truck traffic on residential streets as permitted by law.



Washington Avenue and Mehrhof Road

The 1995 and 2003 Reexamination Reports recommended construction of a by-pass road for industrial traffic by extending Riser Road from its intersection with Route 46 to Redneck Avenue along the municipal boundary. This road would redistribute traffic loads, in particular truck traffic, from Route 46 and thus lessen congestion. The Riser Road connector has not been constructed to date. However, the recommendation for the Riser Road extension remains relevant as a goal to alleviate vehicular congestion.

The New Jersey Meadowlands Commission (NJMC) is working to relieve traffic congestion along Route 46, Bergen Turnpike and Liberty Street in Little Ferry with the Meadowlands Adaptive Signal System for Traffic Reduction (MASSTR). This project incorporates more than 128 traffic signals in the Meadowlands Region into a network of self-adaptive traffic signals which allows for adjustment of signal timings based on the flow of traffic rather than fixed or actuated timings. Installation generally involves adding advanced traffic signal control components to existing signal cabinets and mounting wireless radios and antennas and traffic signal poles; it does not involve road widening or acquisition of right-of-way. The project completion is anticipated for 2014².

5. Complete Streets

The majority of Little Ferry's streets are walkable and many are bikeable. However, the Borough should enhance residents' ability to walk and bike, particularly to activity centers such as retail and recreation, with improved sidewalks, bike lanes and transit facilities. Doing so will improve pedestrian and bicyclist safety and facilitate improved public health

² Accessed September 23, 2013 from <http://masstr.njmeadowlands.gov/>

and quality of life. The Borough should include complete streets policies as part of any Circulation Element of the Master Plan. Complete streets are defined as those which are designed and operated with all users in mind, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

Despite poor or missing sidewalks along Route 46, it is not uncommon to see pedestrians along or crossing the highway. The Borough should work with the NJDOT and landowners to see that safe and convenient pedestrian and bicycle access is provided to businesses along the regional road. This is particularly important at the intersection of Liberty Street and Route 46, which pedestrians frequently cross.

Additionally, pedestrian and bicycle facilities should be installed in the office and industrial areas of the Borough to accommodate employees that walk or bike to their jobs and during the workday.



Sidewalk in a neighborhood



Poor sidewalks along Route 46

6. Single and Two-Family Detached Home Neighborhoods

Preserving and enhancing the quality of the Borough's existing single-family, lower density neighborhoods was identified as a high priority in the 2003 Reexamination Report. The 2003 Reexamination Report noted that this objective, also part of the 1995 Reexamination Report, had not been fully realized, but that there was a clear trend towards rehabilitation of existing single-family structures and



Single-family detached neighborhood

construction of new, substantially larger single and two-family detached houses. It also noted that the 1990 objective to “*maintain existing general business uses including local business activities, local service activities and office buildings in compact areas already substantially developed for such uses and to prevent and discourage the spreading of non-residential uses into residential neighborhoods*” remained relevant.

The 2003 Reexamination Report suggested adjusting the boundaries of the Borough zoning map in several locations to reflect the overall single-family development pattern as a method of preserving the single-family character of these neighborhoods. Those lots recommended for rezoning were included as Appendix B to the 2003 Reexamination Report.

Preserving and enhancing the quality of the Boroughs existing single-family, low density neighborhoods remains a top priority today. The Borough is faced with negative impacts from encroachment of nonresidential uses into residential neighborhoods. The commercial districts in Little Ferry developed over time on small lots along Route 46, Liberty Street, Main Street and Washington Avenue. The majority of commercial uses directly abut residential lots. Additionally, many of the Borough’s residential streets lead in one or more directions to a commercial district. As a result of these close physical relationships, it is important that commercial development be sensitive to adjacent residences in terms of lighting, noise, activity levels and location of refuse and loading.



Single-family detached neighborhood



Single-family detached neighborhood

The Borough’s zoning regulations should be amended to provide standards to ensure commercial uses are compatible with adjacent residential units and do not negatively impact them. Such standards should address limitations on lighting, noise, activity levels and locating refuse and loading away from residentially zoned lots. When designed properly, commercial properties uses within residential neighborhoods that provide daily goods and services can result in enhanced livability. The recommended rezonings in Appendix B of the 2003 Reexamination Report should be reviewed to determine their

continued appropriateness, amended, as may be necessary, and adopted. Appendix B reduces the size of the I-G, I-R, B-H and B-N districts; however, these reductions should be reconsidered since additional land area, particularly in commercial districts with small lots, can create flexibility in site design and can facilitate improved site amenities (such as screening, design standards and greater setbacks).

7. Senior Housing

The 2003 Reexamination Report reported a lack of senior housing options and selected a site at Willow Lake Park for age-restricted homes. It is now better understood that the land at Willow Lake Park has significant development limitations due to soil instability. Additionally, the recommendation to create senior housing options has been fulfilled with the creation of the RF-A Riverfront Development Inclusionary Overlay A zone. This district permits a variety of senior housing options, including active adult housing, assisted living facilities and nursing homes.

8. Residential Parking and Overcrowding

The 2003 Reexamination Report stated the potential for overcrowding and inadequate parking in residential zones called for closer scrutiny of two-family residential development and recommended that R-B district be amended to change two-family dwellings from a permitted to conditional use. It further acknowledged the illegal conversion of houses into multi-family dwellings was degrading the residential character of Little Ferry, stating such overcrowding can lead to an increased burden on infrastructure and services and can lead to public safety risks through accidental fires caused by illegal contracting. Strict enforcement of building and zoning codes was recognized as being able to mitigate the situation considerably. These concerns remain relevant; however, the recommendation regarding the R-B district has not been fulfilled. The Borough should amend the R-B district to change two-family dwellings from a permitted to conditional use.

9. Historic Sites and Structures

The 2003 Reexamination Report recognized that there are several sites and structures of historic significance to Little Ferry. These include the Gethsemane Cemetery; several commercial structures on Main Street and Washington Avenue, including the L'Heureux Real Estate building; several early 19th century farmhouses which predate the modern history of the Borough; and remnants of the brick and masonry industry, once the second largest in the United States, including Willow and Indian lakes and the Clay Pits, and several brick houses constructed with local brick in the late 19th century.

Notwithstanding the 2003 Reexamination Report's recognition of several historic sites, the New Jersey Register of Historic Places includes only two sites in Little Ferry – the Gethsemane Cemetery and the Route 46 Bascule Bridge over the Hackensack River.

