

**SUMMARY
MASTER PLAN**



1985

SUMMARY MASTER PLAN
BOROUGH OF LITTLE FERRY NEW JERSEY



LITTLE FERRY PLANNING BOARD

DORRAM ASSOCIATES, INC.

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BOROUGH OF LITTLE FERRY, NEW JERSEY

1985

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*

The help and cooperation of the above officials and many others at the Local, County and State levels is gratefully acknowledged by:

DORRAM ASSOCIATES INC., Planning Consultants
265 - A Route 46
Totowa, New Jersey 07512



Peter B. Dorram

Peter B. Dorram, AICP, PP
Licensed Professional Planner #92

SUMMARY MASTER PLAN - 1985
BOROUGH OF LITTLE FERRY, N. J.

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I. INTRODUCTION

This current Master Plan is the third in a series of Little Ferry Master Plans. The first Master Plan was completed in 1964, the second in 1978, and the current, third Master Plan is being adopted 21 years later in 1985.

Each successive new Master Plan provides for the changing needs of Little Ferry. The first two Master Plans were facing the problems of a growing community. This current study addresses itself to the challenges of an almost fully developed community. As Little Ferry's development potentials began to reach their limits, the community started vigorously re-developing its already used and formerly developed lands.

The new re-development has created unprecedented growth problems for the community, which in order not to close the barn door after the horse had left, has passed a moratorium on all developments until its development plan could be finished. Therefore this 1985 Master Plan is an action plan providing guidance and direction for future growth and development.

This Summary Master Plan report is the concluding report in a series of five studies which together comprise the 1985 Master Plan. These studies include:

Master Plan Report No. 1, Population and Housing, 1984.

Master Plan Report No. 2, Land Use, 1984.

Master Plan Report No. 3, Community Facilities, January 1985.

Master Plan Report No. 4, Traffic & Economic Study, February 1985.

Master Plan Report No. 5, Summary Master Plan, June 1985.



BOROUGH OF LITTLE FERRY, N.J.
AERIAL PHOTO-1980

Scale: 1" = 100'
E 560, N 4520
Aerial Photo Taken on 11/11/80
Photographer: 46



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The major recommendations of the Master Plan are as follows:

The Population and Housing Study found that:

1. Whereas the Bergen County population declined by six percent during the last census decade (1970-1980), the Little Ferry population increased by four percent.
2. During the same 1970-1980 period, the number of young people in Little Ferry between the ages of 1 - 24 years of age declined by 13%, while senior citizens, or persons 60 years old, or older have increased from 1,158 in 1970, to 1,444 in 1984 by 25%.

These ten year trends in the number of young people which declined by 13%, while the number of senior citizens increased by 25%, indicate a shift in the Little Ferry population composition, toward an increasingly larger segment of elderly persons. This indicates a new demand to plan for the needs of the elderly population of the Borough.

3. The average Little Ferry household size declined during the 1970-1980 decade from 3.0 to 2.5 persons. This 17% decline in household size reflects also a new need and trend for smaller dwelling units at lower prices.

The Housing Study found that:

1. Renter occupied dwelling units increased twice as fast than owner occupied units during 1950 - 1980, or putting it another way, one could say that while the renter occupied units have quadrupled, owner occupied units have only doubled in numbers during the same period.

2. The 1980 vacancy rates were minimal at 2.7%.
3. In 1980 2,055 Little Ferry housing units representing 53% of the total borough housing supply were renter occupied.
4. As, due to changing trends, Little Ferry families grew smaller during the 1970-1980 period, the borough's population increased by 4%, while housing units increased by 19%.

The Land Use Study found that:

1. Development trends were for increasingly higher residential densities.
2. In zone districts where one and two family housing units were permitted, only two family homes were actually built.
3. Most of the land in the borough except its last thirty-two vacant acres, was already developed.
4. The trend was for the less intensively developed lands to be redeveloped for multi-family housing, which has in its haphazard and unplanned form created congestion and traffic problems.
5. Major development problems included flood plains, marsh lands, a high water table, poor drainage, and premature subdivisions that created small and shallow lot patterns.
6. The Route 46 corridor with its unique proliferation of automotive uses represents a land use problem in its own right.

7. Larger office uses or office centers are conspicuously absent in Little Ferry.
8. The Hackensack Meadowlands Development Commission has zoning jurisdiction over one-third of the borough's area.

The Community Facilities Study found that:

1. The Borough needs to develop a Recreation Area Master Plan to reflect the changing needs of the community, due to shifting trends in population age groups.
2. Little Ferry generally has adequate areas* in public ownership and open space. Some of these open space areas are in need of development. Such developments are needed mostly for neighborhood, and borough wide active and passive recreation facilities for all ages including senior citizens.
3. A few of the unused public areas should be disposed of.
4. The library could, and should be further improved within its present framework. Preliminary architectural sketches indicate that a balcony, or mezzanine expansion along the Liberty Street wing would be feasible.
5. The existing school plant will not need any significant expansion for the next six years.

* In recognition of the above and other considerations, a detailed list of miscellaneous recommendations is presented in Master Plan Report #3, pages 2 through 12.

The Traffic Study found that:

1. A comparison of 1983 and 1984 accident distributions revealed that accidents occur in the same locations, indicating thereby a need for specific road improvements, especially intersection improvements, road widening and realignments, new roads, road connections and turn-arounds.
2. The Borough's traffic engineering consultants found that Liberty Street is at, or near its traffic bearing capacity. This means that land use planning and zoning should avoid, by all reasonable means, the locating of larger traffic generators along this thoroughfare to avoid any further undue traffic congestion. This policy should be reconsidered at a future date when, due to traffic improvements, the Liberty Street traffic capacities become significantly greater.

The Economic Analysis, in Report #4, found a need to expand and diversify the tax base by planning for new, modern office, research and light industrial facilities.

* * *



Mapped, edited, and published by the Geological Survey
 in cooperation with the New York Department of Transportation
 under the authority of the U.S. Geological Survey, U.S. Department of the Interior
 and the New York State Department of Transportation.

Contour interval: 10 feet
 Datum: Mean Sea Level
 Projection: Universal Transverse Mercator (UTM)
 Zone: 18N
 Spheroid: International 1924
 Datum: Mean Sea Level
 Projection: Universal Transverse Mercator (UTM)
 Zone: 18N
 Spheroid: International 1924
 Datum: Mean Sea Level

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BOROUGH OF LITTLE FERRY, N.J.

DECEMBER 1984

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II. LAND USE

PART I. EXISTING LAND USE

The land use and zoning characteristics of Little Ferry are presented in substantial detail in Master Plan Report #2 entitled: Land Use.

The Borough of Little Ferry, officially incorporated in 1894, is a fully developed community, on the west bank of the Hackensack River, having gained its name from a rope-drawn little ferry, which served as an important link on the road that connected the different parts of the country with the developing metropolis in New York.

Because of its strategic location near the New York metropolitan area and major transportation routes, such as Interstate 80, US Highway Route 46, Route 17, and the New Jersey Turnpike, the community developed fast. Its original subdivisions consisted mostly of 2,500 and 5,000 square foot building lots.

Because of the community's location at the northern end of the Hackensack Meadows, abutting the Hackensack River, the prevailing topography is low and level, with elevations ranging between one and ten feet above mean sea level in most parts of the Borough. Because of these characteristics, flooding and drainage have been severe development problems. Approximately one-third of the Borough is in the Hackensack Meadows Development District, and is governed by the Hackensack Meadowlands Zoning.

The combination of Little Ferry's strategic location in the proximity to the Metropolitan area; its good accessibility by regional highways; level lands; early subdivisions of numerous small lots; high water table and flooding, jointly created the development pattern and development problems of today. The pattern of land use distribution and existing conditions is depicted on the Existing Land Use, 1984 diagram.

The Borough, having been fully developed during the course of the last decades, has recently entered its latest development phase: re-development. During the early 1980's, hundreds of multi-family housing units were approved and developed on land that was formerly utilized for one-family homes and other uses. This caused growing pains including traffic congestion, accidents, drainage and many other problems, by placing undue stress on the Little Ferry infrastructure.

Meanwhile -- on the Borough's main artery, Route 46 -- high traffic volumes, the proliferation of competing signs and billboards, the countless automotive establishments, including new and used car and truck sales, car wash places, service stations and accessory establishments have caused this corridor to develop into a highly commercial and somewhat blighted area. This, when compounded with the other problems described above constitutes the need, and the challenge, for aggressive and modern planning to be embraced in the development of the 1985 Master Plan.

The Land Use Plan following presents graphically the proposed method and the strategies for meeting the needs of Little Ferry's, land use problems.



