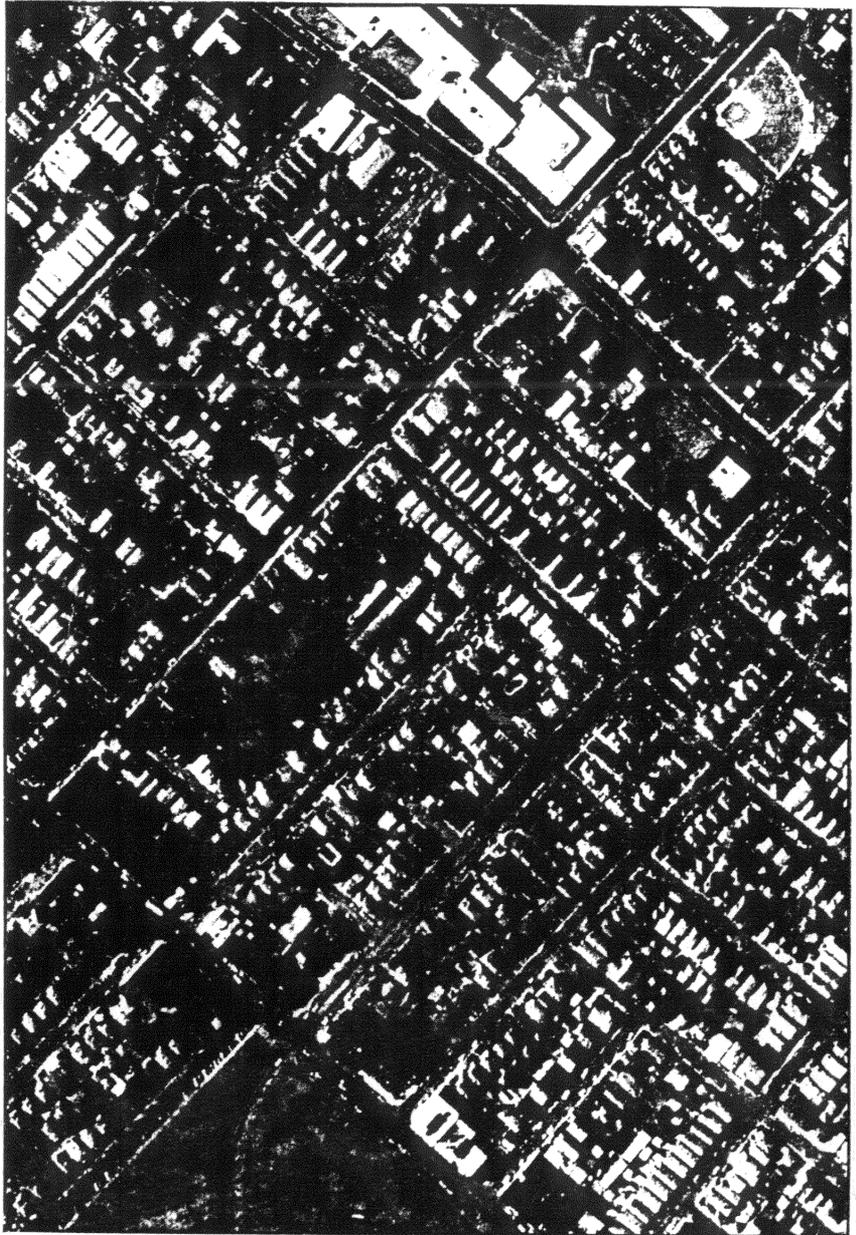


MASTER PLAN
U P D A T E
PLANNING BOARD
TOWNSHIP OF NORTH BERGEN
HUDSON COUNTY NEW JERSEY



MAYO, LYNCH AND ASSOCIATES, INC.
VANDOR + VANDOR
April 1994

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HUDSON COUNTY NEW JERSEY

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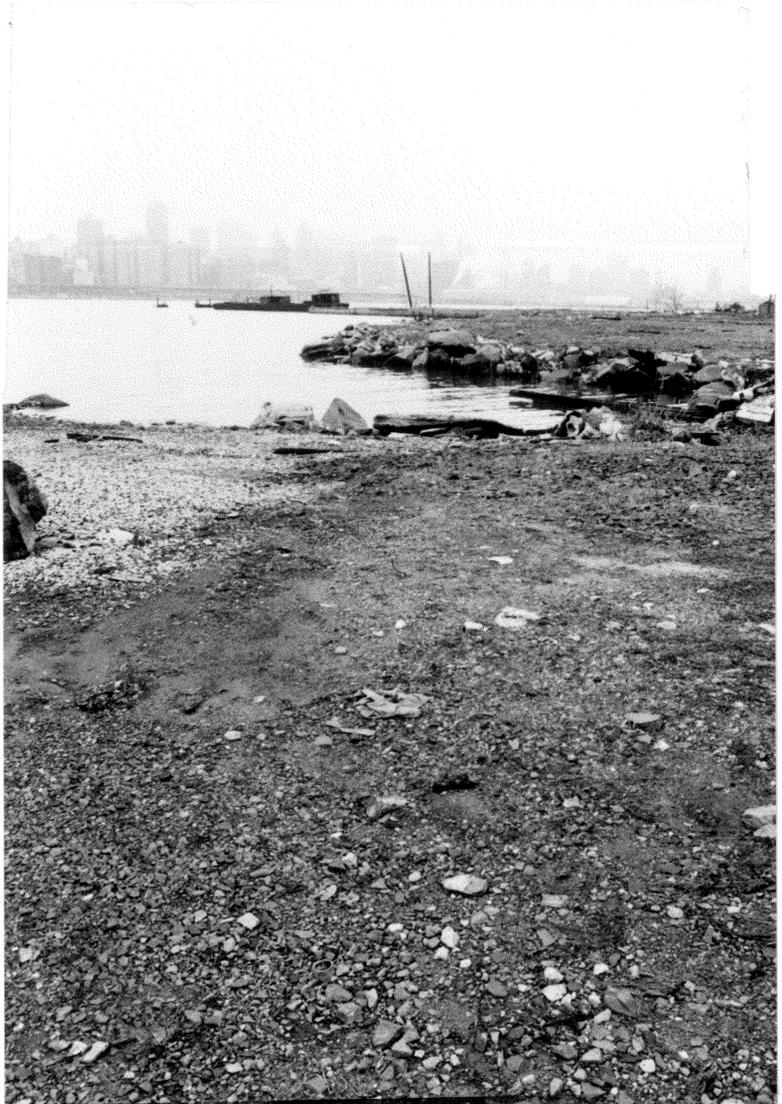
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RE-EXAMINATION REPORT



SECTION 1.0

1.0 RE-EXAMINATION REPORT

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1.0 RE-EXAMINATION REPORT

1.1 MUNICIPAL LAND USE LAW

The Municipal Land Use Law of New Jersey (M.L.U.L.) C.40:55D-89, requires that a municipal planning board re-examine its master plan and development regulations at least every six years. The previous master plan was adopted in February 1987 and related zoning changes were adopted subsequently in April 1988.

The report which follows in Section 1.0 below constitutes both a revised master plan which will satisfy the requirements for a re-examination report and those for a land use plan element pursuant to C.40:55D-89 and C.40:55D-28b(2) of the M.L.U.L. The report will identify and evaluate:

...major problems and objectives relating to land development in the municipality in 1987, the time of adoption of the last master plan, with particular emphasis on housing and industrial development;

...the extent to which it can be established that such problems have been reduced or have increased and objectives accomplished or revised since that time;

...the extent to which there have been significant changes in the assumptions, policies and objectives expressed as forming the basis for the master plan as last revised, with particular regard to, where stated, 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;

...specific changes recommended for the master plan, and development regulations, if any, including underlying objectives, policies and standards.