The 2003 Reexamination Report recommended that the Borough's historic resources be preserved for future generations. The Report recognized that designation, preservation and restoration of the Borough's historic resources would enhance the traditional neighborhood character and historic architectural fabric of the Borough.



Gethsemane Cemetery

The 2003 Reexamination Report stated that the objective, promotion of the conservation and preservation of historic sites and structures as outlined in the 1990 Master Plan Report # 1, had not been achieved. It further advocated for the Borough to examine and designate new historic structures in Little Ferry and adopt a historic ordinance to protect and enhance the existing structural fabric from inappropriate alteration or demolition.

The 2003 Reexamination Report's recommendations regarding historic sites and structures remain relevant. However, prior to adopting an ordinance, the Borough should prepare and adopt an Historic Preservation Master Plan Element as the first step toward implementing the recommendations by laying the necessary policy foundation for an ordinance regulating the Borough's historic sites, structure and/or districts (including but not limited to those on the New Jersey Register of Historic Places). The Element should identify historic sites, structures and districts as well as the characteristics of each which should be preserved.

10. Affordable Housing

The 2003 Reexamination Report stated the Borough should prepare a Housing Element and Fair Share Plan and seek substantive certification from COAH. The Borough subsequently adopted a third round Housing Element and Fair Share Plan and submitted it to Superior Court. The Court granted a Prior Round Judgment of Compliance and Repose, subject to conditions, in April 2012. This Order was later affirmed in an August 2013 decision. One of the conditions was adoption of the Riverfront Overlay Zone. The Judgment of Compliance as well as adoption of the Riverfront Overlay Zone ordinance

were challenged by multiple parties. In August 2013 the Appellate Court ruled in favor of Little Ferry on all aspects of the challenges. As a result, the Borough has protection from builder's remedy lawsuits and the Riverfront Overlay Zone ordinance is in place. Notwithstanding the Borough's April 2012 Prior Round Judgment of Repose, the Borough should monitor the State's regulation of affordable housing trust funds as well as the upcoming Supreme Court decision on COAH's third round substantive rules. Notwithstanding the Borough's 2012 Judgment of Compliance and Repose, the Borough should submit a revised Housing Element and Fair Share Plan when necessary, based on future Judicial or Legislative action. See Section II herein for more information on affordable housing.

11. Economic Development

The 2003 Reexamination report recommended that the Borough prepare a strategic plan that would examine the current physical and financial assets of the Little Ferry business community and redevelopment scenarios that may improve the business climate. Such a plan would explore opportunities for aligning compatible business and industry in the community for improved business opportunities and development. No strategic plan has been drafted and therefore, this objective remains relevant. However, the Borough partnered with the Bergen County Economic Development Corporation (BCEDC) on an initiative to gain a better understanding of the local economy, local companies and future opportunities. This initiative, to date, led to a business community survey to identify potential strategic partnerships between the Borough and Bergen County and the State. The survey will be distributed to a larger component to the business community in late 2013. The Borough should prepare and adopt an Economic Development Plan Element that considers all aspects of economic development and sustained economic vitality. The Element should furthermore include policies which are responsive of the survey findings and should investigate whether Borough liquor licenses are available and how they can be used to incentivize development and redevelopment in the downtown.

12. New and Modern Commercial Development

The 2003 Reexamination Report reported that since the 1995 Reexamination Report there had been no new modern hotel, office or commercial developments on major roads or in other accessible locations. However, the desire for this type of development has been partially fulfilled with the creation of the RF-A Riverfront Development Inclusionary Overlay A zone. This district permits hotels, office and retail.

To further fulfill this goal, the Borough should permit and promote a wider variety of uses along the Route 46 corridor, including restaurants, hotels, research medial office

and professional office. Doing so will provide an opportunity for the Borough to capitalize on the proximity (approximately two miles) of Hackensack University Medical Center to Route 46 in Little Ferry (see item 13 in this section for additional information). Additionally, the Borough should capitalize on the proximity of the Teterboro Airport, which is located just beyond the municipal boundary and hosted over 158,000 flights in 2012, by permitting complementary uses such as, but not limited to, office space, hotels and restaurants.

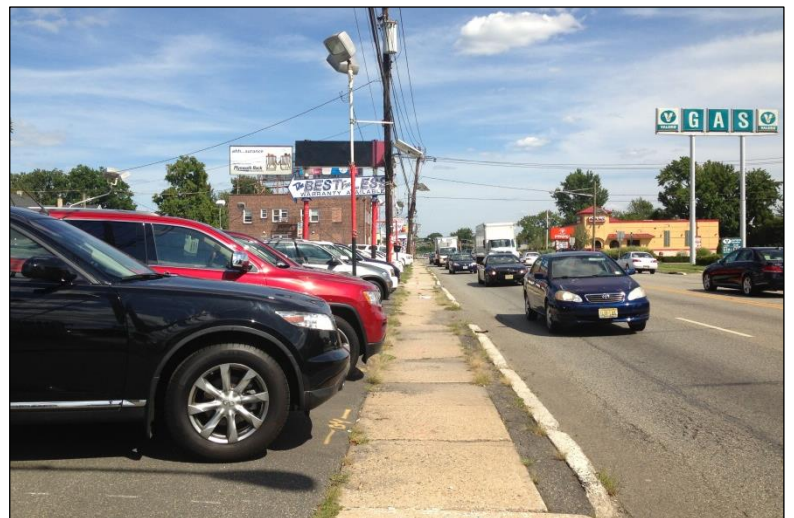
13. State Highway Route 46

The current appearance of the highway corridor detracts from the appearance and character of the Borough. Many of the lots along the corridor include little or no buffers, undersized parking setbacks, excessive curb cuts and cluttered signs. Pedestrian and bicycle facilities are, in most locations, poor or nonexistent. The result is a highway corridor which is visually unappealing and one which serves as a barrier between the residential neighborhoods that flank it.

Municipal policies and regulations should provide a basis for improvements to make the Route 46 corridor visually attractive and create a pleasing gateway into the Borough. Route 46 is a State Highway; accordingly, the Borough will need to work closely with NJDOT and see that any solutions which involve the right-of-way are supported both locally and by the State. Such improvements to the highway can be achieved by



Commercial uses along Route 46



Commercial uses along Route 46

working with NJDOT and using the Agency's context sensitive design process, which encourages NJDOT to collaborate with community stakeholders so that the design of a project reflects the goals of the people who live, work and travel in the area.