SCALE: 1" = 100'

EXISTING LAND USE - 1984

BOROUGH OF

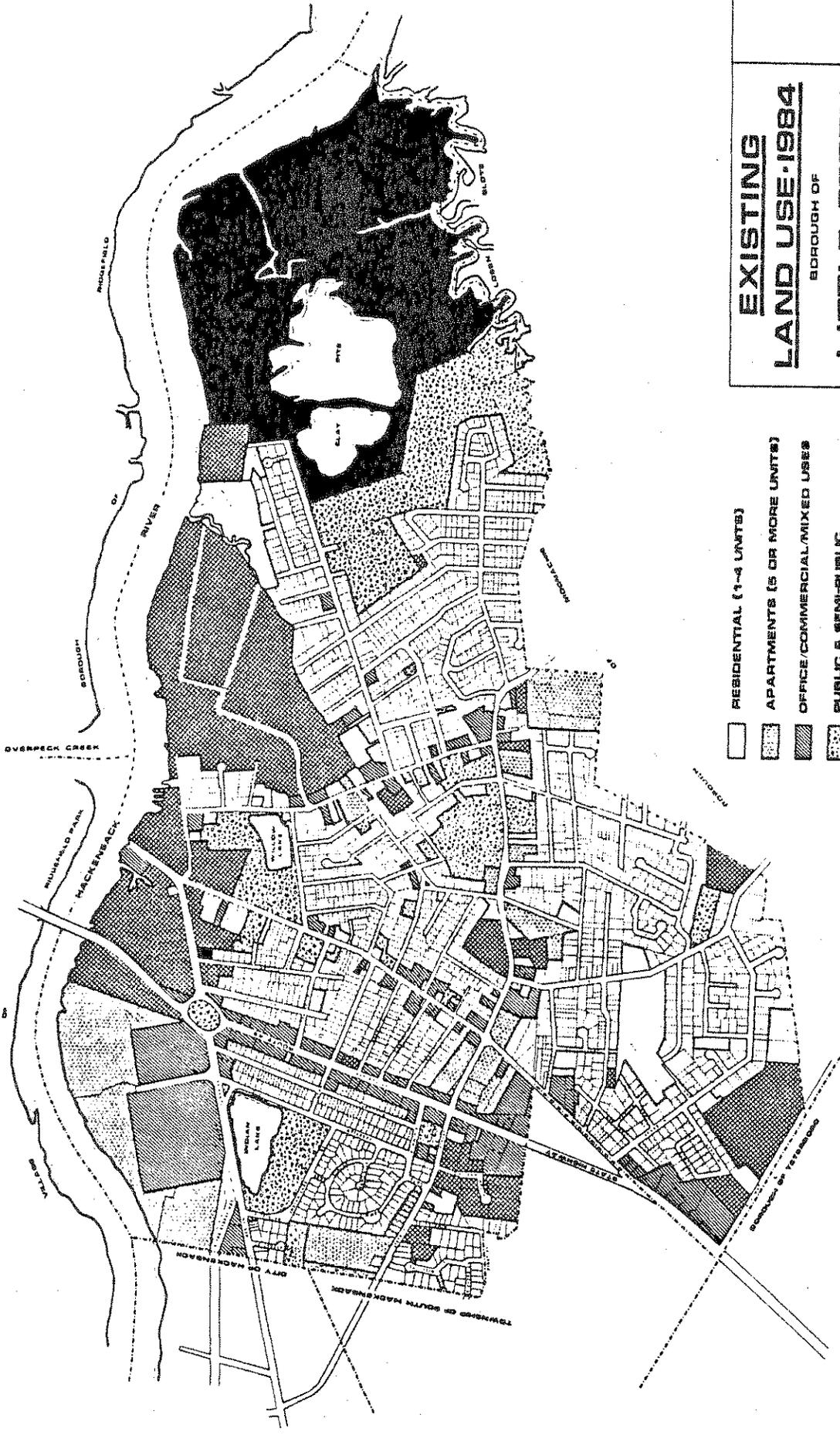
LITTLE FERRY

BERGEN COUNTY, NEW JERSEY

SCALE: 1" = 100'

DECEMBER 1984

DOMINANT ASSOCIATES, INC. CONSULTANTS



- RESIDENTIAL (1-4 UNITS)
- APARTMENTS (5 OR MORE UNITS)
- OFFICE/COMMERCIAL/MIXED USES
- PUBLIC & SEMI-PUBLIC
- INDUSTRIAL
- UTILITY
- VACANT

SCALE: 1" = 100'

5



ISSUED BY THE BOARD OF PLANNING AND ZONING
OFFICIAL MAP NO. 1000
E. 1000 1000 1000

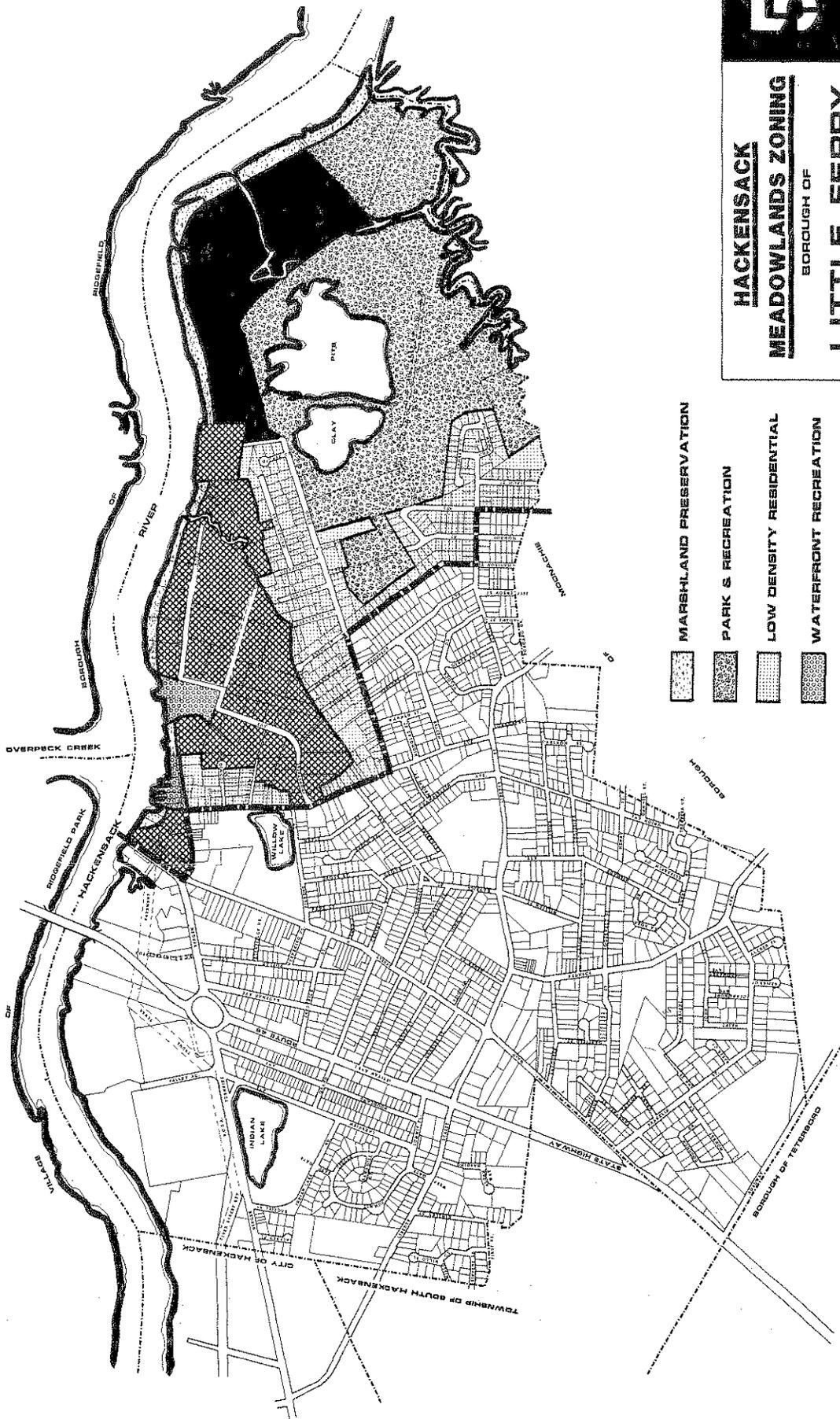
**HACKENSACK
MEADOWLANDS ZONING**

BOROUGH OF
LITTLE FERRY

BERGEN COUNTY, NEW JERSEY

SCALE: 1"=400' DECEMBER 1984

DORRAN ASSOCIATES, INC. CONSULTANTS



-  MARSHLAND PRESERVATION
-  PARK & RECREATION
-  LOW DENSITY RESIDENTIAL
-  WATERFRONT RECREATION
-  LIGHT INDUSTRIAL & DISTRIBUTION B
-  PUBLIC UTILITIES
-  H.M.D.C. BOUNDARY

0 100 200 300 400 500
SCALE IN FEET
SOURCE: HACKENSACK MEADOWLANDS DEVELOPMENT COMMISSION OFFICIAL ZONING MAP 1984.

TABLE L-1

LAND USE DISTRIBUTION BY ACREAGE
BOROUGH OF LITTLE FERRY, N.J. 1984

<u>LAND USE CATEGORY</u>	<u>1984</u>	
	<u>Area in</u> <u>Acres*</u>	<u>Percent</u> <u>of</u> <u>Total</u>
<u>Residential</u>		
One Family Residential.....	188	18.1
Two - Four Family Residential...	75	7.2
Multi-Family Residential.....	67	6.4
Sub-Total.....	330	31.7
<u>Non-Residential</u>		
Office & Commercial (including mixed residential).....	73	7.0
Industrial.....	141	13.6
Utility.....	160	15.4
Sub-Total.....	374	36.0
<u>Miscellaneous</u>		
Public & Semi-Public.....	92	8.9
Streets & Highways.....	134	12.9
River & Water Bodies.....	77	7.4
Vacant.....	32	3.1
Sub-Total.....	335	32.3
Total.....	<u>1,039</u>	<u>100.0%</u>

SOURCE: Dorram Associates Inc., Survey 1984

*The Little Ferry Municipal Area is 1,039 acres, or 1.623 square miles.