Based on a current land use survey and analysis of 1990 Census data, the report will also present:

...an overview of the City's population characteristics, a description of its existing land use patterns and a land use plan showing the proposed location, extent and development of land for varying types of residential, commercial, industrial, recreational, educational and other public and private purposes or combination of purposes.

...a statement of the relationship of the foregoing to the existing zone plan or any proposed zone plan and zoning ordinance. The plan shall also include a statement setting forth proposed standards of population density and development intensity recommended for the municipality.

...existing and proposed location of any airports and the boundaries of any airport hazard areas delineated pursuant to the "Air and Hazardous Zoning Act of 1983".

1.2 MASTER PLAN PROBLEM STATEMENT, OBJECTIVES AND POLICY ASSUMPTIONS

1.21 Summary of 1987 Master Plan Statements

The problem statement identified seven basic issues of concern in 1987. They are shown below with a brief description of their causes:

- . Stagnating tax base (court-imposed construction ban related to inadequacies of the municipal sewerage system; large areas of tax-exempt properties including county parks, cemeteries, railroad properties and large areas owned by New Jersey Turnpike Authority and Port Authority of New York and New Jersey);
- . Deteriorating infrastructure (inadequate sewerage system);
- . Aging housing stock (very high percentage of stock built prior to 1939);
- . Inefficient circulation (steep slopes, grade railroad crossings, overlapping transportation planning jurisdictions);
- . Improper land use mix (old industrial uses mixed with residential);
- . Underutilization of land (North Bergen's meadowlands area zoned for low-intensity warehouse and distribution, uses which are low-tax and job generators); and
- . Lack of public access to waterfront and Palisades Cliff (cliff edge owned by county but blocked off; water's edge owned privately but with no access).

The goals arising from the problem statement were:

- . To expand the tax base to promote the economic well being of North Bergen and its residents;
- . To promote environmental quality;
- . To expand housing opportunities for the Township's residents;
- . To promote safe and efficient circulation;
- . To protect the integrity of neighborhoods; and
- . To provide visual and physical access to the waterfront and to the Palisades Cliff.

This was to be accomplished by way of the following policies:

- . To promote the full economic potential of the land where commercial development is appropriate;
- . To complete the improvements already initiated to the sewerage system;

To promote the development of new housing in appropriate vacant parcels and rehabilitation, replacement or modernization of older housing;

To make specific improvements where possible to ease the flow of traffic; to petition the New Jersey Turnpike Authority, Hudson County, and the New Jersey Department of Transportation (NJDOT) to favor improvements to roads within North Bergen under their respective jurisdictions; and

To separate incompatible uses where possible; to minimize impacts where separation is not feasible.

1.22 Analysis of Recent Data

1.221 Land Use

A land use survey was conducted in the fall of 1992. The resulting Existing Land Use Map for 1992 does not look strikingly different from the 1987 map. The main areas of difference appear in the decrease of vacant land. At least 130 acres were developed as follows: residential use, 7.9 acres; commercial use, 21.8 acres; and industrial use, 99.8 acres. All of the residential and commercial and about half of the industrial development occurred east of the New York Susquehanna and Western Railroad. The balance of the industrial growth took place in the meadowlands.

A comparison of land use by acreage in 1987 and 1992 is offered with the following caution. Normally acreage is calculated by using grids and determining the area of each use. Because the lots are very small but very numerous, the grid method gives rise to variations resulting from the technique itself. Beginning with this master plan, acreage was derived directly from the tax records.

The North Bergen Department of Revenue and Finance (NBDRF) was asked to provide the exact areas of particular land uses. It should be noted that the tax assessor has slightly different definitions for commercial and industrial uses than those used by planners based on the Standard Industrial Code (SIC). There are also some discrepancies in the categorization of public and semi-public uses. Nonetheless, it was felt that by using the same database as the source each time a master plan update is prepared, it would provide a more accurate comparison in the long run.

The table which follows shows the acreage of each land use in 1992 derived by the new method. The total acreage remains 3264 with land constituting 3179 areas. Residential use now shows a 26% share of the acreage at 859 acres with 1 and 2 family homes occupying 82%; 3 and 4 family houses, 9%; and 5 or more unit housing having 8% of the residential acreage. Commercial and industrial acreage uses about 20% of the town's area with 357 acres in commercial and 298 in industrial use. Public and semi-public uses occupy 222 acres. Parks and playgrounds occupy 189 acres. Roads, railroads and utility and road rights-of-way cover 661 acres. Vacant land now appears to be 677 acres. Fully 1314 acres or 40% of the township's area falls under the zoning jurisdiction of the Hackensack Meadowlands Development Commission.

1.222 Population

The 1990 Census figures have revealed some significant changes in North Bergen. The township's population has risen in every intercensal decade since 1870 except for two periods: 1930-1940 (loss of 1000 residents) and the decade of 1970-1980 (loss of 722). This is in marked contrast to Hudson County which peaked in 1930 and has declined every decade since. North Bergen currently has a population of 48,414 representing 8.7% of Hudson County's 553,099.

While the town's population has grown only 3% since 1980, it has gotten younger. The median age has dropped from 36.5 to 35.9 years. The number of people in the age cohorts representing family formation (20-39) have increased 17%. Correspondingly, children under 5 have increased 21%. These are numbers that will have impacts on the schools in the next decade.

Household characteristics have changed also. The Census considers a household to be all people sharing a single living unit whether related or not. A family is a household where everyone has either a blood or marital relationship to the head of house. In 1980 the average number of persons per household was 2.48; per family, 3.12. In 1990, the average household was 2.55; the average family 3.18. This is partly a reflection of the changing face of ethnicity in North Bergen.

In 1980, people of European extraction represented 38% of the population while those from Spanish-speaking countries were 20%. By 1990, Europeans had dropped to 25% while Spanish speakers had grown to 40% of the population.

Among the Spanish-speaking residents, while the Puerto Rican and Cuban sub-groups have increased in number by 71% and 68% respectively over the past decade, their dominance has been reduced. In 1980 they represented 70% of all Spanish-speaking residents. In 1990, they represent 57%. Central and South American natives are increasingly making North Bergen and other parts of Hudson County their home.

It is the youth of the Latino in-migrants that has brought down the median age of North Bergen's population and has simultaneously boosted school enrollments.

The racial composition has also changed. Whites now represent 84% of all residents, down from 93% in 1980. Blacks are 2.13% of the population, up from .77% in 1980. Asians have increased in absolute numbers, going from .75% to 1.16% of the population. Asian Indians have grown from 1.08% to 2.73%.

1.223 Housing

An analysis of Census housing and mobility data further confirms the pattern of in-migration. Asked whether they had lived in the same or a different house five years earlier, respondents in 1990 indicated that 58.11% of them were in the same house and 5.96% had lived abroad. In 1980 the numbers were 56.97% and 3.71% respectively. This indicates a slightly higher degree of stability in more recent years but shows that, among those who had moved, many more moved from a different country.

Among those who lived elsewhere in the U.S., the number who had lived in the same state was lower in 1990 than in 1980. This reflects a higher level of mobility within the U.S. Hudson County showed the same trends in both decades.