The eastern portion of Route 46 in Little Ferry will be improved by NJDOT, beginning in late 2013. The most significant change will be replacement of the Route 46 circle with a four-legged intersection intended to improve traffic flow and increase traffic safety. Drainage improvements and repair of the historic Route 46 Hackensack River Bascule Bridge will also be completed as part of the project. Also proposed is reconfiguration of the right-of-way from the circle to Frederick Street that includes median widening as well as drainage improvements. The intersection with Phillips Avenue will be redesigned to improve traffic flow, the intersection with Liberty Street will be redesigned to accommodate truck turns and to add new signal phasing to the existing signal and the intersection with Grand Street will be redesigned to incorporate left turn lanes on to Route 46.

Furthermore, the corridor's permitted uses should be better structured to capitalize on its assets. The Land Use Regulations should be revised to expand the permitted uses and to also improve site design and configuration standards for uses along Route 46. Specifically, the following should be considered:

- Encourage a wider variety of uses along the Route 46 corridor, including restaurants, hotels, medical office, medical supply, research office and professional office.
- Permit mixed-use development along Route 46 consisting of first floor / second floor commercial and upper floor residential uses. Such development rights should be used to leverage redevelopment along the corridor that is consistent with the Borough's design goals and break down the barrier between the neighborhoods on either side of the corridor. In particular, mixed use should be considered at corner properties which front on Route 46 and a residential street; these lots are most critical for breaking down the barrier and improving pedestrian connections between commercial uses along the highway and adjacent neighborhoods.
- Facilitate deeper commercial lots by allowing commercial districts to extend into residential districts which flank the highway corridor. This will allow additional space



Car dealership along Route 46 East

to accommodate the building and parking, as well as plantings and other site improvements. Care must be taken to limit the impact on the adjacent residential neighborhood through appropriate buffers, lighting regulations and setback standards for buildings and other site improvements. One mechanism to consider as a tool to promote such commercial expansions could be an overlay district. This could permit the existing residential uses as well as commercial expansions subject to site design standards which reflect the lots' proximity to residential uses. Such commercial uses should provide screening for residential uses, prohibition of access to residential streets and concentration of site activity (dumpsters, primary building entrances, etc.) along Route 46.

- Reduce or eliminate outdoor storage of vehicles so as to reduce the prevalence of parked cars along the corridor and eliminate the occurrence of large lots occupied by only a minimally sized building to accommodate office space associated with a vehicle dealership. Such uses are unattractive and detract from the Borough's character.



Car dealership along Route 46 East

- Evaluate and adjust the lot coverage requirements. The BH district current maximum lot coverage of 30% is significantly lower than the existing coverage along much of the corridor. Any adjustment should be derived from existing conditions as well as necessary planting and buffer space and stormwater management needs.
- Require additional plantings along the right-of-way to soften the view of parked vehicles and development which is inconsistent with current land use regulations.
- Encourage commercial uses to provide one driveway each. The reduced turning movements will improve the appearance of property, traffic flow and pedestrian and bicyclist safety. Driveways on State Highways are the jurisdiction of NJDOT; as such, the Borough should work with NJDOT to limit the number of driveways per commercial use to the extent possible.
- Limit the size of permitted signs. Many of the current signs are oversized and detract from the character of the highway.
- Revise lighting standards to prohibit glare toward motorists on Route 46 and light trespass on neighboring residential properties.

- Revise parking, storage and access design standards. Such revisions should apply to not only Route 46 but other commercial and multi-family residential portions of the Borough as well.
 - Parking spaces shall be 10 feet x 20 feet in size;
 - Parking shall not be located within 10 feet of a structure;
 - Vehicle maintenance shall be confined to the lot and shall not take place on residential streets (maintenance shall include but not be limited to washing, waxing, oil changes and degreasing);
 - Vehicles for storage, inventory and service, including those with dealer markings on the windshield that may be considered a moving obstruction, shall be confined to the lot and shall not be parked on residential streets;
 - Gasoline or other flammable liquids shall not be stored on-site; and
 - All site entrances and exits shall be identified with permanent markings.
- Encourage pedestrian and bicycle facilities along all road frontages. Such facilities within the right-of-way of a State Highway are the jurisdiction of NJDOT; as such, the Borough should work with NJDOT to see that pedestrian and bicycle facilities are provided along Route 46.

The Borough should revise the submission standards for development applications, including but not limited to those located on Route 46. Additional submission items which would provide the Land Use Board with added information for which they can make more informed decisions include the following:

- Current survey;
- Scaled drawing which depict parking spaces (including those designated for visitors, employees and vehicle inventory or storage in the case of automobile sales or service), fire lanes and site access; and
- Landscape plan.

14. **Downtown's Traditional Neighborhood Character**

The 2003 Reexamination Report stated the goal of creating convenience shopping areas has, to some extent, been realized. However, it also noted that it resulted in scattered "mini malls", which can be described as small-scale strip shopping centers which often include off-street parking between the building and the curb, do not include vertical mixed use and do not otherwise promote walkability or traditional neighborhood character. These "mini-malls" have a detrimental effect on the Borough's historic architectural fabric, walkability, aesthetics and traditional neighborhood character.

Notwithstanding the mini-malls that have been developed, Main Street and Washington Avenue have largely retained a traditional neighborhood character with groceries, cafes and restaurants and other small storefront businesses. Many businesses are located in buildings with apartments above, a common occurrence in towns throughout the United States. Liberty Street has less of this type of development, as there have been some newer condominium and "mini-mall" or suburban-style developments that have eroded the Borough's traditional neighborhood character.

Much of the Borough's "downtown", consisting of the commercial portions of Liberty Street, Main Street and Washington Avenue, do not have a strong identity that is unique to Little Ferry. These parts of the Borough should be more welcoming and should foster interaction between strangers – offering a convenient, comfortable and enjoyable experience. Permitted ground floor uses should include a wide range of appropriate uses that are responsive to the local market. Furthermore, they should be connected to nearby



Strip shopping center or "mini-mall" along Main Street



Mixed use along Main Street

activity centers and neighborhoods by pedestrian and bicycle routes. Permitted upper story uses should include dwelling units as well as office space.