LAND USE

PART II. LAND USE ELEMENT - THE LAND USE PLAN

OBJECTIVES

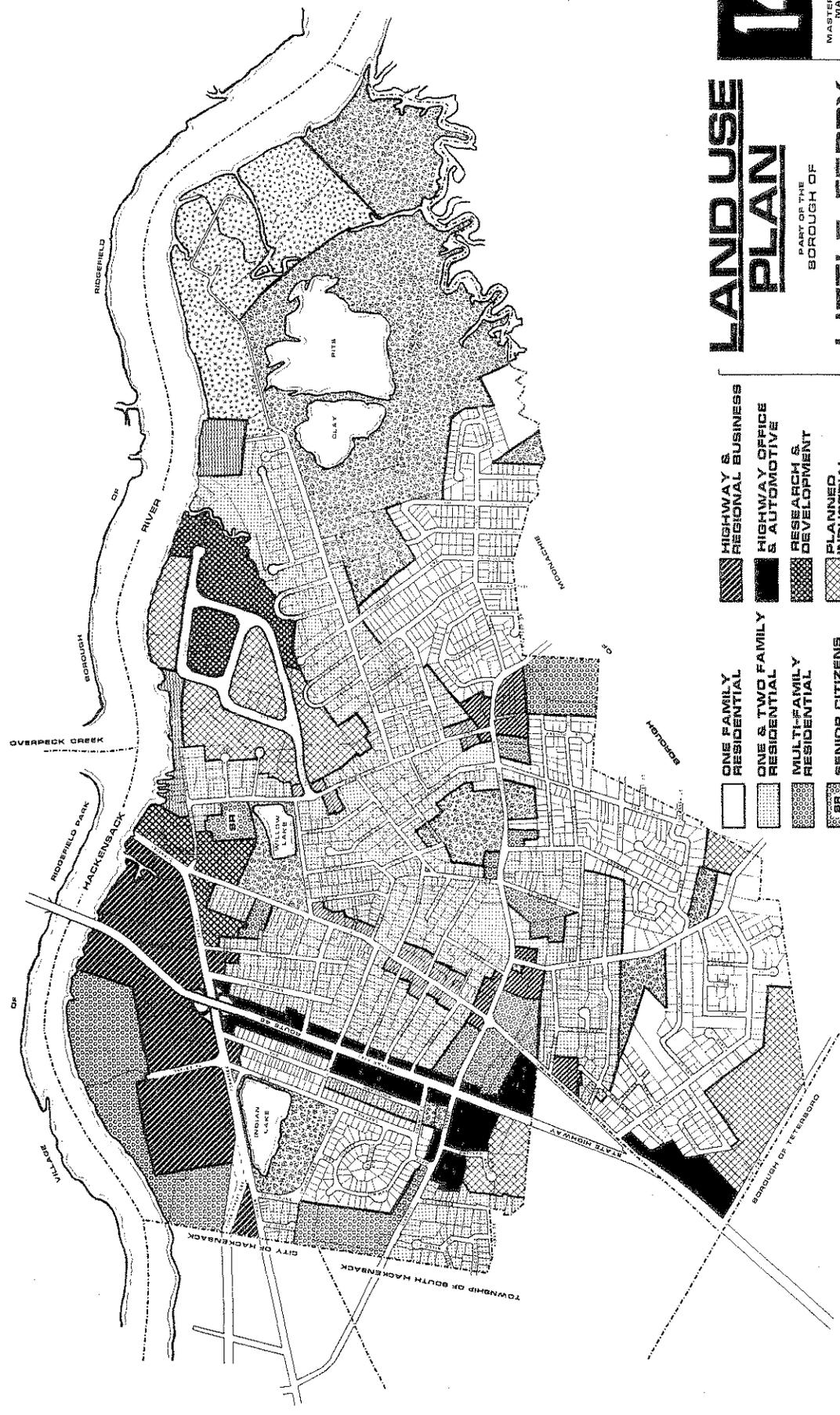
The Land Use Element, as illustrated on the Land Use Plan following, is the summary statement of the Master Plan indicating the proposed future uses of lands, including the Circulation Plan and Community Facilities Plan recommendations. This Plan is expected to be updated and revised within the next six years. The Municipal Land Use Law requires this periodic updating. It also requires that the zoning ordinance be in substantial conformance with the Land Use Element part of the Master Plan. Thus the traditional discrepancy between future land use, and actual zoning, has been narrowed by the New Jersey Courts, and we'll find that there will be a very close correlation between the proposed land uses on the Land Use Plan following, and the recommended future zoning for the Borough of Little Ferry.

RECOMMENDED LAND USES

The Land Use Plan following proposes fourteen separate and different recommended land uses as described in further detail below.

It is the intent of the Land Use Plan to reverse some of the haphazard and random land use trends which originated before planning and zoning were established in Little Ferry.

**LAND USE
 PLAN**
 PART OF THE
 BOROUGH OF
**LITTLE FERRY
 MASTER PLAN
 1985**
 DORRAN ASSOCIATES, INC. . . . CONSULTANTS



- | | | | |
|---|------------------------------|--|------------------------------|
|  | HIGHWAY & REGIONAL BUSINESS |  | ONE FAMILY RESIDENTIAL |
|  | HIGHWAY, OFFICE & AUTOMOTIVE |  | ONE & TWO FAMILY RESIDENTIAL |
|  | RESEARCH & DEVELOPMENT |  | MULTI-FAMILY RESIDENTIAL |
|  | PLANNED INDUSTRIAL |  | SENIOR CITIZENS |
|  | GENERAL INDUSTRIAL |  | PUBLIC & SEMI-PUBLIC |
|  | WATERFRONT REC. & MARINA |  | NEIGHBORHOOD BUSINESS |
|  | UTILITY |  | GENERAL BUSINESS |

300 0 300 600 900
 SCALE IN FEET

1. R-A One Family Residential

This will be a land use and zoning classification consisting only of one-family detached homes. It is the intent of the Land Use Plan to protect and sustain existing one-family detached home residential neighborhoods from the intrusion of through traffic and non-compatible uses. As the Land Use Plan indicates, the R-A One-Family Residential areas are located in existing, fully-developed, or substantially developed one-family residential neighborhoods. As mentioned above, it is the intent of the Master Plan to protect the R-A sections from the intrusions of:

- *Two-family and multi-family uses.
- *Other non-residential uses.

2. R-B One And Two-Family Residential

These are located in existing developed, or nearly developed residential neighborhoods, consisting mostly of one and two-family homes. The intent of the Master Plan here is to protect these neighborhoods from the intrusion and effects of through traffic, multi-family housing, and other non-residential, or non-compatible uses.

3. R-M Multi-Family Residential

The recent unplanned development of some haphazardly located 750 new multi-family dwelling units, has caused severe developmental problems in the Borough of Little Ferry.

The master plan endeavors to discourage the further development of high density traffic generators along Liberty Street based on the advice of Garmen Associates, the municipality's traffic and transportation engineering consultants. Liberty Street is one of the Borough's two principal arterial thoroughfares, connecting Little Ferry in a northerly and southerly direction to surrounding communities.

For this reason, and in order to assess many already approved, but not yet completed, multi-family developments, the plan restricts, with few exceptions, the R-M Multi-Family Residential areas, to already existing and approved multi-family housing areas.

One of these exceptions is the former Wilson School site on Main Street, which is proposed for town-house units, provided that a minimum of 40% of the dwelling units will be permanently reserved for senior citizen housing, and further that future access to the above shall be provided by way of Petersilge Drive to avoid congestion on Main Street.

Low and Moderate Income Housing.

It is a further objective of this Master Plan that the R-M Multi-Family residential sections shall provide for the customary needs of low and moderate income families residing in multi-family housing. In order to encourage this, the Master Plan recommends an increase in the permitted densities, to be accompanied by mandatory set-asides. The current R-M densities are about 6.7 dwelling units per acre, based on a maximum land coverage of 27%, and a minimum lot area per dwelling unit of 1,750 square feet. This is recommended to be increased to a maximum lot coverage of 32%, and a minimum lot area per dwelling unit of 1,750 square feet, which will result in a density of about 8 dwelling units per acre.

Mandatory Set Asides are basically a requirement that developers include a minimum amount of low-income housing in their projects. It is herewith recommended, that the minimum shall be set at 20% of all dwelling units applied for, and that these set-asides shall meet the standards and criteria of the Mt. Laurel II decision for low and moderate income housing.

In addition, it is recommended that all multi-family housing projects shall have a minimum 50% landscaped area, and that a minimum 30 foot wide planted buffer strip be required wherever an R-M multi-family housing use abuts any other use.

While the gross residential density for R-M multi-family housing is recommended at 8 units per acre, it is further recommended that net residential density for townhouses shall be 8 units per acre and for garden apartments shall be 12 units per acre. Furthermore, all front yard parking shall be prohibited in order to enhance the appearance of multi-family housing areas.