Housing occupancy characteristics have changed along with the change in characteristics of the year-round housing built in the 1980's. The percentage of owner-occupants has risen from 44% to 47% over the last decade. During that period, the number of year-round housing units has risen from 19,369 to 21,274 or almost 10%. The greatest growth has occurred in projects with 10 or more units. These now represent 35% of the housing stock compared to 29% in 1980.

The new multi-family housing is generally condominium ownership. The increase in owner-occupancy in 10 or more unit structures rose 230% in North Bergen in the last decade. Such units represent 14% of all owner-occupied units in 1990, up from 5% in 1980.

1.224 Income & Poverty

The decade witnessed a virtual doubling of median household income both for family and non-family households rising from \$20,514 to \$40,205 in the first category and from \$16,485 to \$33,488 in the second. Per capita income likewise rose from \$7,529 to \$15,744. The residents of North Bergen fared slightly better than Hudson County residents on the whole. County median incomes in 1989 were \$33,250 for family households, \$30,917 for non-family households and \$14,480 per capita.

The number of individuals below the poverty level has decreased in most categories. There has been a decrease in the number of family households below the poverty level (832, down from 1089) but an increase in the number of female-headed households (up to 452 from 415).

In 1979, 42% of the 1089 families in poverty had children under 18 year of age. In 1989, 79% of the 832 families had such children. Consequently, the number of children in poverty has increased even as the number of families has declined. Hudson County showed declines in all categories except unrelated individuals.

1.225 Labor Force

North Bergen's adults 16 years and over had a 66% participation rate in 1990. For males it was 77%, for females 58%. All of these rates are higher than they were in 1980. The rates are slightly higher than, but otherwise comparable to, those for the county.

In 1990, the three industries employing the largest segments of North Bergen's 24,680 employed adults were services (6567), manufacturing (5122) and retail trade (4362). While the service and retail trade categories both grew since 1981 (up 29% and 27% respectively), manufacturing lost more than 19% of its job slots. The county lost 26% of its manufacturing jobs but gained 22% in retail trade and 40% in services.

North Bergen's workers tended to drive themselves to work alone (52%) rather than carpool (17%) or take public transportation (21%). Although densely populated, North Bergen is more suburban than other parts of the county where 42% drove alone, 15% used carpools and 29% used public transportation.

1.23 Extent to Which Problems Have Been Reduced/Increased and Objectives Accomplished/Revised

Problems

The formerly stagnating tax base appears to have seen marked growth since 1987. The assessed value of land has increased from \$220 million to \$974 million (+342%) while the value of improvements jumped from \$492 million to \$1.380 billion (+180%). Overall, the assessed value of land plus improvements has increased 231% rising from \$712 million in 1987 to \$2.353 billion in 1992. This increase is due principally to the 1991 re-evaluation which brought North Bergen's equalization ratio from 29.9% to 100%.

The deterioration of infrastructure has been significantly halted by the completion of the new Woodcliff sewage treatment plant (see full discussion in Section 4.12)

The aging of the housing stock has been slowed as the result of new construction and other improvements. Census data in 1980 showed 19,369 year-round housing units with 50% (9,757) built before 1939. In 1990, the total had risen to 21,274 with only 36% (7,675) built before 1939. This represents both an absolute and a relative decline in pre-war units.

As far as improper land use mixes are concerned, it was not possible to ascertain the extent of change for pre-existing uses. However, as the discussion of the relationship of current conditions to the existing zone plan and zoning ordinance will show in Section 1.31, an analysis of recent development shows new commercial construction in an R-2 zone and major residential construction in a C-2 zone. There has also been scattered commercial development in other residential zones.

Underutilization of land has been neutralized somewhat by the development of 130 acres since 1987 (as discussed in Section 1.221). In addition there has been an intensification in use in many areas throughout the Township. This has occurred through condo conversion of rental units, replacement of single-family housing with 2-4 family units and creation of high-density condo construction. This development and intensification is reflected in the tax revenues discussed above. Achieving higher intensity of use in the meadowlands is completely dependent on prevailing upon HMDC to re-zone the areas under their jurisdiction.

Lack of public access to the Palisades Cliff has been rectified by the development of the Wildlife Preserve and Bird Sanctuary on the east side of Boulevard East. Recommended in the 1987 master plan, the 7 acre portion of Braddock Park has been leased from the County (see Section 4.242) and will be further improved with Green Acres funds. There is still no access to the waterfront. Although the zoning ordinance requires provision of a waterfront walkway pursuant to the state's guidelines no new development has occurred since 1987.

Objectives

The master plan's first objective was to promote full economic potential of land where commercial development was appropriate. Almost 22 acres of formerly vacant land has been developed for commercial use since 1987. A considerable amount of acreage has also been developed on scattered sites throughout the commercial and industrial zones. There has also been commercial development scattered through the residential zones south of 61st Street.

The improvements initiated to the sewerage system have been completed and other studies are underway.

New housing has been developed both on vacant parcels and as replacements to older housing. Furthermore, code enforcement has been carried out through both a municipal property maintenance code and an ordinance to penalize violations to the zoning ordinance. A Neighborhood Rehabilitation Program Grant has been applied for from New Jersey's Department of Consumer Affairs.

The objective of separating incompatible uses seems to have been undercut either through the variance process or through illegal development of commercial uses in residential zones (and occasionally the reverse).

1.24 Extent to Which Changes Have Occurred Affecting Assumptions

The tax base does not appear to be stagnating any longer. This reflects regional conditions (both county and metropolitan) to a large degree. Those matters under local control include the now-lifted construction ban and public policy as expressed in zoning. The magnitude of tax-exemptions related to county, state and railroad ownership of large areas of land can only be changed by requesting payments in lieu of taxes.

Infrastructure requires on-going planning and maintenance in order not to deteriorate again and create negative impacts on the township's well-being. The completed improvements to the sewerage system are a good beginning, but it is an area that can never be considered finished.

Housing construction directly reflects the regional economy. The boom of the mid-80's was followed by the bust of the late-80's and early-90's. Signs now indicate economic improvement. The 1990 Census showed an 11% vacancy rate or 2300 empty units in North Bergen. This reflected a large number of newly constructed units that could not be sold because of the recession. These must be absorbed before builders will respond by building more. However, the town can continue to pursue its programs for rehabilitating and modernizing older housing.

Improper land use mixes will never be resolved if permission is granted to create new ones. If some of the development is illegal, but a reflection of market demand, a new approach to zoning such area may be warranted. It may be necessary to revise or re-define the concept of integrity of neighborhoods.

Although a significant amount of vacant land has been developed for commercial and industrial use (22 and 100 acres respectively), the only approach to further intensifying land use is either (or both) through petitioning HMDC to change its zoning or to reduce the I zones within the Township's jurisdiction and change them to higher-intensity commercial zones.

Public access to the edge of the Palisades Cliff and to the Hudson River has gotten a good start with the Wildlife Sanctuary. The completion requires the dedication of publicly owned land to connect Fredman Park with the Wildlife Preserve and Bird Sanctuary. However, a lot of work remains to provide access to the waterfront and to advance the concept of a Hudson River walkway.

1.3 LAND USE PLAN

1.31 Relationship of Current Conditions to Existing Zone Plan & Zoning Ordinance

Looking at the changes in land use since 1987, it is fair to say that the only R1 zone seemingly maintaining its integrity as a neighborhood of 1 and 2 family homes is the large zone east of Bergenline Avenue. All of the other R1 zones throughout town experienced a considerable increase in 3-4 family homes and some 5-plus-unit developments, none of which is permitted.