Creating a unique identity in the Borough's downtown will transform it to a community destination and gathering place and the benefits will result in an improved quality of life for all residents of the Borough, not only those living in proximity, but all those that visit.

The 2003 Reexamination Report further recommended that the Borough develop the relationship between Liberty and Main Streets and Washington Avenue, and maintain the characteristic neighborhood commercial - residential distinction of these areas. It suggested a unified, mixed-use pedestrian-oriented "village center" through rezoning, redevelopment and redesign of Liberty and Main Streets and Washington Avenue.

The 2003 Reexamination Report recommended the B-N district be enhanced to include special regulations guiding public, commercial and residential development; "Appendix A" to the 2003 Report provided, both, the boundaries for the new village center as well as the zoning regulations and recommended design guidelines for development and redevelopment within the district. The guidelines are intended ensure that new development retains the "village" scale, has appropriate landscaping and setbacks and building design. Such amendments to the zoning have not yet been adopted.



Mixed use along Main Street



Recent commercial development along Washington Avenue

In combination with the zoning revisions, the 2003 Reexamination Report recommended streetscape improvements, including decorative lighting, benches, bus shelters, landscaping, sign and design regulations for Liberty Street, Main Street and Washington Avenue. The sign regulations have been updated; however, additional amendments to zoning and design standards are necessary to fulfill this goal. Streetscape improvements were installed along a portion of Liberty Street, but have not yet been extended to Main Street and Washington Avenue. These recommendations remain relevant; the Borough should continue the streetscape improvements for the remaining portion of Liberty Street as well as Main Street and Washington Avenue. Furthermore, streetscape design standards should be adopted.



Main Street streetscape

The Borough should amend the B-N district use, bulk and design standards. Appendix A of the 2003 Reexamination Report proposed revised bulk and design standards for the district. While the framework of amendment is intended to enhance the traditional neighborhood character of these parts of the Borough, it must be reviewed. As proposed, there are inconsistencies in the ordinance (for example in the number of residential units permitted). The lot coverage requirements should be adjusted upward to better reflect the small lot sizes in the district as well as building, parking and pedestrian area needs. The ordinance should also be strengthened to provide clear and objective site design standards, such as parking location, architectural design and landscape design; portions of the current ordinance are not objective and will be difficult to enforce. Other amendments to the draft ordinance should include, but are not limited to, specifically permitting restaurants and similar active uses, eliminating the required appearance before a design review committee (such a committee may be optional, but a required appearance may not be consistent with the Municipal Land Use Law and may serve as a barrier for development) and prohibiting parking between the building line and the street.

To further enhance the downtown, the Borough should consider establishing a grant or loan program to assist commercial property owners with façade enhancements. Any façade enhancements should be consistent with architectural design standards set forth in the land use ordinance. Additionally, the Borough should consider waiving permit fees for these enhancements for a set period of time, for example during the summer months, to reduce the associated cost burden.

Appendix A of the 2003 Reexamination Report also recommended rezoning residential uses along Main Street and Washington Avenue to the B-N district. The existing residential uses would be permitted since the proposed standards permit single and two-family homes. However, these proposed zoning boundaries should be reconsidered. The commercially zoned properties along Main and Liberty Streets and Washington Avenue should be clustered in activity nodes so as to not dilute the concentration of retail and service destinations. Expansion of the B-N district along these streets will create the opportunity to dilute the existing activity nodes.

The boundaries of the B-H district should be amended to only apply to those lots whose development is oriented toward Route 46. Commercial development along Liberty Street north of Route 46 and facing residences, for example, is more appropriate for a locally-oriented mixed-use district, such as the B-N district. The B-N district is specifically intended for local business and service activities and the bulk standards are reflective of smaller lots, such as those along Liberty Street north of Route 46.

15. Downtown Parking

The current parking ratios do not reflect the nature of the Borough's downtown businesses, the availability of on-street parking or shared parking opportunities between permitted uses. Rather than relating to the character of Little Ferry's unique commercial districts, the parking requirements call for excessive parking. Provisions for inefficient parking strategies can erode community character by reducing land available for buildings and creating voids in the traditional development pattern. The Borough's parking standards for the downtown should be reevaluated and amended. Parking ratios should be decreased and shared parking should be encouraged to the extent possible in order to reduce barriers to downtown commercial development. Reducing required parking standards should be coupled with enhanced walkability from residential areas in order to also reduce parking demand.



Mixed-use buildings at the intersection of Washington Avenue and Mehrhof Road

16. Downtown Wayfinding

Wayfinding signs should identify the direction of the downtown and identify the location of particular destinations (such as specific shops). These signs will promote downtown businesses and if consistent with the downtown character, will enhance the aesthetics and appeal of the area.

17. Lot Configuration and Shared Access

The Borough should promote lot consolidation and shared access along Route 46, Main Street, Liberty Street and Washington Avenue through land use regulations. The small lot sizes that frequent along these streets constrain many of the properties from accommodating a modest sized building, the necessary parking and pedestrian facilities. As a result, many of the small lots do not have adequate facilities for parking, waste disposal, loading and pedestrian facilities. Frustrating this situation is the fact that the lots are controlled by multiple owners, which further challenge redevelopment opportunities. Shared access will not only provide additional space for parking, loading, etc. but will facilitate shared parking and reduced curb cuts. These measures have the potential to improve traffic flow and reduce potential vehicle-pedestrian conflicts.

18. Hackensack River & Waterfront Development

The 2003 Reexamination Report noted the Hackensack River, long a center of maritime industry and recreation, had not been developed to its best potential, nor does it have a single length in Little Ferry accessible to the public. These recommendations have been partially achieved with creation of the Riverfront Development Inclusionary Overlay A district (RF-A). This new zone district incentivizes revitalization on a portion of the waterfront by permitting a variety of uses and requires construction of a riverfront promenade as well as other passive and/or active recreation areas.



Hackensack River at the end of Riverside Avenue, facing north

The 2003 Reexamination Report further recommended that the Borough coordinate local County and State planning efforts for the revitalization of underutilized commercial and industrial sites, particularly along the

Hackensack River, and examine the possibility of redevelopment for this area. The recommendation remains relevant since there continues to be a number of properties along the river which are underutilized.