4. Senior Citizen Housing

Master Plan Report #1, Population and Housing, presented a most informative section on the needs of Little Ferry senior citizens. It was found that a little over 15% of Little Ferry population were, in 1980, senior citizens or persons 60 years or over. What was of interest to note was that the number of senior citizens has been on the increase since 1970 and that the indications were that this trend will continue in the future. It should be further noted that statistics on housing revealed also, that in 1980 senior citizens under the age of 65 represented 20% of the renter occupied housing

units in Little Ferry, while those over the age of 65 represented 36% of such units. This we believe is an indication that with advancing age, it is not easy for the elderly to maintain single family detached owner-occupied units, and that there is a preference for rental units, because of the greater ease in maintenance.

The Master Plan recommends -- in recognition of these trends and needs -- that a special site be earmarked for a potential future senior citizen project. This site, as illustrated on the diagram, is planned in conjunction with the open space and recreation areas of Willow Lake Park, at the easterly end of this park, along Washington Avenue.

5. Public And Semi-Public Uses

The Land Use Plan diagram illustrates the location and extent of the major, larger, public and semi-public parcels -- identified in greater detail in the Community Facilities diagram presented earlier in Master Plan Report #3, Community Facilities, which also presents an inventory of such facilities.

A subsequent chapter of this report will present the recommendations for existing and future community facilities. It is the recommendation of this Master Plan that no further land acquisitions for community related facilities be made at this point, but that instead a consolidation of the existing lands, and the general improvement of their facilities be made. Thus, the land use plan diagram indicates currently owned public facilities and open spaces.

6. B-N Neighborhood Business

It is the purpose of the Neighborhood Business areas to provide for the customary convenience shopping needs of residential neighborhoods. These usually include a small food market, a delicatessen, a drug store, and the like. The intention here is to provide convenience for the residents who should not need to drive to the nearest shopping center in order to buy a newspaper, a sandwich, a pack of cigarettes, or some other minor purchase.

During the 1950s and 1960s, it was customary to plan for neighborhood shopping needs in the form of strip commercial developments along major neighborhood streets. With the advent and development of the shopping center, this has changed. Modern planning theory holds that it is better to have the commercial establishments clustered so that they can share facilities such as parking and off-street loading and unloading jointly; have uniform signs; illumination; sidewalks; canopies; and even share advertising, as opposed to the former way where stores and shops competed with each other in a mad scramble to erect bigger, and gaudier signs, banners and illumination in order to attract attention.

It is the deliberate intent of the Master Plan to discourage the scattering and proliferation of the neighborhood shopping facilities, and therefore, they are planned in small compact clusters, mostly along Main and Washington Streets.

7. B-G General Business

The purpose of the General Business zone is to provide for the needs of one-of-a-kind business and service establishments that are occasionally or customarily found in a community, without furthering the scattering of such facilities. For example: travel agencies, bars, restaurants, funeral parlors, and other similar one-of-a-kind establishments.

General Business areas are planned in fairly concentrated and relatively small areas along Main and Liberty Streets where such concentrations already exist.

8. B-H Highway & Regional Business Area

It is the purpose of the new B-H Highway & General Business area to provide for the shopping and recreational needs of the travelling public using the Route 46 corridor in the general area of the former Route 46 traffic circle. It is intended that regionally oriented uses, such as auditoriums, hotels, motels, offices, restaurants, and shopping centers, be encouraged to share such miscellaneous common facilities as colonnades, customer parking, loading and unloading facilities, landscaping, malls, pedestrian walks, service drives, and utilities.

As illustrated on the Land Use Plan, the Highway & Regional Business area is planned near the Hackensack River crossing of Route 46, and in the general vicinity of the Valley Fair shopping center.

It is believed that, if someday the Borough of Little Ferry were to provide for taller buildings than is provided for in the present ordinances, than the Highway and Regional Business area would be the proper place to do so. This commercial area, because of its geographic location at the intersection of Route 46 and the Bergen Turnpike, will also be well-suited for the locating of banks, professional and general offices, savings and loan institutions, and other similar establishments.

9. H-O Highway Office & Automotive.

It is the purpose of the Highway Office District to provide for the common need of highway oriented office uses.

Because of the early and premature subdivision pattern of the Little Ferry roadsides along the Route 46 corridor where lots were subdivided into shallow 100 foot deep parcels, a narrow and elongated zone district evolved, which had very limited suitability for development. As a result, the "strip" along Route 46 developed into a mile-long used car lot, which did not become much of an asset to the community. For this reason, it is proposed that the automotive uses shall be only conditionally permitted uses, and that their replacements by banks and offices be encouraged.

It is further recommended that ultimately, this district be widened to a depth of two hundred feet on each side of Route 46, and that underground utilities be promoted to replace the unsightly proliferation of telephone poles and overhead wires.

10. Planned Industrial Park (Restricted Industrial Zone)

The purpose of the Planned Industrial Park District is to provide for the needs of light industrial, manufacturing, assembling, packaging, processing, warehousing and wholesaling activities customarily conducted in modern industrial parks or planned industrial districts.

The Planned Industrial Park District is located in an already substantially developed area, which has only limited further development potentials.

The Circulation Plan makes a special provision for this new zone district by providing for the future development of a new Loop Road, which will have its beginning at the Industrial Avenue and Washington Avenue intersection, and will extend easterly to the present Gates Road. This district is bounded on its westerly and southerly end by the abutting two-family residential neighborhood by DePeyster Creek. Otherwise, the proposed Planned Industrial District is intended to replace the former Restricted Industrial Zone. Its area consists substantially of developed industrial areas, with some further development potentials. The intention is to encourage the upgrading of the industrial park areas, by prohibiting outdoor storage, requiring handsome landscaping and preventing the overcrowding of the land. Because of access problems, it is recommended to discourage industries requiring heavy truck servicing. Instead, light industries are to be welcomed.

11. Research & Development

It is proposed that this new district permit greater building height, and a lesser intensity of land coverage than the industrial park zone, based on the assumption that research and development uses as well as laboratories tend to locate in office-type, rather than industrial-type structures.

In general, the Research & Development area is one of low intensity, industrially oriented type uses, which are considered well suited for future redevelopment consisting of more intensive and more valuable land uses than prevail at present.

12. General Industrial District

The intent of separate, general industrial districts is to provide for the customary needs of miscellaneous manufacturing, warehousing, storage and repair needs, and activities conducted in such general industrial zones including wood and metal workshops.

13. Waterfront Recreation And Marina

Two relatively small areas fronting on the westerly bank of the Hackensack River, within the Hackensack Meadowlands zoning jurisdiction, are proposed for Waterfront Recreation and Marina uses.

The Hackensack Meadowlands Development Commission (HMDC) is encouraging the development of marinas in waterfront zones, and this plan recognizes and embraces these ambitions of the Meadowlands Commission, in the Little Ferry Master Plan.

14. Utilities

A large area along the Hackensack River at the southern end of the Borough, is a site occupied by the Bergen County Utilities Authority which operates a county-wide sewerage collection and treatment facility.

This large and efficient utility operation is subject to numerous state and federal requirements and, hence, is not in need of further local controls.

* * *

III CIRCULATION PLAN

The major traffic problem areas and critical intersections of Little Ferry were analyzed earlier in Chapter VI of Master Plan Report 4, Traffic & Economy. As a result of these studies major street and road improvements are planned as illustrated on the Circulation Plan diagram opposite, and as described below:

1. INTERSECTION IMPROVEMENTS

Diagram numbers 1, 2, 4, 5, 6, 15, 16 & 18 on the Circulation Plan following represent intersections which are accident-prone and hazardous, or otherwise inefficient. For accident data see Diagram of Accident Distribution 1984 following Page 30. Each intersection has its own unique problems which call for more detailed traffic engineering studies. New traffic lights, and improved channelization may be two of a number of possible solutions which will provide for safer access, and which will eliminate some congestion.

2. NEW CUL-DE-SAC TURNAROUNDS

Diagram numbers 9, 11, 13, 14 & 20 on the Circulation Plan represent planned new cul-de-sac turnarounds to help provide safer access and egress from some of Little Ferry's many dead-end streets. In addition to providing safer turnaround areas for emergency and utility vehicles, more efficient access will be available to area residents.

3. WIDENING AND/OR REALIGNMENT

- a. Washington Avenue from Main Street to Mehrhoff Lane experiences a disproportionate number of traffic accidents. In conjunction with the intersection improvements recommended in above Section (1), it is further recommended that Washington Avenue should be widened in this area (see #7).
- b. Liberty Street is Little Ferry's primary north-south artery. Because of the heavy traffic volumes on this principal arterial road, it is in need to be widened to a uniform width for its entire length in Little Ferry, and where possible, to be realigned so as to allow for a smoother flow of traffic and for better sight distances (see #17).
- c. Wilson Street is scheduled to be widened and rebuilt as part of the Bergen County Transportation Improvement Program (see #19). This Master Plan herewith endorses these proposals.
- d. It is also recommended that Union Avenue be widened from the vicinity of Christina Street east to Liberty Street (see #22), within the framework of the existing right of way.

4. CONNECTORS

- a. Four dead-end streets could be eliminated by constructing two connecting roads. Proposal #8 on the Circulation Plan illustrates a proposed connection between Louis and Hartwick Streets while proposal #12 shows a connector between Lafayette and Lincoln Streets. Each improvement will serve the purpose of upgrading the overall circulation pattern in this section of Little Ferry.