The R2 zone which runs stepwise from 57th St. to 69th Street experienced development of both 3-4 family housing and large projects of 5 or more units. On the other hand its southernmost tip (from 57th to 58th Street) has become commercial, extending an area from 58th St. halfway to 59th Street which was already commercial in 1987. Commercial use is not permitted.

The R2 zone immediately north of the Lincoln Tunnel approach has become more residential by the development of a large parcel east of Grand Street for 5-unit housing.

The R2 zone south of the Lincoln Tunnel experienced several large scale multi-family projects. But it also saw development of a large commercial site adjacent to Paterson Plank Road.

The C1 districts all experienced more commercial development. Some also gained 3-4 family residential units - particularly along Kennedy Boulevard. Only multi-family housing is permitted.

The C2 zone along Tonnelle north of 70th Street experienced a lot of commercial growth. The C2 zone which straddles the tunnel cut seems to have gained more residential sites than commercial ones in the last 5 years. No residential use is permitted in C2 zones.

The chair-shaped portion of the previously mentioned C2 zone, running from 32nd to 36th Street housing Scheutzen Park is now completely residential due to the construction of new multi-family housing since 1987.

The C2 zone running from 60th to 69th Street west of Liberty Avenue is now almost entirely in residential and public/semi-public use due to the recent development of half its total area as multi-family housing.

The industrial zone experienced a lot of development both industrial and commercial. One or two lots around 40th Street west of Tonnelle appear residential.

Although it can be assumed both from the land use survey and from anecdotal information from two officials that a fair number of "extra" residential units have been created illegally, the activity of the Zoning Board of Adjustment is revealing. Since 1987, the ZBA has approved variances for 180 units in 2-4 family dwellings and 1676 units in multi-family dwellings. The Building Department has issued permits for 217 units in 2-4 family dwellings and 454 multi-family projects. Permits lag behind approvals and actual construction and occupancy lag behind permits. This means that a lot of activity will still follow that shown on the land use map.

North Bergen is far from alone in experiencing such an increase in intensity of use in what were originally 1 and 2 family neighborhoods. The realities of the economy and the simple aging of the population leave many people with more housing than they can pay for. What may have been a legitimate "mother-in-law" unit becomes a rental unit-legal or not. The policy question becomes one of adjusting assumptions to new realities. How do you both retain "integrity of neighborhoods" and gain tax revenues from invisible residents.

1.32 Proposed Standards of Population Density/Development Intensity

Various sources of data including Census and school enrollment figures indicated that North Bergen has a growing population which is younger, more ethnically diverse and which is forming families with young children. At the same time, the older population is increasingly childless but tends to remain where they live. The Census, land use survey and records of the Building Department and Zoning Board of Adjustment reflect a great deal of pressure to produce more housing.

At the same time, although the tax base has clearly grown since 1987, certain categories of jobs have been lost while the population has grown and put more strain on local services. If many residents now live in illegal units, taxes are being lost. All of the new residents, whether in illegally converted units or in units created legally through the variance process, are also bringing more cars into the neighborhoods.

Several significant changes to the zoning suggest themselves based on analysis of data and the expressed concerns of the Planning Board. The changes would acknowledge some degree of increased population density and permit greater development intensity in the commercial and industrial zones. The changes are proposed in the following section.

1.4 PROPOSED CHANGES FOR MASTER PLAN & OTHER DEVELOPMENT REGULATIONS

1.41 Proposed Changes to District Regulations

Residential Zones

There are currently two residential zones: R1, permitting only 1 and 2-family detached houses and R2, permitting all housing types from 1-family detached to multi-family high-rise. In order to allow slightly more distinction between areas suitable for low and moderate density and those suitable for moderate and high density, the existing R2 zone has been modified to create an R2 and an R3 zone.

The proposed R1 zone has no change in permitted housing types from the present R1 zone. The proposed R2 zone is similar to the present R2 zone but deletes the highest density housing in the form of garden apartments and high-rise multi-family dwellings. The proposed R3 is simply a re-designated R2 zone permitting all the housing types now permitted in the R2 zone (i.e. a proposed change on the map from R2 to R3 is a change in designation only; it represents no change in housing density).

Some changes were made to other permitted and conditional uses due to excessive traffic in many residential neighborhoods.

- R1: retain as currently described permitting 1 & 2 family homes and various public facilities; delete Houses of Worship and day care center; add family day care and swimming pools as conditional uses
- R2: permit 1-4 family housing; continue to permit townhouses; delete garden apartments and mid and high-rise multi-family dwellings with 5 or more units; retain public facilities; delete Houses of Worship, philanthropic institutions and day care centers; add family day care as a conditional use
- R3: create a new designation permitting all housing types including garden apartments and multi-family as in the current R2 zone; permit same public facilities as in the proposed R2; permit same conditional uses as in the proposed R2.

Commercial Zones

There are currently two commercial zones: C1, permitting neighborhood convenience retail, government buildings and commercial services and C2, permitting large-scale and vehicle-related uses such as hotels, wholesale business, storage, distribution and warehousing and truck terminals. In order to permit residential use in the C1 zone and to intensify the tax-generating potential of the C2 zones, a number of changes are recommended.

It is proposed that the C1 zones permit as conditional uses residential uses similar to those permitted in the R zones to which they are adjacent with several exceptions. Existing C1 zones on streets adjacent to R1 zones (except Bergenline) will be re-designated C1-A. Any C1-A zone (adjacent to

an R1 zone) will be permitted to have a maximum of 2 dwelling units per lot but it need not be a 1 or 2-family detached dwelling. The unit or units may be produced over a commercial ground floor. In the case of the C1-B zone proposed for Bergenline, a ground floor commercial use will be mandatory in order to maintain the commercial nature of that street. All other existing C1 zones will become C1-C and will permit up to 2 dwelling units over a commercial ground floor, 2-family detached houses and single-family townhouses.

Details of the changes are below:

C1: this designation will continue to permit the same retail and commercial uses as the existing C1 zone but with the addition of eating and drinking places as a conditional use; multi-family dwellings will be deleted as a conditional use because of the following changes regarding residential use (all of which will be conditional):

C1-A: also permits up to 2 dwelling units per lot but may be created over a commercial ground floor

C1-B: also permits up to 2 dwelling units per lot but must provide ground-floor commercial space; need not be in the form of a one or two-family detached dwelling

C1-C: also permits up to 2 dwelling units per lot over commercial, 2-family detached houses and single-family townhouses; housing may be created over a commercial ground floor

C2: same as the existing C2 with the following changes: delete wholesale, storage, distribution and truck terminals as permitted uses; add wholesale business and day care centers as conditional uses.

Industrial and Waterfront Zones

The industrial zone is currently extensive and duplicates the large-scale, low tax-generating storage and distribution uses permitted in the HMDC-zoned area of the Township over which the Planning Board has no review power. It is proposed to add storage of busses, vans and cabs (pursuant to a recent Commission resolution) but to reduce the I zone by incorporating some of it into the revised C2 zone.

The waterfront zones are not proposed to have any significant changes. It is recommended, however, to delete medical clinics since a large portion of the waterfront is already in a tax-exempt status and such land ought to command high-quality tax-paying development. Additionally, it is recommended to reduce the maximum permissible building height in the P2 zone to 75 feet from 85 feet to improve the view of and from the cliff.