The Borough should expand efforts to encourage redevelopment along the waterfront. Redevelopment along the Hackensack River should provide public access to this important natural resource. Additionally, waterfront redevelopment should also address storm and flood water management and opportunities for new and modern commercial space as well as a variety of housing types. Furthermore, any redevelopment should be walkable and bikeable from other parts of Little Ferry, including the downtown and residential neighborhoods.

The 2003 Reexamination Report also recommended an examination of the relationship between Liberty and Main Streets and Washington Avenue and Willow Lake Park and the Hackensack River waterfront. It stated the visual and pedestrian connections between these locations should be improved and should be easily navigated with signage. This recommendation remains relevant and should be implemented. Visual connections between these areas should include not only signage but unified lighting and pedestrian and bicycle facilities so that these areas are convenient, comfortable, safe and interesting to traverse as a pedestrian or bicyclist.



Hackensack River, facing north



Former restaurant along the Waterfront on Bergen Turnpike

19. New Commercial Tenants

The Borough currently requires all changes of commercial tenants, including those for the same use, to appear before the Joint Land Use Board for an informal hearing. The Borough should consider requiring only those new uses which do not have a valid site plan, or otherwise require variance or site plan approval, to appear before the Joint Land

use Board. Such changes will contribute toward a “business friendly” approach for new tenants and businesses.

20. Research and Development

The 2003 Reexamination Report stated a Research and Development zone was no longer appropriate for the Borough and recommended that the Research and Development zone be removed from the zoning text. Furthermore, there is no location in the Borough which carries this designation. The Research and Development zone should be removed from the zoning text as there is no location in the Borough which carries that designation. Any similar inconsistencies between the zoning map and text should also be rectified.

21. Property Maintenance

The 2003 Reexamination Report states a few industrial properties suffer from unkempt conditions and poor maintenance. Enforcement of existing maintenance ordinances, and the provision of specific enhancements to address local concerns, was recommended for improving these conditions. Portions of the Borough’s industrial and commercial areas continue to suffer from unkempt conditions and poor maintenance; as such, this recommendation remains relevant.

The 2003 Reexamination Report also noted maintenance concerns for multi-unit buildings. However, the 2004 Amendment to the Reexamination Report revised this to state the multi-family residential dwellings are not in poor maintenance and unkempt condition.

The Borough should continue to enforce its property maintenance regulations as a method of preventing unkempt and unappealing conditions. Poor property maintenance can degrade the character of an area, create an attractive nuisance and erode property values.

22. Neighborhood Flooding

Neighborhoods south of Route 46 experience flooding which has a detrimental impact on quality of life. This was particularly so during Superstorm Sandy. The Borough should consider green infrastructure, such as but not limited to vegetated swales, bioretention and green roofs, in its flood mitigation efforts including flood storage and eliminate of flood waters. Additionally, the Borough should consider open space set-asides as a method of providing flood water storage during weather events. Concerns regarding

neighborhood flooding will also be addressed in the Strategic Recovery Planning Report, to be completed as part of the Borough's hazard mitigation planning.

23. Bus Shelters

The Borough's bus stops should be improved with quality bus shelters that identify the Borough. This will not only enhance the convenience of area bus routes but will also improve their appearance and positively contribute toward the Borough's traditional neighborhood character.



Bus shelter along Liberty Street

24. Tilcon Site

The former Tilcon manufacturing site (corner of Main Street and Washington Avenue) is proposed for redevelopment to a storage and manufacturing use. However, given its proximity to residential uses, neighborhood commercial uses and the Hackensack River, storage and manufacturing uses are not envisioned and mixed use redevelopment would be more beneficial to the Borough. Note that the site's remediation costs are significant and the costs associated with the remediation sufficient for residential use may be prohibitive. The Borough should consider requesting the New Jersey Meadowlands Commission prepare a redevelopment plan for this site.

25. Gateways

The 2003 Reexamination Report supported previous recommendations to enhance the "Gateways" on Route 46, Liberty Street, Redneck Avenue and Bergen Turnpike with signage, landscaping and street amenities to create a sense of arrival and generate a source of community pride. This objective remains relevant, since the small decorative signs installed at Borough entrances to Little Ferry on Liberty Street, Route 46, Redneck Road and Bergen Turnpike do not fully achieve this recommendation. Gateway enhancements should include wayfinding / place markers that contribute to a character unique to Little Ferry. The Borough should consider more prominent signage and streetscape features such as plantings and sidewalk design that distinguishes Little Ferry from the adjacent communities.

26. Billboards

The 2003 Reexamination Report sought to eliminate all off-site advertising and billboards whenever the opportunity arose. Off-site advertising and billboards have not been eliminated and the negative impact on Borough's appearance and traffic safety remain a concern.

Billboards clutter and mar the view of the road and surrounding areas. This is particularly true along developed roadways, such as but not limited to Route 46 and Bergen Turnpike, where a variety of businesses and signs currently compete for attention. Furthermore, billboards' appearance and lighting have a negative impact on nearby homes. The Borough should eliminate existing billboards as opportunities arise. Additionally, the Land Use Ordinance should clearly prohibit the installation of new billboards and conversion of existing billboards to digital display billboards (also known as electronic billboards or changeable copy billboards). This type of off-site advertising exacerbates concerns over aesthetics and lighting impacts. Any such ordinance amendments must be sensitive to First Amendment issues involving freedom of speech and content neutrality.

27. Contaminated Sites

The NJ Department of Environmental Protection's Known Contaminated Sites list states Little Ferry currently has 20 sites on the list of active sites with confirmed contamination, 8 sites on the list of pending sites with confirmed contamination and 51 sites on the list of closed sites with remediated contamination. Remediation of contaminated sites was noted as an important issue in the 2003 Reexamination Report, particularly because many are on or near the Hackensack River waterfront. Remediation of all such sites remains a goal of the Borough due to its resulting opportunities for development and redevelopment and new employment opportunities. The Borough should work with the NJ Department of Environmental Protection as well as private property owners to advance clean-up of contaminated sites. Little Ferry properties on the NJ Department of Environmental Protection's Known Contaminated Sites list can be found in the Appendix to this Reexamination Report.

28. Determination of Completeness

The Borough should update the Land Use Ordinance to reflect provisions of the 2010 Time of Decision rule and prevent developers from "locking in" development rights with an incomplete application. The Borough's Code should specifically be amended to create a definition of "application for development", defined as all of the required information within the relevant development application checklists (which are adopted by ordinance)

unless waivers for such information have been granted by the Board having jurisdiction. The ordinance should further indicate that an applicant has not provided the documents required for an approval to be granted unless all of the information within the applicable checklist has been submitted or a waiver for submitting such information has been granted by the Board having jurisdiction.