- b. The Mariani Drive-Ann Street connection is proposed, in order to eliminate these two dead end streets (see #20).
- c. Romanko Avenue can be connected to Franklin Street, eliminating an unnecessary dead-end, and utilizing a previously vacated right-of-way (see #21).

5. ROUTE 46 TRAFFIC CIRCLE

The improvement of the old traffic circle on Route 46 is a state and county traffic improvement -- proposed for many years -- which we recommended for grade separation, because this is Little Ferry's most accident-prone intersection. This improvement is long overdue. (The improvements in progress at the time of this writing fall short of these recommendations.)

6. NEW INDUSTRIAL AREA LOOP SYSTEM

The new loop road system as illustrated by item #10 on the Circulation Plan will include new road linkages and the widening and realignment of right-angle turns on existing street sections. It is intended that greatly improved vehicular access for cars and trucks will lead to the future upgrading of this area.

It is envisioned that future review boards shall require of developers to contribute their "fair share" of off-site improvement costs to implement this plan.

7. PEDESTRIAN OVERPASS

A pedestrian overpass is recommended -- perhaps as part of off-site improvement cost to be paid for by developers at the time of site plan review, as required for change of use -- connecting the Valley Fair Shopping Center to the residential neighborhoods on the west side of Bergen Turnpike.

This, and some of the other recommendations in this report were first suggested by Mr. Vincent Pedicini, Energy Specialist for the New Jersey Department of Energy. Two of his recommendations in particular, the vehicular overpass and the bicycle path described following are incorporated herewith in the Little Ferry Master Plan.

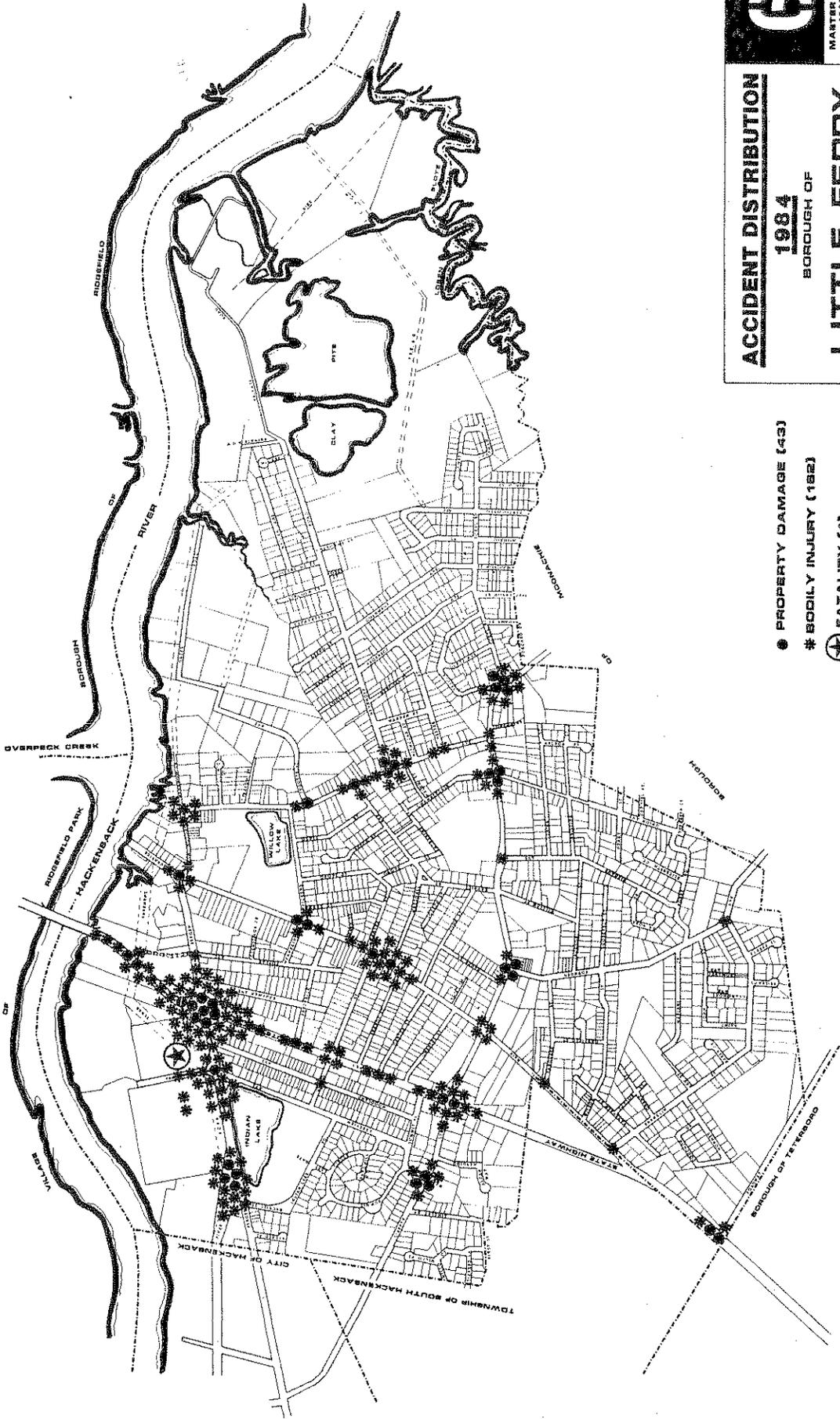
8. BICYCLE PATH NETWORK

It is recommended that as an energy conservation measure, a bicycle path network be planned along main thoroughfares under a Continuing Planning Program whenever grants or other sources of funding become available. Such a network would connect residences to business districts, schools and recreation sites.

CONCLUSION

It is recommended that as part of a Continuing Planning Program -- which should follow the completion of this Master Plan -- the implementation of the above recommendations be explored, including liaison with the Bergen County Planning Board and Department of Engineering for purposes of obtaining a detailed traffic engineering study, and needed traffic improvements.

* * *



ACCIDENT DISTRIBUTION

1984

BOROUGH OF

LITTLE FERRY

BERGEN COUNTY, NEW JERSEY

SCALE: 1"=400' DECEMBER 1984

OSGEM Associates, Inc. CONSULTANTS



MASTER PLAN
MAP



OSGEM ASSOCIATES, INC.
OFFICE: 100 PARK
400 NEW YORK STREET, 1000

- PROPERTY DAMAGE (43)
- * BODILY INJURY (182)
- ★ FATALITY (1)

SCALE IN FEET
0 200 400 600

SOURCE: LITTLE FERRY POLICE DEPARTMENT, JANUARY 1985.

IV. COMMUNITY FACILITIES PLAN

This master plan recommends no further land acquisitions for community-related facilities, but rather a consolidation of the existing lands and general improvements of the present facilities.

It is recommended that the cluster of municipal and public facilities in the vicinity of the Memorial and Washington Schools be further enhanced as the focal point of borough activities. Traffic generating land uses should be prohibited and a pedestrian-oriented atmosphere should prevail. Improved sidewalks and street furniture (benches, signage, landscaping) will contribute to the creating of a focus for civic activities.

Other recommendations are as follows:

1. The easterly portion of Willow Lake Park be considered for potential Senior Citizen Housing, or further recreational development.
2. Library expansion - interior.
3. The vacant Borough-owned parcel southwest of Losen Slote Creek Park be dedicated to the Audubon Society, or similar agency, as a bird sanctuary or nature preserve, because of the maintenance and access problems of this marsh area.
4. The small, vacant, Borough-owned parcel at Marshall Avenue and Grove Street be sold, either to the adjacent property owner, or to the nearby store for off-street parking.



MASTER PLAN MAP



ISSUED: 02 JUL 84
REVISED: 10 FEB 84
BY: [unreadable]