The proposed changes are as follows:

I: add storage of busses, passenger vans, taxis, cabs and limousines as a permitted use

P-1: delete medical clinics

P-2: delete public parking garage; reduce maximum building height from 85 ft. to 75 ft.

1.42 Proposed Land Use Plan

Changes proposed to the Land Use Plan are shown on the map and in the description below:

R1 zones

- existing R1 zones east and west of Bergen Turnpike to become R2
- portion of R1 area north of Bulls Ferry Road, east of Boulevard East and east of Wall Street to become R2
- all other R1 zones to remain R1

R2 zones

- former R2 zones to become R3; no boundary changes for zone running from 14th to 28th Street east of Paterson Plank Road; proposed changes to existing R2 zone adjacent to the tunnel cut described below

R3 zones

- new R3 zone adjacent to north side of Lincoln Tunnel approach to be bounded on the west by Grand Avenue, on the east by JFK Boulevard and Bergen Turnpike, on the south by the tunnel cut, on the north by the extension of 36th Street (portion of C2 occupied by Scheutzen Park is now included in R3 and portion of former R2 west of Grand Avenue becomes C2)
- new R3 zone east of Tonnelle running from 58th to 69th Street to extend to Tonnelle on the west from 60th Street to intersection of Tonnelle and Granton, bounded on the north by 69th Street and on the south by 58th Street (portion of C2 along Tonnelle is incorporated into R3; wedge shaped portion of former R2 bounded by Granton, Liberty and 69th Street becomes C2; portion south of 58th Street becomes C1)

C1-A & C1-C zones

- to extend continuously along Kennedy Memorial Boulevard except from south side of tunnel cut to 36th Street, 40th to 43rd Street
- to begin at Guttenberg boundary and extend to 78th Street along Broadway

C1-B zones

- to run on both sides of Bergenline Avenue except for portion occupied by Hudson County Park

C2 zones

- changes as described above
- extension of C2 south of 24th Street, east of Tonnelle to the Jersey City border incorporating portion of former I zone; south of 12th Street, eastern boundary to move from Tonnelle to mid-line of block between Tonnelle and Liberty.

I zone

- reduction by incorporation of selected areas into enlarged C2 zone as described above

P1 zone

No change

P2 zone

No change

The land use plan proposed above is designed to acknowledge the changes that have occurred in the previous six years and to bring the zoning into closer compliance with existing conditions. Although zoning is meant to reflect governmental policy aimed at creating a defined future for the town, it also recognizes change. Two areas in the Township are proposed for an increase in housing density. These are the two zones designated R2 on the proposed Land Use Plan Map. Those zones are currently zoned R1 but have experienced an increase in 3 and 4-family housing either through the variance process or through illegal conversion. It should be pointed out that the proposed R2 designations do not include garden apartments and high-rise.

The enlargement of the former C2 zones and concomitant reduction in the I zone as well as the deletion of warehousing and trucking from the new C2 list of uses will have several effects. Since much of the HMDC - controlled meadowland area in North Bergen is zoned for low-intensity trucking and distribution uses which generate little in jobs and taxes, there is little reason why the town should also permit such uses, not only in its large I zone but also in its new C2 zones. By limiting such uses to the I zone and shrinking the boundaries, the enlarged C2 zone emerges as an area with the potential for intensified commercial uses with greater job and tax potential.

TABLE LU-1

LAND USE ACREAGE, 1992

Land Use Category	Acreage
Residential	
1 unit	568.04
2 unit	141.34
3 unit	68.96
4 unit	12.23
5 units or more	68.52
Commercial	357.41
Industrial	297.52
Public & Semi-Public	221.55
Parks, Playgrounds & Open Space	189.14
Vacant	
Privately-owned	600.42
Publicly-owned	77.39
<i>Subtotal</i>	<i>2,602.52</i>
R.O.W., Roads & Railroads	661.48*
<i>Total</i>	<i>3,264.00</i> <i>(5.1 Sq. Miles)</i>
Land	3,179.00 (4.97 Sq. Miles)
Water	85.00 (.13 Sq. Miles)

Source: North Bergen Department of Revenue and Finance, 1992

* 15.62 Acres are included in this figure covering utility & road R.O.W. recorded by the NBDRF

TABLE P-1

POPULATION GROWTH, Hudson County, 1870 - 1990

Year	Population	Intercensal Change	
		Number	Percent
1870	129,067	58,877	45.6
1880	187,944	87,182	46.4
1890	275,126	110,922	40.3
1900	386,048	151,183	39.2
1910	537,231	91,923	17.1
1920	629,154	61,576	9.8
1930	690,730	-38,690	-5.6
1940	652,040	-4,603	-0.7
1950	647,437	-36,703	-5.7
1960	610,734	-1,669	-0.2
1970	609,065	-52,093	-8.5
1980	556,972	-3,873	-0.7
1990	553,099		

Source: U.S. Census of Population, 1990

TABLE P-2

POPULATION GROWTH, North Bergen, 1870 - 1990

Year	Population	Intercensal Change		North Bergen as% Of Hudson County Population
		Number	Percent	
1870	3,032	1,236	40.8	2.3
1880	4,268	1,447	33.9	2.3
1890	5,715	3,498	61.2	2.1
1900	9,213	6,449	70.0	2.4
1910	15,662	7,682	49.0	2.9
1920	23,344	17,370	74.4	3.7
1930	40,714	1,000	2.4	5.9
1940	39,714	1,846	4.6	6.1
1950	41,460	827	2.0	6.4
1960	42,387	5,453	11.4	6.9
1970	47,751	-722	-1.5	7.8
1980	47,019	1,305	2.8	8.4
1990	48,414			8.7

Source: U.S. Census Of Population, 1990

TABLE P-3A

HOUSEHOLD CHARACTERISTICS, North Bergen, 1980

Total persons	47,019
Persons in households	46,655
Persons in families	39,597
Householder characteristics	
Numbers of households/householders	18,833
Age of householder	
15-24	942
25-34	3,497
35-44	3,011
45-54	3,226
55-64	3,411
65-74	2,861
75 +	1,885
Sex of householder	
Family household	
Male	10,161
Female	2,511
Non-family household	
Male	2,368
Female	3,793
Other persons living in household	
Family members	
Spouse	10,085
Child	14,241
Other relatives	2,599
Non-family members	897
Persons in institutions, group quarters	364
Persons per household	2.48
Persons per family	3.12

Source: U.S. Census of Population, 1980

TABLE P-3B

HOUSEHOLD CHARACTERISTICS, North Bergen, 1990

Total persons	48,414
Persons in household	48,273
Persons in families	40,105
Household characteristics	18,910
Number of households/householders	
Age of householder	
15-24	561
25-34	3,675
35-44	3,757
45-54	2,875
65-74	2,790
75 +	2,002
Sex of householder	
Family household	
Male	10,428
Female	2,196
Non-family household	
Male	2,317
Female	3,969
Other persons living in household	
Family members	
Spouse	9,347
Child	14,492
Other relatives	3,642
Non-family members	1,036
Persons in institution, group quarters	141
Persons per household	2.55
Persons per family	3.18