29. Renewable Energy

The Borough's land use ordinance should be revised to reflect the recent legislation regarding renewable energy. Furthermore, the ordinance should be revised to specifically permit renewable energy as a permitted accessory use in appropriate locations, such as, but not limited to, building roofs. Renewable energy as a principal permitted use, such as ground-mounted solar panels, is inappropriate in most areas of the Borough, due to its negative impact on the Borough's neighborhood character and nearby residences.



Public Library with roof-top solar panels

30. New Jersey Meadowlands Commission (NJMC) Coordination

The 2003 Reexamination Report noted that the discrepancies identified in the 1995 Reexamination Report between the land use regulations of Little Ferry and the New Jersey Meadowlands Commission (NJMC) had not been corrected. To date, half of these discrepancies have been corrected. The remaining inconsistencies include the NJMC Parks and Recreation designation as compared to the Borough's Public district along Losen Slote Creek Park and the NJMC Low Density Residential zone requirements as compared to those of Little Ferry's R-A and R-B Residential zone districts. The Borough should coordinate with the NJMC to correct these and prevent future land use and zoning discrepancies.

31. Hazard Mitigation and Preparedness

As demonstrated by Superstorm Sandy, the Borough of Little Ferry is vulnerable to weather and flooding events. The Borough should evaluate how future development can be more resilient to such events and identify how Borough infrastructure can be less

vulnerable to disruption. The Borough should work with the County as well as the State to accomplish these recommendations, including but not limited to participation in the New Jersey Department of Community Affairs' Post Sandy Planning Assistance Grant program and participation in any updates to the County's Natural Hazard Mitigation Plan. The Borough will prepare a Strategic Recovery Planning Report which will identify successes and gaps in the Borough's recovery from Superstorm Sandy, as well as steps for reducing vulnerability from future storm events. The Borough should implement the recommendations in the Strategic Recovery Planning Report with revisions to Master Plan documents and land use regulations, as appropriate.

32. Garden Apartment Complex Overcrowding

Recommendations from the 2003 Reexamination Report regarding overcrowding in garden apartment complexes are no longer relevant. The 2004 Amendment to the Reexamination Report states *"there is also not any perception of overcrowding of these garden apartment. In particular the apartments commonly known as North Village I and North Village II (collectively the "North Village Apartments") and Gilbert Manor, owned by Donald Nuckel, and Florence Apartments, owned by Jill Nuckel, have been properly maintained and there is no overcrowding in these apartments"*.

V. REDEVELOPMENT PLANNING

The 2003 Reexamination Report recommended that the Borough examine four areas to determine if they qualify as areas in need of redevelopment.

- Bergen Turnpike / Valley Road Redevelopment Area.
- Waterfront Redevelopment Area.
- Route 46.
- Village Center Redevelopment Area.

There are currently no areas designated as In Need of Redevelopment or Rehabilitation (pursuant to the Local Redevelopment and Housing Law N.J.S.A. 40:12A). However, the Borough should consider utilizing this tool to stimulate redevelopment efforts on those lands which seem unlikely to redevelopment through the instrument of private capital. Areas which should be considered for a Preliminary Investigation to determine if they meet the criteria for redevelopment or rehabilitation include, but may not be limited to the following:

- Bergen Turnpike / Valley Road. Many of these properties, which include a shopping center, motel and various other commercial properties, are ill maintained, suffer from stormwater management problems, have poor vehicular circulation and are unsightly.
- Hackensack Waterfront. This area includes many vacant and underutilized properties south of Route 46 and east of Bergen Turnpike and Washington Avenue.
- Route 46. This area includes a portion of the commercial lands along Route 46 which are underutilized and poorly maintained.
- Downtown. This area includes a portion of the commercial lands along Liberty Street, Main Street and Washington Avenue which are underutilized and poorly maintained.
- Former Tilcon manufacturing site. This property is along the Hackensack River at the corner of Main Street and Washington Avenue.

For those portions of Route 46, the Hackensack Waterfront and the Tilcon site which are in the jurisdiction of the New Jersey Meadowlands Commission (NJMC), the Borough should request that the NJMC prepare a preliminary investigation and redevelopment plan. Notwithstanding, the Borough should coordinate with the NJMC on these sites to ensure any redevelopment plan is reflective of Borough planning policies. For those sites outside of the NJMC jurisdiction, the Borough may prepare its own preliminary investigation and redevelopment plan.

VI. SUMMARY OF RECOMMENDATIONS

The following list is a summary of the recommendations set forth in Section IV herein.

1. Master Plan

- The Borough should prepare a new comprehensive Master Plan that includes, at a minimum, the following elements:
 - Land Use;
 - Circulation;
 - Community Facilities;
 - Open Space and Recreation;
 - Economic Development; and
 - Historic Preservation.

2. Community Facilities

- The Borough should consider expanding the current municipal complex along Liberty Street to include all Borough offices (excepting the Library).

3. Open Space and Recreation

- The Borough should maintain Losen Slote Creek Park as open space and passive recreational space and should consider varied approaches to maintaining it as open space.
- The Borough should better promote activities at Losen Slote Creek Park, such as Audubon Society tours.
- The Borough should evaluate whether Bailey Park, or other municipal lands, can accommodate additional playing fields.
- The area immediately surrounding Indian Lake should be planted with variety of appropriate plantings, including grasses.
- The drainage facilities at Indian Lake Park should be investigated to determine if improvements are necessary.

4. Traffic and Circulation

- The Borough should partner with NJDOT to accomplish desired changes to the Route 46 right-of-way.
- The Borough should consider a by-pass road for industrial traffic by extending Riser Road from its intersection with Route 46 to Redneck Avenue along the municipal boundary.

5. Complete Streets

- The Borough should include complete streets policies as part of any Circulation Element of the Master Plan.
- The Borough should work with the NJDOT and landowners to see that safe and convenient pedestrian and bicycle access is provided to businesses along Route 46.
- Pedestrian and bicycle facilities should be installed in the office and industrial areas of the Borough.