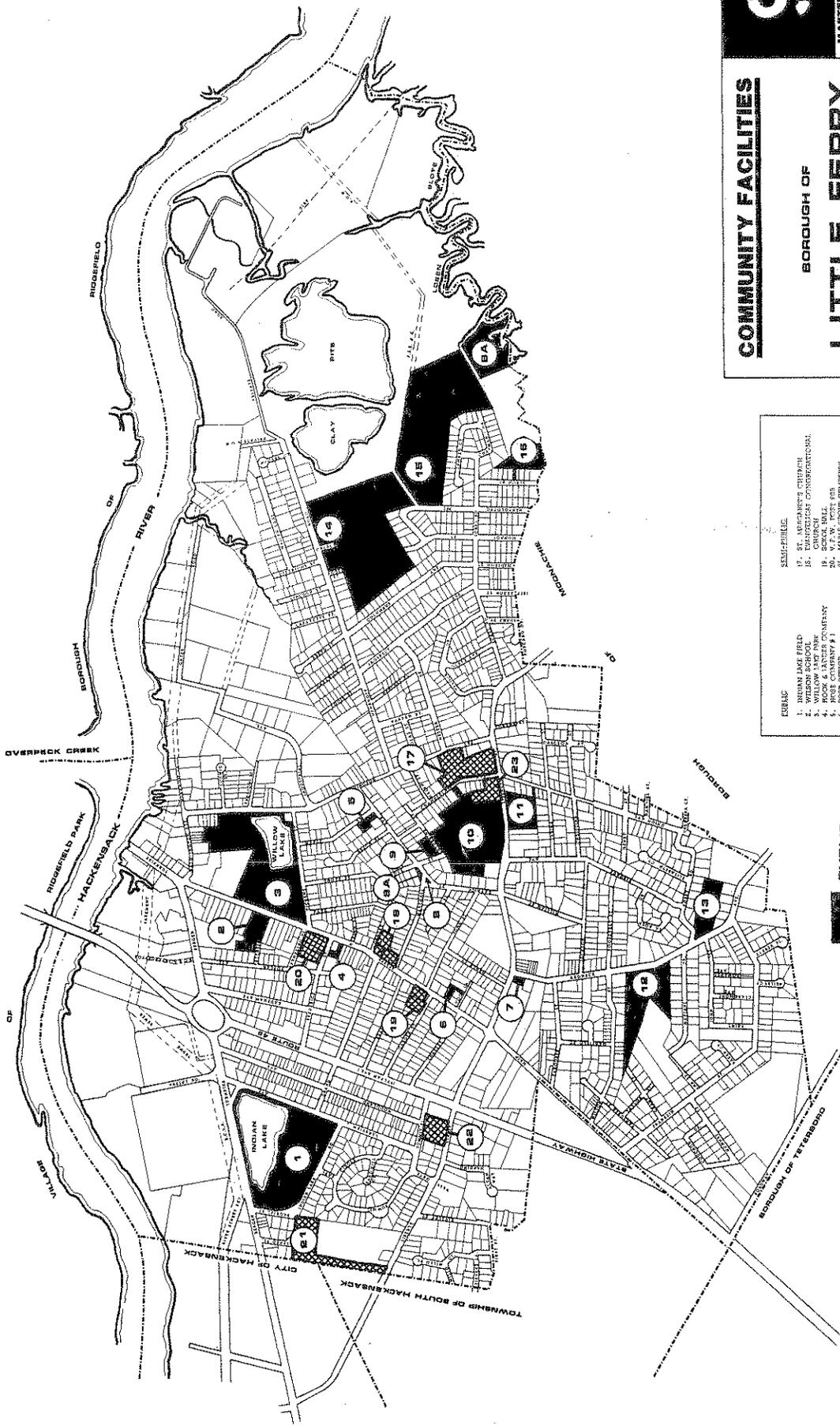
COMMUNITY FACILITIES

BOROUGH OF
LITTLE FERRY
BERGEN COUNTY, NEW JERSEY
SCALE: 1"=400'
DECEMBER 1984
DERRAM ASSOCIATES, INC. . . . CONSULTANTS

- LEGEND**
- 1. IRWAN LAKE FIELD
 - 2. WILLOW LAKE PARK
 - 3. WILLOW LAKE PARK
 - 4. HOOK & LINDER CONVENT
 - 5. SCHOOL BUILDING
 - 6. POST OFFICE
 - 7. LIBRARY
 - 8. VACANT INDUSTRIAL PARCELS
 - 9. MUSEUM BUILDING
 - 10. WASHINGTON SCHOOL
 - 11. BRD. HEADQUARTERS
 - 12. BRD. HEADQUARTERS
 - 13. MERRICK ROAD RECREATION CENTER AND SWIMMING POOL
 - 14. BRD. STREET PARK
- SEMI-PUBLIC**
- 15. ST. AUGUSTINE CHURCH
 - 16. ST. AUGUSTINE CONVENT SCHOOL
 - 17. CHURCH
 - 18. SCHOOL BUILDING
 - 19. MAPLE GROVE CHURCH
 - 20. ST. ANNE'S CHURCH
 - 21. AMERICAN LEGION POST 110

PUBLIC

SEMI-PUBLIC



5. Losen Slote Creek Park be considered for recreational programs, such as day camps, or developed for auxiliary soccer and football fields.
6. The under-utilized Birch Street Park be improved for recreational uses, or be also dedicated to the Audubon Society, or similar agency, as a bird sanctuary or nature preserve.
7. Future recreational projects are:
 - a. Picnic area with barbeque facilities, tables and benches.
 - b. River front park.
 - c. Bicycle path.
 - d. Jogging and running trails.
8. Preparation of a comprehensive Recreation Area Master Plan.

TABLE C-1

RECREATION AREA DEVELOPMENT POTENTIALS
LITTLE FERRY, N. J.
1985

<u>SITE</u>	<u>EXTENT OF PRESENT IMPROVEMENTS</u>	<u>FUTURE DEVELOPMENT POTENTIAL</u>
1. Indian Lake Field	Extensive	Some
2. Willow Lake Park	Fair	Substantial
3. Robby Road Park	Minimal	Fair
4. Birch Street Park	None	Some
5. Bird Sanctuary	None	None
6. Mehrhoff Road Rec. Field	Fair	Some
7. Losen Slote Creek Park	None	Some
8. Vacant Municipal Parcel by Losen Slote Creek	None	Limited

CONCLUSION

It is recommended that upon completion of this Master Plan, a recreational facilities Master Plan be prepared, including an outline of applicable recreational programs, cost estimate by a six year capital improvements program, and an evaluation of a possible municipal river front park.

* * *

V. CONTINUING PLANNING

GOALS

Planning studies -- not unlike term insurance - will expire and become worthless unless continually updated as the need arises. The objective of continuing planning is to update on an ongoing basis those parts of the Master Plan which are most affected by current developments, outside forces and internal changes.

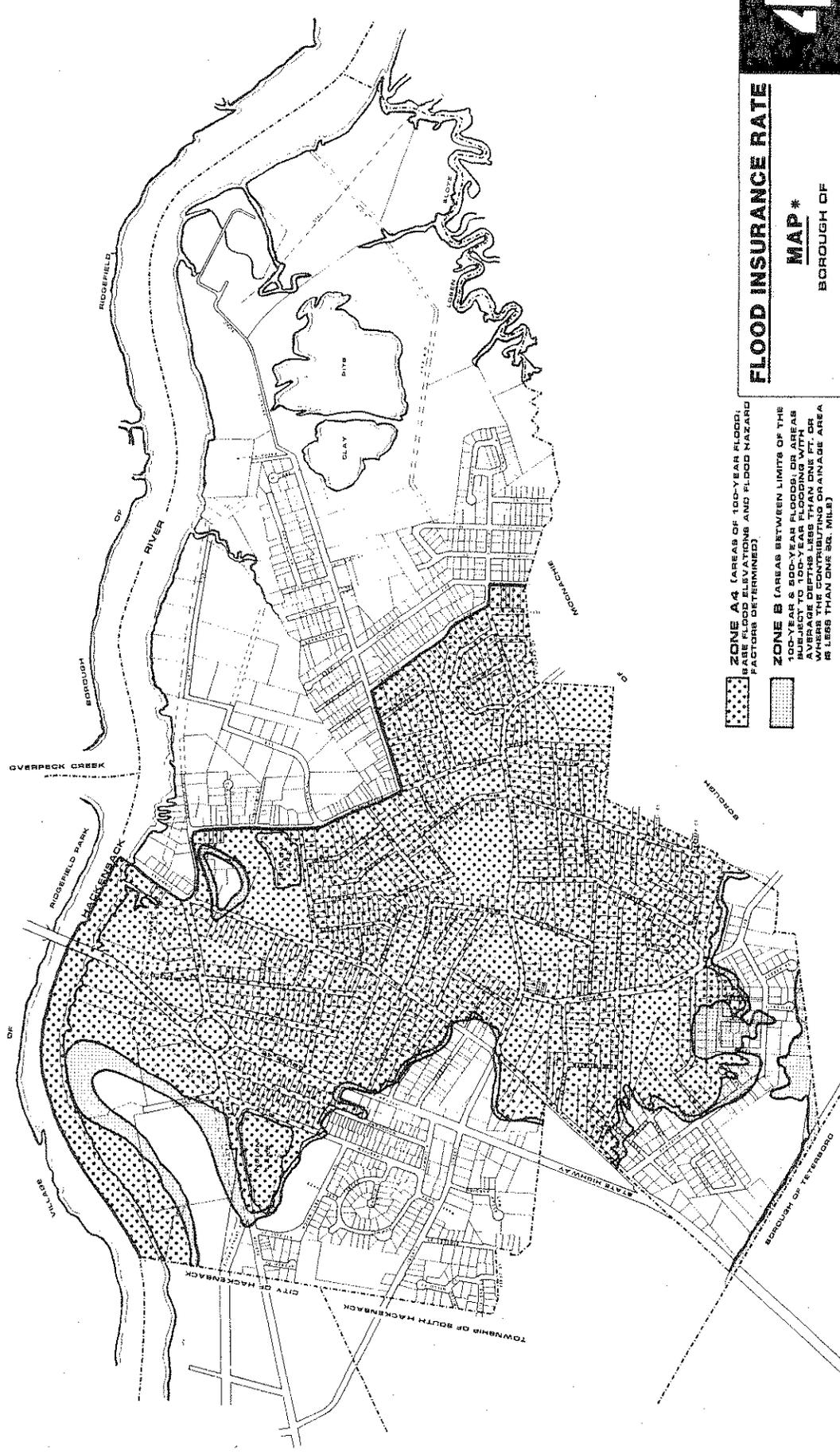
Therefore in summary, it is recommended that the Borough of Little Ferry continue to pursue its goals; namely, to plan for the orderly future growth of the community and the conservation and preservation of its natural resources and fine suburban character.