Source: U.S. Census of Population, 1990

TABLE P-4

AGE DISTRIBUTION OF POPULATION, North Bergen, 1980 & 1990

Age	1980	1990
<i>Age Cohorts</i>		
Under 5 years	2,474	3,000
5 to 9 years	2,509	2,699
10 to 14 years	2,798	2,300
15 to 19 years	3,557	2,854
20 to 24 years	3,938	3,211
25 to 29 years	3,954	4,693
30 to 34 years	3,395	4,564
35 to 39 years	2,820	3,833
40 to 44 years	2,585	2,989
45 to 49 years	2,747	2,903
50 to 54 years	3,081	2,721
55 to 59 years	3,046	2,237
60 to 64 years	2,675	2,897
65 to 69 years	2,487	2,293
70 to 74 years	1,954	1,940
75 to 79 years	1,494	1,511
80 to 84 years	921	987
85 years and over	584	604
<i>Total Population</i>	47,019	48,414
<i>Median Age</i>	36.5	35.9

Source: U.S. Census of New Jersey Townships, 1980

TABLE P-5

ANCESTRY GROUPS, North Bergen, 1980 & 1990

Group	1980	Grp. as % of Total	1990	Grp. as % of Total
Total	47,019	100.00	48,414	100.00
Arab	na	na	919	1.90
Cuban	5,096	10.84	8,549	17.66
Dutch	128	0.27	87	0.18
English	724	1.54	195	0.40
French	231	0.49	152	0.31
German	2,891	6.15	1,925	3.98
Greek	638	1.36	597	1.23
Hungarian	238	0.51	218	0.45
Irish	2,410	5.13	1,600	3.30
Italian	8,978	19.09	6,440	13.30
Mexican	78	0.17	213	0.44
Norwegian	67	0.14	38	0.08
Polish	1,143	2.43	536	1.11
Portuguese	86	0.18	48	0.10
Puerto Rican	1,513	3.22	2,590	5.35
Russian	536	1.14	268	0.55

Source: U.S. Census of New Jersey Townships, 1980 & 1990

TABLE P-6

PERSONS OF SPANISH ORIGIN BY COUNTRY, North Bergen, 1980 & 1990

Year	1980	As % of total	1990	As % of total	Percent Change
<i>Total Spanish</i>	9,472	100.00	19,689	100.00	107.87
Mexican	78	0.82	213	1.08	173.08
Puerto Rican	1,513	15.97	2,590	13.15	71.18
Cuban	5,096	53.80	8,549	43.42	67.76
Other Spanish	2,785	29.40	8,337	42.34	199.35

Source: U.S. Census of Population, 1980 & 1990

TABLE P-7

PERSONS BY RACE, North Bergen, 1980 & 1990

Race	1980	% of Total Pop.	1990	% of Total Pop.	Percent Change
Total	47,019	100.0	48,414	100.0	2.97
White	43,914	93.40	40,721	84.11	-7.27
Black	360	0.77	1,033	2.13	186.94
American India	31	0.07	83	0.17	167.94
Japanese	56	0.12	25	0.05	-55.36
Chinese	169	0.36	322	0.67	-55.36
Filipino	107	0.23	387	0.80	261.68
Korean	125	0.27	214	0.44	71.20
Asian Indian	506	1.08	1,324	2.73	161.66
Vietnamese	2	0.00	na	na	na
Hawaiian	1	0.00	36	0.07	3500.00
Guamanian	na		10	0.02	na
Other	1,748	3.72	na	na	na

Source: U.S. Census, 1980 - 1990

TABLE P-8

PERSONS OF SPANISH ORIGIN BY RACE, North Bergen, 1980 & 1990

Year	1980	Racial Grp. as %	1990	Racial Grp. as %	Percent Change
Total	9,472	100.00	19,689	100.00	107.87
White	7,948	83.91	14,986	76.11	88.55
Black	102	1.08	475	2.41	365.69
Amer. Indian, et	31	0.33	109	0.55	251.61
Other	1,391	14.69	4,119	20.92	196.12

Source: U.S. Census, 1980 & 1990

TABLE LF-1

HOUSEHOLD & FAMILY INCOME, North Bergen, 1989 & 1979

Income	1989	1979	% Change
<i>Households</i>	18,910	18,801	0.58%
Less than \$5,000	996	3,056	-67.41%
\$5,000 to \$9,999	2,015	2,859	-29.52%
\$10,000 to \$14,999	1,334	2,579	-48.27%
\$15,000 to \$24,999	2,849	5,290	-46.14%
\$25,000 to \$34,999	2,673	2,933	08.86%
\$35,000 to \$49,999	3,491	1,472	137.16%
\$50,000 or more	5,552	612	807.19%
Median household income (dollars)	\$33,488	\$16,485	
<i>Families</i>	12,624	12,682	-0.46%
Income breakdown not available			
Median household income (dollars)	\$40,205	\$20,514	
Per capita income (dollars)	\$15,744	\$7,529	
Income Type	1989	1979	% Change
<i>Households</i>	18,910	18,801	0.58%
With wage and salary income	14,555	14,448*	0.74%
Mean wage and salary income (\$)	\$41,313	\$20,115	
With nonfarm self-employment income	1,740	N/A	
Mean nonfarm self-employment income (dollars)	\$24,063	N/A	
With social security income	5,529	5,614	-1.51%
Mean social security income (\$)	\$7,861	\$4,269	
With public assistance income	\$1,250	1,188	5.22%
Mean public assistance income (\$)	\$3,923	\$2,542	
With retirement income	2,447	N/A	
Mean retirement income (\$)	\$6,201	N/A	

Source: U.S. Census of Population, 1980 & 1990

*Defined As "With Earnings"

TABLE LF-2

HOUSEHOLD & FAMILY INCOME, Hudson County, 1989 & 1979

Income	1989	1979	% Change
<i>Households</i>	208,574	208,062	0.25%
Less than \$5,000	15,248	37,891	-59.75%
\$5,000 to \$9,999	20,993	36,987	-43.24%
\$10,000 to \$14,999	16,313	32,762	-50.21%
\$15,000 to \$24,999	32,475	52,307	-37.91%
\$25,000 to \$34,999	31,746	28,391	11.82%
\$35,000 to \$49,999	37,532	14,364	161.29%
\$50,000 or more	54,267	5,360	912.44%
Median household income (dollars)	\$30,917	\$14,384	
<i>Families</i>	137,646	145,151	-5.17%
Less than \$5,000	7,725	16,786	-53.98%
\$5,000 to \$9,999	8,444	21,317	-60.39%
\$10,000 to \$14,999	9,466	22,135	-57.24%
\$15,000 to \$24,999	20,966	41,911	-49.97%
\$25,000 to \$34,999	21,690	25,287	-14.22%
\$35,000 to \$49,999	27,067	13,047	107.46%
\$50,000 or more	42,288	4,668	805.91%
Median household income (dollars)	\$35,250	\$17,659	
Per capita income (dollars)	\$14,480	\$6,476	
Income Type	1989	1879	% Change
<i>Households</i>	208,574	208,062	0.25%
With wage and salary income	160,186	154,678	3.56%
Mean wage and salary income (\$)	\$40,228	\$18,002	
With nonfarm self-employment income	16,002	10,537	51.86%
Mean nonfarm self-employment income (dollars)	\$18,517	\$12,203	
With social security income	53,738	56,844	-5.46%
Mean social security income (\$)	\$7,591	\$4,129	
With public assistance income	20,043	24,233	-17.29%
Mean public assistance income (\$)	\$4,065	\$2,197	
With retirement income	27,532	N/A	
Mean retirement income (\$)	\$6,751	N/A	