6. Single and Two-Family Detached Home Neighborhoods

- The Borough's zoning regulations should be amended to provide standards to ensure commercial uses are compatible with adjacent residential units and do not negatively impact them. Such standards should address limitations on lighting, noise, activity levels and locating refuse and loading away from residentially zoned lots.
- The recommended rezonings in Appendix B of the 2003 Reexamination Report, which reduces the size of several nonresidential zone districts, should be reviewed to determine their continued appropriateness, amended, as may be necessary, and adopted.

7. Senior Housing

- None.

8. Residential Parking and Overcrowding

- The Borough should revise the R-B district to change two-family homes from a permitted to a conditional use.

9. Historic Sites and Structures

- The Borough should examine and designate new historic structures in Little Ferry and adopt a historic ordinance. However, prior to adopting an ordinance, the Borough should prepare and adopt a Historic Preservation Master Plan Element.

10. Affordable Housing

- The Borough should submit a revised Housing Element and Fair Share Plan when necessary, based on future Judicial or Legislative action.

11. Economic Development

- None (see also Master Plan recommendations).

12. New and Modern Commercial Development

- The Borough should permit and promote a wider variety of uses along the Route 46 corridor, including restaurants, hotels, research medial office and professional office.

13. State Highway 46

- The Land Use Regulations should be revised to expand the permitted uses and improve site design and configuration standards for uses along Route 46.
 - Encourage a wider variety of uses along the Route 46 corridor, including restaurants, hotels, medical office, medical supply, research office and professional office.
 - Permit mixed-use development along Route 46 consisting of first floor / second floor commercial and upper floor residential uses.
 - Facilitate deeper commercial lots by allowing commercial districts to extend into residential districts which flank the highway corridor. One mechanism to consider could be an overlay district.
 - Evaluate and adjust lot coverage requirements.
 - Reduce or eliminate outdoor storage of vehicles along the highway.
 - Require additional plantings along the right-of-way.

- Encourage commercial uses to provide one driveway each.
- Limit the size of permitted signs.
- Revise lighting standards to prohibit glare toward motorists on Route 46 and light trespass on neighboring residential properties.
- Encourage pedestrian and bicycle facilities along all road frontages.
- Revise parking, storage and access design standards. Such revisions should apply to not only Route 46 but other commercial and residential portions of the Borough as well.
- Revise submission standards for development applications, including but not limited to those located on Route 46.

14. Downtown's Traditional Neighborhood Character

- The Borough should continue the streetscape improvements for the remaining portion of Liberty Street as well as Main Street and Washington Avenue.
- Streetscape design standards for Liberty Street, Main Street and Washington Avenue should be adopted.
- The Borough should amend the B-N district to provide clear and objective use, bulk and design standards that will enhance the downtown's traditional neighborhood character.
- The boundaries of the B-H district should be amended to only apply to those lots whose development is oriented toward Route 46.

15. Downtown Parking

- The Borough's parking standards for the downtown should be reevaluated and amended.

16. Downtown Wayfinding

- Wayfinding signs should identify the direction of the downtown and identify the location of particular destinations.

17. Lot Configuration and Shared Parking

- The Borough should promote lot consolidation and shared access along Route 46, Main Street, Liberty Street and Washington Avenue.

18. Hackensack River and Waterfront Development

- The Borough coordinate local County and State planning efforts for the revitalization of underutilized commercial and industrial sites, particularly along the Hackensack River, and examine the possibility of redevelopment for this area.
- The Borough should expand efforts to encourage redevelopment along the waterfront.
- The visual and pedestrian connections between Liberty and Main Streets and Washington Avenue and Willow Lake Park and the Hackensack River waterfront should be improved and should be easily navigated with signage.

19. New Commercial Tenants

- The Borough should consider requiring only those new uses which do not have a valid site plan, or otherwise require variance or site plan approval, to appear before the Joint Land use Board.

20. Research and Development

- None.

21. Property Maintenance

- The Borough should continue to enforce its property maintenance regulations as a method of preventing unkempt and unappealing conditions.

22. Neighborhood Flooding

- The Borough should consider green infrastructure, such as but not limited to vegetated swales, bioretention and green roofs, in its flood mitigation efforts including flood storage and elimination of flood waters.
- The Borough should consider open space set-asides as a method of providing flood water storage during weather events.

23. Bus Shelters

- The Borough's bus stops should be improved with quality bus shelters that identify the Borough.

24. Tilcon Site

- None (see also Redevelopment Planning Recommendations).

25. Gateways

- The Borough should consider more prominent signage and streetscape features at Borough gateways such as plantings and sidewalk design that distinguishes Little Ferry from the adjacent communities.

26. Billboards

- The Borough should eliminate existing billboards as opportunities arise.
- The Land Use Ordinance should be amended to clearly prohibit the installation of new billboards and conversion of existing billboards to digital display billboards.

27. Contaminated Sites

- The Borough should work with the NJ Department of Environmental Protection as well as private property owners to advance clean-up of contaminated sites.

28. Determination of Completeness

- The Borough should update the Land Use Ordinance to reflect provisions of the 2010 Time of Decision rule and prevent developers from "locking in" development rights with an incomplete application.

29. Renewable Energy

- The Borough's land use ordinance should be revised to reflect the recent legislation regarding renewable energy.

30. New Jersey Meadowlands Commission

- The Borough should coordinate with the NJMC to correct these and prevent future land use and zoning discrepancies.

31. Hazard Mitigation

- The Borough should implement the recommendations in the Strategic Recovery Planning Report (to be completed in late 2013 or early 2014) with the revisions to Master Plan documents and land use regulations as appropriate.

32. Garden Apartment Complex Overcrowding

- None.

33. Redevelopment Planning

- The Borough should consider conducting or, where applicable, request that the NJMC conduct a Preliminary Investigation to determine if the following areas meet the criteria for redevelopment or rehabilitation:
 - Bergen Turnpike / Valley Road;
 - Hackensack Waterfront;
 - Route 46;
 - Downtown; and
 - Former Tilcon manufacturing site.