It is further recommended that the Borough of Little Ferry pursue its Continuing Planning Program from year to year to assure that its new Master Plan will not become dated and obsolete, because a community, like a tree, is an organic being whose growth does not stop. Like a tree adding its rings each year, so does a community expand and evolve continually. It might be that one year, the planning program concentrates on the needs of the community facilities. Then in the following year, the focus might be on traffic and circulation. In the third year, the needs might be regarding land use, housing and zoning. And so forth. Therefore, to assure the proper review of zoning, site plans and subdivision applications, and to assure the implementation of the Master Plan and its continuing updating, it will be necessary for the Planning Board to continue its planning program.

In this manner, Little Ferry will be ready every sixth year, when under the Municipal Land Use Law, communities are required to review and update their Master Plans to do so without any unusual need or great expense, because plans will have been kept up to date under the Continuing Planning Program.

* * *

APPENDIX



FLOOD INSURANCE RATE

MAP *
BOROUGH OF
LITTLE FERRY

BERGEN COUNTY, NEW JERSEY

SCALE: 1"=400'
DECEMBER 1984

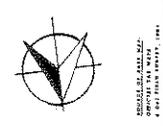
BORAW ASSOCIATES, INC. . . . CONSULTANTS

-  **ZONE A4** (AREAS OF 100-YEAR FLOODING, SUBJECT TO WINDS AND FLOOD HAZARD FACTORS DETERMINED)
-  **ZONE B** (AREAS BETWEEN LIMITS OF THE 100-YEAR & 500-YEAR FLOODS, OR AREAS SUBJECT TO 100-YEAR FLOODING WITH AVERAGE DEPTHS LESS THAN ONE FT. OR AVERAGE DEPTHS LESS THAN ONE INCH AREA IS LESS THAN ONE SQ. MILE)
-  **ZONE C** (AREAS OF MINIMAL FLOODING)

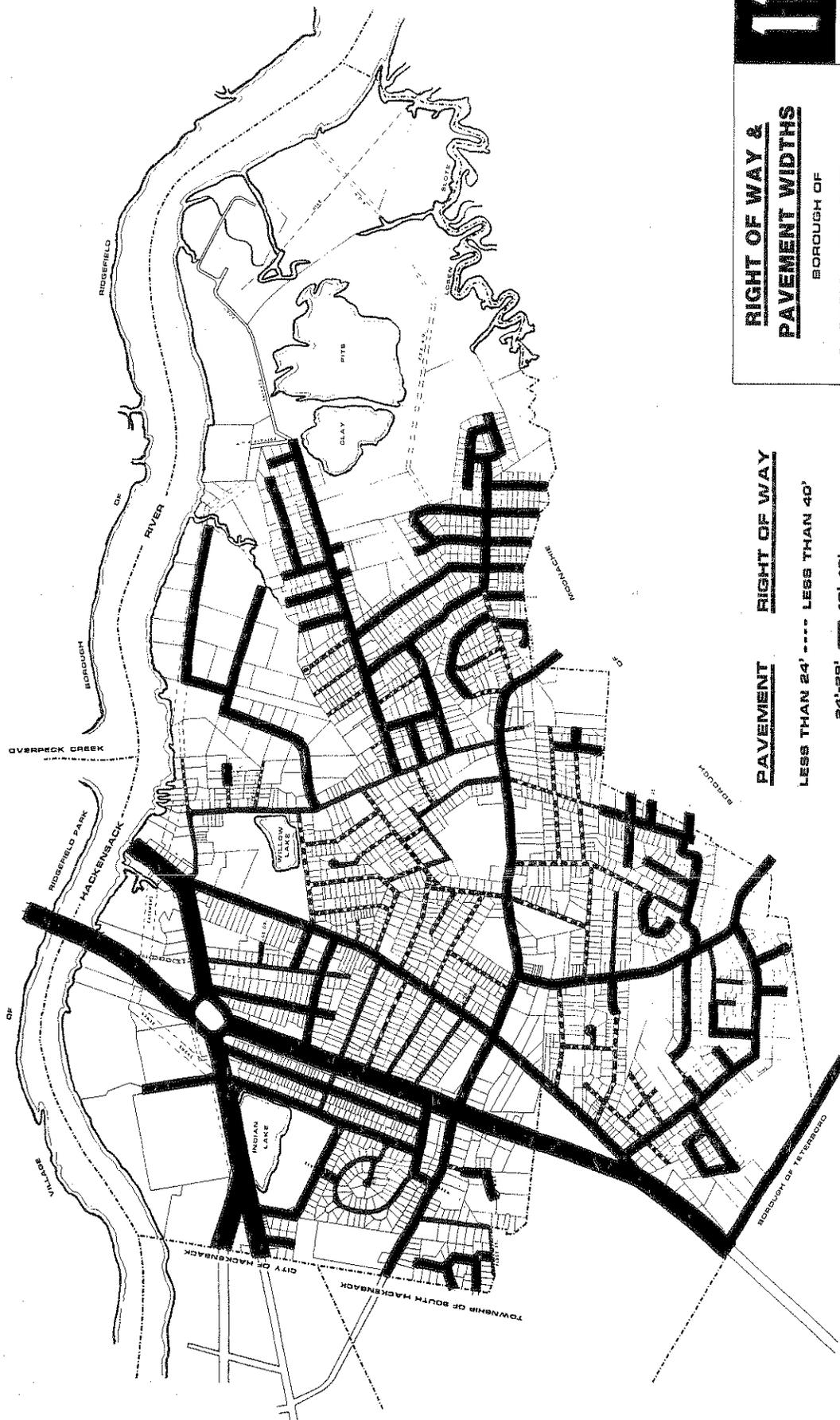
* HACKENSACK MEADOWLANDS AREA NOT INCLUDED

SOURCE: FEDERAL EMERGENCY MANAGEMENT AGENCY, JUNE 15, 1982.

0 100 200 300 400 500
SCALE IN FEET



BOBROW ASSOCIATES, INC.
100 HIGHLAND PARKWAY, 10th FLOOR
NEW YORK, N.Y. 10020



11
 MASTER PLAN
 MAP

RIGHT OF WAY & PAVEMENT WIDTHS
 BOROUGH OF
LITTLE FERRY
 BERGEN COUNTY, NEW JERSEY
 SCALE: 1"=400'
 DECEMBER 1984
 DORRAN ASSOCIATES, INC. . . . CONSULTANTS

PAVEMENT **RIGHT OF WAY**

LESS THAN 24' - - - - LESS THAN 40'

24'-29' - - - - 40'-49'

30'-36' - - - - 50'-60'

GREATER THAN 36' - - - - GREATER THAN 60'



SOURCE: OFFICIAL TAX MAPS & KEN JOB, BOROUGH ENGINEER, 1985.