Source: U.S. Census of Population, 1980 & 1990

TABLE LF-3

POVERTY STATUS, North Bergen, 1979 & 1989

Persons Below Poverty Level, 1979	Number	Percent	% Change
All persons	46,649		
Persons below poverty level	4,936	10.64%	
Persons 18 years and over	3,640	9.90%	
Persons 65 years and over	1,131	15.98%	
Related children under 18	1,303	13.17%	
Related children under 5 years	266	11.01%	
Related children 5 to 17 years	1,037	10.94%	
Unrelated individuals	1,547	22.42%	
All families	1,089	8.59%	
With related children under 18 yrs	454	8.08%	
with related children under 5 yrs	89	8.07%	
Female householder families	415	21.92%	
With related children under 18 yrs	374	38.92%	
With related children under 6 yrs	148	62.18%	
Persons Below Poverty Level, 1989	Number	Percent	% Change
All persons	48,198		
Persons below poverty level	4,572	9.49%	-7.37%
Persons 18 years and over	3,149	8.20%	-13.49%
Persons 65 years and over	859	11.90%	-24.05%
Related children under 18	1,368	14.04%	4.99%
Related children under 5 years	478	16.12%	79.70%
Related children 5 to 17 years	890	13.14%	-14.18%
Unrelated individuals	1,761	21.76%	13.83%
All families	832	6.59%	-23.60%
With related children under 18 yrs	661	11.32%	45.59%
with related children under 5 yrs	347	13.88%	289.89%
Female householder families	452	20.58%	8.92%
With related children under 18 yrs	393	36.94%	5.08%
With related children under 6 yrs	165	46.74%	11.49%

Source: U.S. Census of Population, 1980 & 1990

TABLE LF-4

POVERTY STATUS, Hudson County, 1979 & 1989

Persons Below Poverty Level, 1979	Number	Percent	% Change
All persons	551,462		
Persons below poverty level	93,378	16.93%	
Persons 18 years and over	54,895	13.43%	
Persons 65 years and over	10,597	16.17%	
Related children under 18	38,483	26.95%	
Related children under 5 years	11,069	30.15%	
Related children 5 to 17 years	27,414	25.84%	
Unrelated individuals	18,319	24.72%	
All families	21,314	14.68%	
With related children under 18 yrs	16,635	22.58%	
with related children under 5 yrs	3,608	24.27%	
Female householder families	12,747	38.24%	
With related children under 18 yrs	11,563	56.41%	
With related children under 6 yrs	6,325	54.87%	
Persons Below Poverty Level, 1989	Number	Percent	% Change
All persons	546,990		
Persons below poverty level	81,171	14.84%	-13.07%
Persons 18 years and over	52,275	12.27%	-4.77%
Persons 65 years and over	10,334	15.24%	-5.69%
Related children under 18	28,440	23.62%	-26.10%
Related children under 5 years	8,498	23.67%	-23.23%
Related children 5 to 17 years	19,942	23.60%	-27.26%
Unrelated individuals	21,930	22.17%	19.71%
All families	17,043	12.38%	-20.04%
With related children under 18 yrs	13,526	19.70%	-18.69%
with related children under 5 yrs	6,612	22.09%	83.26%
Female householder families	9,970	30.05%	-21.79%
With related children under 18 yrs	8,956	45.57%	-22.55%
With related children under 6 yrs	4,197	56.20%	-33.64%

Source: U.S. Census of Population, 1980 & 1990

TABLE LF-5

LABOR FORCE CHARACTERISTICS, North Bergen, 1980 & 1990

Characteristics	1990	1980	% Change
<i>Labor Force Status</i>			
Persons 16 yrs and over	39,772	38,490	3.33%
No. in labor force	26,736	24,061	11.12%
Percent in labor force	66.22%	62.51%	
Percent unemployed	7.69%	7.52%	
Males 16 yrs and over			
No. in labor force	14,262	13,552	5.24%
Percent in labor force	77.33%	77.19%	
Females 16 yrs and over			
No. in labor force	12,474	10,509	18.70%
Percent in labor force	58.48%	50.20%	
<i>Industry</i>			
Employed persons 16 yrs and over	24,680	22,244	10.95%
Agriculture, forestry, fisheries & mining	153	28	446.43%
Construction	1,049	643	63.14%
Manufacturing (nondurable & durable)	5,122	6,340	-19.21%
Transportation, communication and other public utilities	2,801	2,656	5.46%
Wholesale trade	1,687	1,604	5.17%
Retail trade	4,362	3,441	26.77%
Finance, insurance and real estate	2,281	1,635	39.51%
Services	6,657	5,073	29.45%
Public administration	658	824	-20.15%
<i>Class of Worker</i>			
Employed persons 16 yrs & over	24,680	22,244	10.95%
Private wage and salary workers	20,078	18,273	9.88%
Government workers	2,658	2,732	-2.71%
Self-Employed workers	1,166	1,189	-1.93%
Unpaid family workers	76	50	52.00%

Source: U.S. Census of Population, 1980 & 1990

LABOR FORCE CHARACTERISTICS, Hudson County, 1980 & 1990

Characteristics	1990	1980	% Change
<i>Labor Force Status</i>			
Persons 16 yrs and over	444,338	431,992	2.86%
No. in labor force	295,273	263,801	11.93%
Percent in labor force	66.45%	61.07%	
Percent unemployed	7.69%	7.52%	
Males 16 yrs and over			
No. in labor force	211,952	199,380	6.31%
Percent in labor force	161,714	147,966	9.29%
Percent in labor force	76.30%	74.21%	
Females 16 yrs and over			
No. in labor force	232,386	232,612	0.10%
Percent in labor force	133,559	115,835	15.30%
Percent in labor force	57.47%	49.80%	
<i>Industry</i>			
Employed persons 16 yrs and over	268,816	239,761	12.12%
Agriculture, forestry, fisheries & mining	1,148	501	129.14%
Construction	11,557	7,013	64.79%
Manufacturing (nondurable & durable)	52,029	70,023	-25.70%
Transportation, communication and other public utilities	29,981	29,157	2.83%
Wholesale trade	15,985	13,367	19.59%
Retail trade	38,425	31,482	22.05%
Finance, insurance and real estate	28,354	18,928	49.80%
Services	79,506	56,781	40.02%
Public administration	11,834	12,509	-5.40%
<i>Class of Worker</i>			
Employed persons 16 yrs & over	268,816	239,761	12.12%
Private wage and salary workers	219,394	190,492	15.17%
Government workers	37,730	40,378	-6.56%
Self-Employed workers	10,855	8,532	27.23%
Unpaid family workers	837	359	133.15%

Source: U.S. Census of Population, 1980 & 1990

JOURNEY-TO-WORK, North Bergen & Hudson County, 1980 & 1990

North Bergen Township	1990	1980	% Change
<i>Workers 16 years and over</i>	24,090	21,482	12.14%
Percent drove alone	52.08%	49.72%	
Percent in carpools	17.41%	17.38%	
Percent using public transportation	21.44%	22.45%	
Percent using other means	0.73%	0.79%	
People walked or worked at home	8.33%	9.66%	
Mean travel time to work (minutes)	27.19%	28.4	
Hudson County	1990	1980	% Change
<i>Workers 16 years and over</i>	262,745	231,657	12.42
Percent drove alone	42.42%	40.33%	
Percent in carpools	15.37%	18.25%	
Percent using public transportation	29.27%	25.76%	
Percent using other means	1.03%	0.70%*	
People walked or worked at home	11.91%	14.96%	
Mean travel time to work (minutes)	27.40	26.2	

Source: U.S. Census of Population, 1980 & 1990

*Other means (1980) includes the categories bicycle (350) and motorcycle (140).