APPENDIX

KNOWN CONTAMINATED SITES IN THE BOROUGH OF LITTLE FERRY

Address	Property Identification Name	Property Identification Number	Home Owner (Y/N)
Active Sites with Confirmed Contamination			
101 107 INDUSTRIAL AVE	STAR MANUFACTURING INCORPORATED	G000001246	No
11 MAIN ST	CLASSIC MARBLE & TILE	G000036941	No
120 INDUSTRIAL AVE	HOBBY WORLD DEVELOPMENT INC	216104	No
142 WASHINGTON AVE	THE LANDSCAPING BUSINESS	33956	No
179 MEHRHOF RD	LITTLE FERRY BORO	11227	No
179 RT 46	46 EAST MANAGEMENT LLC	4776	No
180 RT 46	BALALA'S SERVICE STATION	11220	No
200 LIBERTY ST	J S POPPER INC	12006	No
21 MAIN ST	M C ROSS REALTY COMPANY INC	530071	No
263 RT 46	AMOCO SERVICE STATION 1827	1389	No
270 RT 46	LUKOIL #57306	7237	No
319 RT 46	EXXON SERVICE STATION (FORMER)	25789	No
332 RT 46	LITTLE FERRY RENTALS INC	7997	No
46 LIBERTY ST	D&D SERVICE CENTER & TOWING INC	13996	No
59 INDUSTRIAL AVE	SCIENTIFIC DESIGN CO INC	2846	No
9 BERGEN TPKE	R A HAMILTON CORP	6578	No
INDUSTRIAL AVE	FOOT OF INDUSTRIAL AVENUE	G000043705	No
MEHRHOF RD	WASTEWATER TREATMENT FACILITY	4970	No
RT 46	AMERADA HESS LITTLE FERRY	3920	No
78 MAIN ST	78 MAIN STREET	573995	Yes
Pending Sites with Confirmed Contamination			
110 BERGEN TPKE	WALKER POROSWALL PIPE CO	8845	No
17 JACKSON ST	17 JACKSON STREET	496540	Yes
208 GATES RD	GATES CONSTRUCTION CORP	2823	No
208 REDNECK AVE	208 REDNECK AVENUE	248039	Yes
258 LIBERTY ST	258 LIBERTY ST. AGST	478809	No
56 CHAMBERLAIN AVE	56 CHAMBERLAIN AVENUE	459183	Yes
61 REDNECK AVE	61 REDNECK AVE	G000042098	No
96 WASHINGTON AVE	96 WASHINGTON AVENUE	496052	Yes
Closed Sites with Remediated Contamination			
104 NIEHAUS AVE	104 NIEHAUS AVENUE	221541	Yes
105 107 MAIN ST	105 107 MAIN STREET	496486	No
113 FRANKLIN ST	113 FRANKLIN STREET	G000037200	No

KNOWN CONTAMINATED SITES IN THE BOROUGH OF LITTLE FERRY

Address	Property Identification Name	Property Identification Number	Home Owner (Y/N)
115 ECKEL RD	115 ECKEL ROAD	G000029246	No
128 MEHRHOF RD	128 MEHRHOF ROAD	G000062318	No
129 REDNECK AVE	129 REDNECK AVENUE	213129	Yes
132 WOODLAND AVE	132 WOODLAND AVENUE	494381	No
14 RISER RD	NEWCAL AVIATION	96970	No
14 WOODLAND AVE	14 WOODLAND AVENUE	547380	Yes
15 ROOSEVELT ST	15 ROOSEVELT STREET	503166	Yes
152 RT 46	GI GI KARS	G000022133	No
16 INDUSTRIAL AVE	PROGASKET INC	G000015705	No
16 LA ROSA DR	16 LA ROSA DRIVE	162792	No
162 WOODLAND AVE	162 WOODLAND AVENUE	193478	Yes
180 182 & 190 LIBERTY ST	KAVRIK KORNER	191673	Yes
184 MAIN ST	184 MAIN STREET	252686	Yes
19 ADAMS ST	19 ADAMS STREET	287166	Yes
19 MARSHALL AVE	19 MARSHALL AVENUE	454417	Yes
20 KAUFMAN AVE	20 KAUFMAN AVENUE	493817	No
200 RISER RD	SANYO FISHER (USA) CORP	30077	No
21 SAND HILL CT	21 SAND HILL CT	G000043243	No
210 WASHINGTON AVE	210 WASHINGTON AVE	G000036371	No
24 MAPLE ST	24 MAPLE STREET	G000036650	No
25 MAIDEN LN	25 MADEN LANE	208672	Yes
252 LIBERTY ST	GULF SERVICE STATION	6361	No
26 GARDEN ST	26 GARDEN STREET	448873	Yes
26 PAROUBEK ST	26 PAROUBEK STREET	G000062163	No
269 RT 46	GULF 121443	6324	No
28 PROSPECT AVE	28 PROSPECT AVENUE	195606	Yes
300 BERGEN TPKE	REMADO	1394	No
319 RT 46	KIM'S EXXON	7836	No
33 WOODS RD	33 WOODS ROAD	514230	Yes
35 COLUMBUS AVE	35 COLUMBUS AVE	261989	Yes
38 GROVE ST	38 GROVE STREET	237760	Yes
38 MAIN ST	METAL COMPONENTS INC	5703	No
42 MEHRHOF RD	42 MEHRHOF ROAD	286169	Yes
44 BERGEN TPKE	LEGRANDE PROPERTY	252763	No

KNOWN CONTAMINATED SITES IN THE BOROUGH OF LITTLE FERRY

Address	Property Identification Name	Property Identification Number	Home Owner (Y/N)
44 CHARLES ST	44 CHARLES STREET	G000025459	Yes
44 MEHRHOF RD	WM ZABRANSKY JR INC	17245	No
449 RT 46	GETTY 56161	1623	No
46 WILSON ST	46 WILSON STREET	G000032060	No
469 RT 46	TETERBORO CHRYSLER PLYMOUTH INC	6043	No
49 KAUFMAN AVE	49 KAUFMAN AVENUE	245414	Yes
49 PICKENS ST	49 PICKENS STREET	207591	Yes
63 INDIAN LAKE RD	63 INDIAN LAKE ROAD	437956	Yes
69 GRAND ST	69 GRAND STREET	437833	Yes
70 MEHRHOF RD	70 MEHRHOF ROAD	G000041175	No
82 POPLAR AVE	82 POPLAR AVENUE	135122	No
84 INDUSTRIAL AVE	PSI COSMETICS	G000014157	No
9 LIBERTY ST	C P TRANSMISSION INC	1019	No
MEHRHOF RD	INTERCHEMICAL PETROLEUM CORPORATION	G000000647	No

Source: NJ Department of Environmental Protection Known Contaminated Sites in New Jersey Reports. <http://www.nj.gov/dep/srp/kcsnj/> Accessed September 23, 2013.