DESIGNED BY
 DORRAN ASSOCIATES, INC.
 200 WEST 17TH STREET
 NEW YORK, N.Y. 10011

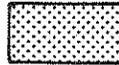
AGE AND SEX DISTRIBUTION
BOROUGH OF LITTLE FERRY & BERGEN COUNTY

1980

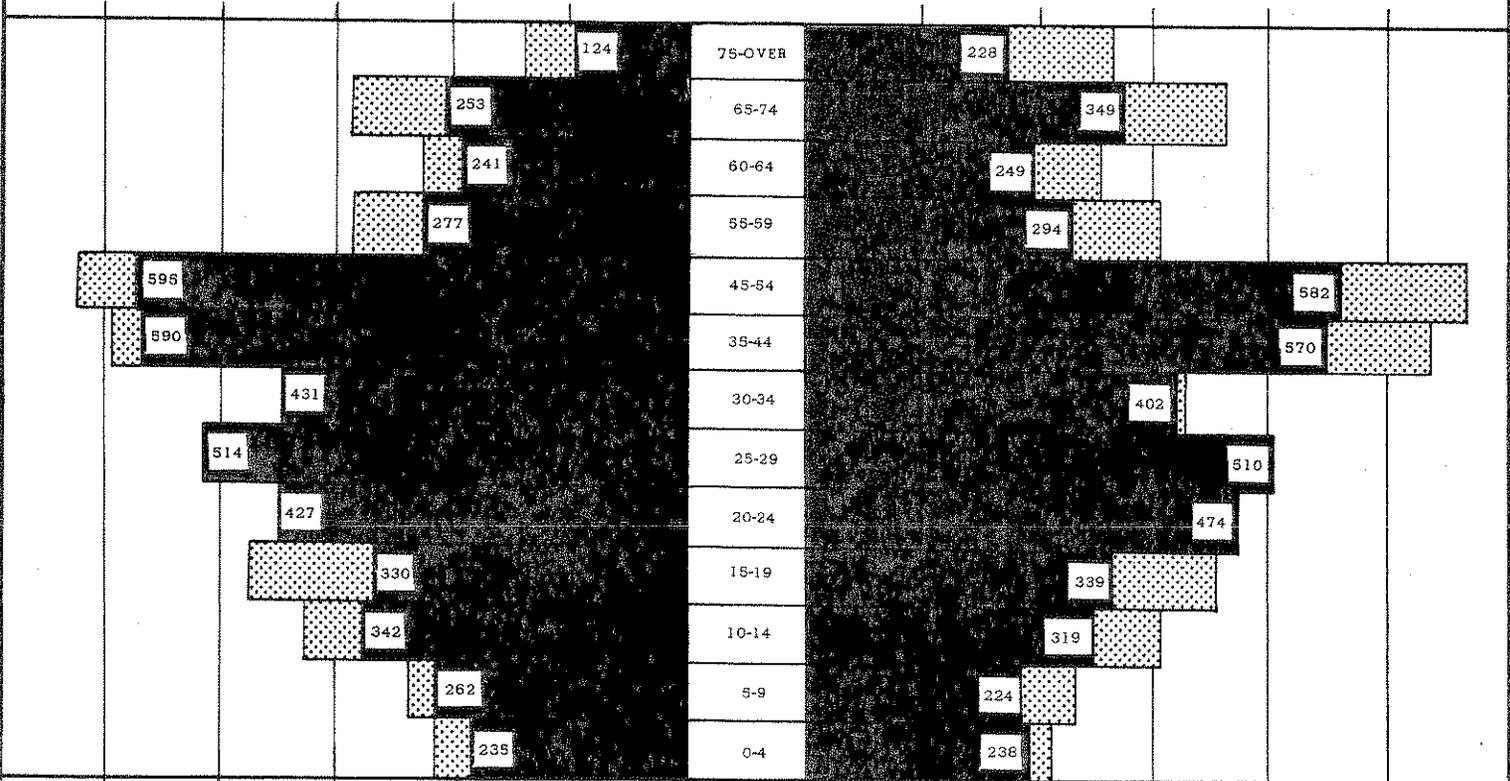
MALE

FEMALE

BERGEN COUNTY (THOUSANDS)



50 40 30 20 10 10 20 30 40 50



625 500 375 250 125 125 250 375 500 625

LITTLE FERRY (ACTUAL NUMBERS)



SOURCE: U.S. CENSUS OF POPULATION - 1980.

TABLE E - I

SUMMARY OF ASSESSED VALUATIONS FROM TABLE OF AGGREGATES OF TAXABLE PROPERTY

BOROUGH OF LITTLE FERRY, NEW JERSEY 1975 - 1984

Year	VACANT LAND			RESIDENTIAL			APARTMENTS			COMMERCIAL			INDUSTRIAL		
	#Of Items	Amount	%Of Total	#Of Items	Amount	%Of Total	#Of Items	Amount	%Of Total	#Of Items	Amount	%Of Total	#Of Items	Amount	%Of Total
1975	129	4,483,400	3.2	1786	78,396,500	57.5	21	20,160,800	14.7	116	18,187,300	13.3	74	15,108,600	11.3
1976	125	3,560,800	2.5	1792	79,048,300	55.3	24	20,314,400	14.2	114	18,533,400	13.0	76	21,353,300	15.0
1977	113	3,204,900	2.2	1802	80,087,500	55.6	25	20,386,500	14.2	114	18,787,900	13.0	77	21,533,300	15.0
1978	118	6,464,300	3.2	1805	104,301,700	51.6	25	29,386,000	14.5	114	29,026,600	14.4	77	32,881,000	16.3
1979	120	6,109,000	3.1	1807	103,456,100	53.3	25	29,096,000	15.0	112	26,216,700	13.5	75	29,414,900	15.1
1980	112	5,979,100	3.1	1815	104,222,500	53.4	25	29,096,300	14.9	112	26,175,400	13.4	75	29,777,800	15.2
1981	111	6,100,400	3.1	1817	104,932,700	54.0	25	29,082,900	15.0	111	24,264,200	12.4	76	30,114,700	15.5
1982	108	5,984,100	3.1	1819	105,496,800	55.3	25	27,226,718	14.3	111	23,550,300	12.3	77	28,547,400	15.0
1983	108	5,637,800	2.9	2037	113,857,800	58.7	24	22,190,818	11.4	112	23,558,000	12.1	75	28,805,200	14.9
1984	107	4,874,800	2.5	2039	114,449,700	59.0	24	22,190,818	11.4	114	23,971,900	12.4	75	28,482,600	14.7

NOTE: 1968, 1974 and 1978 were the years of revaluation

SOURCE: Tax Assessor's Office, 1984

TABLE M-1
 MAJOR MULTI-FAMILY PROJECTS*
 BOROUGH OF LITTLE FERRY, N.J.
 MARCH, 1985

<u>Name</u>	<u>Address</u>	<u>Town House, Apartment House or Garden Apartment</u>	<u>Area in Acres</u>	<u>Number of Units</u>	<u>Zone</u>	<u>Gross Density (Units/Acre)</u>
1. Ledgewood Terrace	464 Liberty St.	GA	8.01	216	R-M	27.0
2. North Village #1	River St. Extension	GA	6.52	248	R-M	38.0
3. North Village #2	River St. Extension	GA	9.80	160	R-M	16.3
4. Tara Apartments	406-444 Liberty St.	GA	1.15	44	R-M	38.3
5. Gilbert Apartments	289 Liberty St.	GA	1.50	70	R-M	46.7
6. Catherine Gardens	278 Main St.	GA	0.94	40	R-M	42.6
7. Florence Apartments	334 Liberty St.	GA	2.54	78	R-M	30.7
8. Gilbert Apartments	261 Liberty St.	GA	1.17	38	R-M	32.5
9. Apartment Bldg.	106 Marshall Ave.	AH	0.20	8	R-B	40.0
10. Apartment Bldg.	108 Marshall Ave.	AH	0.07	8	R-B	114.3
11. Williamstowne Manor	185 Liberty St.	GA	3.87	92	R-M	23.8
12. Washington Arms	120 Washington Ave.	GA	1.24	44	B-N	35.5
13. Liberty Bell Village	1 Liberty St.	GA	7.61	232	R-M	30.5

* Eight Units & Over

TABLE M-1 (continued)

<u>Name</u>	<u>Address</u>	<u>Town House, Apartment House or Garden Apartment</u>	<u>Area in Acres</u>	<u>Number of Units</u>	<u>Zone</u>	<u>Gross Density (Units/Acre)</u>
14. Astronaut Glenn Apartments	29 Hester St.	AH	0.18	13	R-B	72.2
15. Masaryk Apartments	172 Washington Ave.	AH	0.41	17	B-N	41.5
16. Washington Apts.	131 Washington Ave.	AH	0.19	11	B-N	57.9
17. Evergreen Court	333 Liberty St.	TH	0.79	20	R-M	25.3
18. Ginger Garden (U.C.)	156 Liberty St.	TH	0.76	20	P/R-B	26.3
19. Cardaman Lane (U.C.)	151 Liberty St.	GA	0.64	24	P	37.5
20. Cinnamon Court	77 Liberty St.	TH	1.58	44	B-G	27.8
21. Waterfront Village (U.C.)	Valley Road	GA	15.10	324	R-M	21.5
<u>Total</u>			<u>64.27</u>	<u>1751</u>		<u>27.2</u>

SOURCE: DAI, Land Use Survey 1985.

TABLE L-2

ZONING COMPARISON AS PERCENTAGE OF MUNICIPAL ACREAGE

LITTLE FERRY AND ADJACENT COMMUNITIES

JULY 1983

RESIDENTIAL

	RESIDENTIAL				NON-RESIDENTIAL			
	Low Density One Family 1-5 DU/AC	Medium Density One & Two Family 5-20 DU/AC	Medium Density Two Family 20 DU/AC + Multi-Family 5-22 DU/AC	High Density Multi-Family 22 DU/AC +	Commercial	Office and Industrial	Park, Public, Cemetery Or Con- servation	Right Of Way And Other
LITTLE FERRY	0.0%	31.9%	15.1%	0.0%	10.8%	21.4%	20.9%*	0.0%
Hackensack	0.0%	39.1%	0.0%	7.4%	20.8%	32.7%	0.0%	0.0%
Ridgefield Park	0.0%	53.3%	5.1%	0.3%	5.4%	35.8%	0.0%	0.0%
Ridgefield	0.0%	32.3%	2.3%	0.0%	5.6%	31.7%	22.4%	5.6%
Moonachie	0.0%	11.3%	3.9%	0.0%	1.1%	74.8%	8.9%	0.0%
South Hackensack	0.0%	24.6%	0.0%	4.6%	6.1%	64.7%	0.0%	0.0%
BERGEN COUNTY	45.1%	20.6%	2.6%	1.8%	4.7%	11.0%	6.0%	8.3%

SOURCE: Bergen County Planning Board, 1984.

*This classification includes part of the 160 acres of Bergen County Utilities Authority owned land.

TABLE L-3

ZONING BY ACREAGE AND PERCENT DISTRIBUTION
BOROUGH OF LITTLE FERRY, N.J. 1984

<u>ZONE USE LEGEND</u>	<u>ACRES</u>	<u>%</u>
R-A One Family Residential Zone	186	17.9
R-B One and Two Family Residential Zone	183	17.6
R-M Multi-Family Residential Zone	70	6.8
		<u>42.3</u>
B-N Neighborhood Business Zone	34	3.3
B-H Highway Business Zone	42	4.0
B-G General Business Zone	44	4.2
		<u>11.5</u>
I-R Restricted Industrial Zone	141	13.6
I-G General Industrial Zone	78	7.5
		<u>21.1</u>
P Recreation And Public Facility Zone	184	17.7
Unzoned - Water	<u>77</u>	7.4
		<u>25.1</u>
	<u>1039</u>	<u>100.0</u>

SOURCE: DAI Measurements, Based on Official Zoning Map, 5/31/79.