TABLE H-1

POPULATION MOBILITY, North Bergen, 1985 & 1975

Place of Residence	People	Percent
<i>Residence In 1985</i>		
Persons 5 yrs and older	45,414	100.00%
Lived in same house	26,391	58.11%
Lived in different house in US	16,319	35.93%
Same state	13,206	80.92%
Same county	10,645	80.61%
Different county	2,561	19.39%
Different state	3,113	19.08%
Lived abroad	2,704	5.96%
<i>Residence In 1975</i>		
Persons 5 yrs and older	44,691	100.00%
Lived in same house	25,460	56.97%
Lived in different house in US	17,574	39.32%
Same state	14,618	83.18%
Same county	12,327	84.33%
Different county	2,291	15.67%
Different state	2,956	16.82%
Lived abroad	1,657	3.71%

Source: U.S. Census of Population, 1980 & 1990

TABLE H-2

POPULATION MOBILITY, Hudson County, 1985 & 1975

Place of Residence	People	Percent
<i>Residence In 1985</i>		
Persons 5 yrs and older	516,738	100.00%
Lived in same house	301,608	58.37%
Lived in different house in US	179,751	34.78%
Same state	138,255	76.91%
Same county	118,414	85.65%
Different county	19,841	14.35%
Different state	41,496	23.09%
Lived abroad	35,379	6.85%
<i>Residence In 1975</i>		
Persons 5 yrs and older	519,753	100.00%
Lived in same house	299,021	57.53%
Lived in different house in US	195,128	37.54%
Same state	164,291	84.20%
Same county	144,458	87.93%
Different county	19,833	12.07%
Different state	30,837	15.80%
Lived abroad	25,604	4.93%

Source: U.S. Census of Population, 1980 & 1990

TABLE H-3

HOUSING OCCUPANCY CHARACTERISTICS, North Bergen

Occupancy	1980	Percent	1990	Percent	Percent Change
Total occupants	46,655	100	48,273	100	3.47
Owner-occupants	20,613	44.18	22,802	47.24	10.62
Renter-occupants	26,042	55.82	25,471	52.76	-2.19
Total units	19,369	100	21,274	100	9.84
Occupied units	18,833	97.23	18,970	89.17	0.78
Vacant units	536	2.77	2,304	10.83	329.85

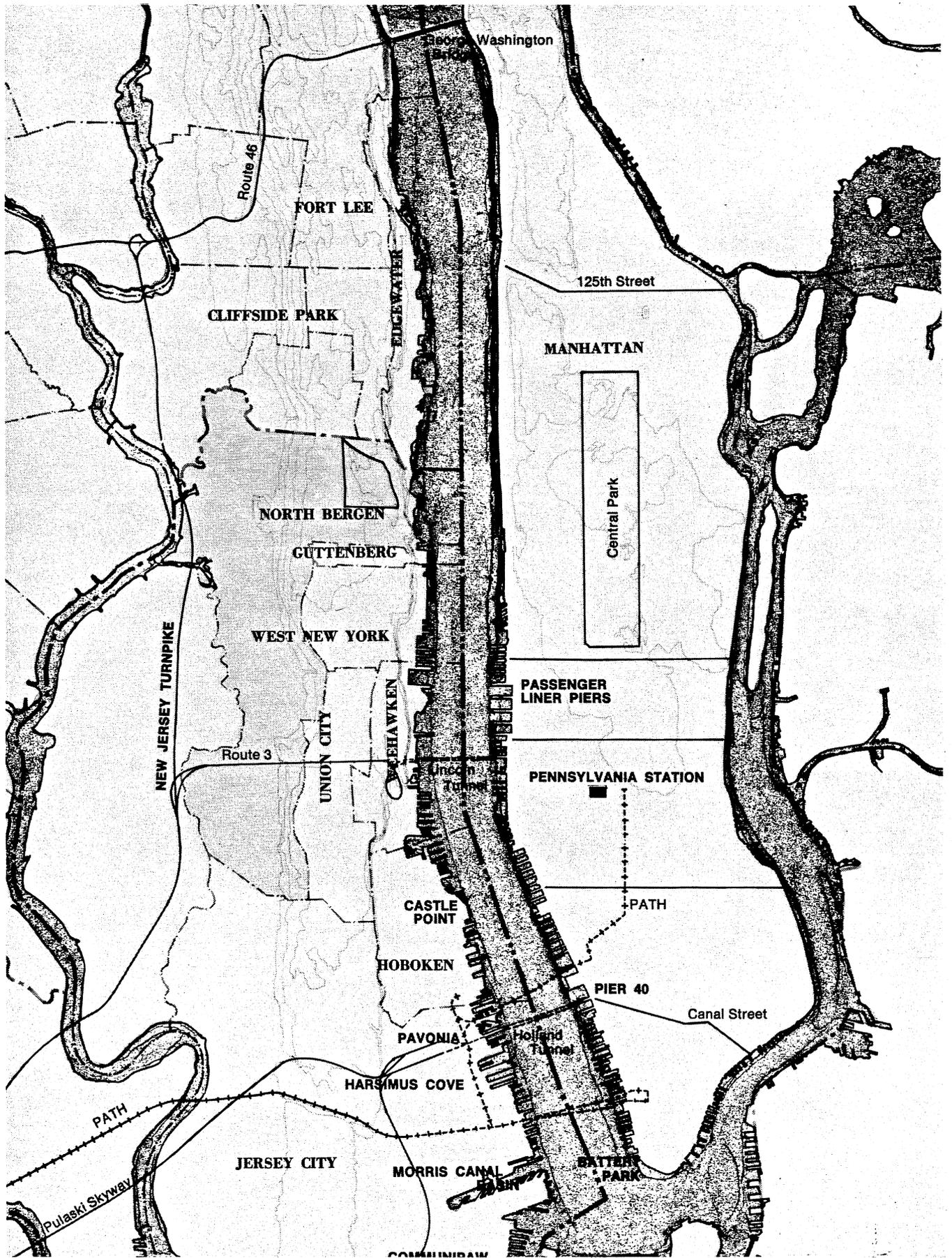
Source: U.S. Census of New Jersey Townships, 1980 - 1990

TABLE H-4

CHARACTERISTICS OF YEAR-ROUND HOUSING UNITS, North Bergen

Unit Character	1980	Percent	1990	Percent	Percent Change
Units in structure					
Total	19,369	100.00	21,274	100.00	9.84
1	3,838	19.82	2,979	18.70	3.67
2 to 9	9,717	50.17	9,261	43.53	-4.69
10 or more	5,654	29.19	7,479	35.16	32.28
Mobile home or trailer	160	0.83	146	0.69	-8.75
Other	0	0.00	409	1.92	na
Owner-occupied					
Total	6,802	100.00	7,585	100.00	11.51
1	2,905	42.71	2,890	38.10	-0.52
2 to 9	3,458	50.84	3,410	44.96	-1.39
10 or more	321	4.72	1,061	13.99	230.53
Mobile home of trailer	118	1.73	122	1.61	3.39
Other	0	0.00	102	1.34	na
Renter-occupied					
Total	12,031	100.00	11,385	100.00	-5.37
1	872	7.25	740	6.50	-15.14
2 to 9	5,900	49.04	5,009	44.00	-15.10
10 or more	5,233	43.50	5,444	46.84	1.91
Mobile home or trailer	26	0.22	24	0.21	-7.69
Other	0	0.00	279	2.45	na

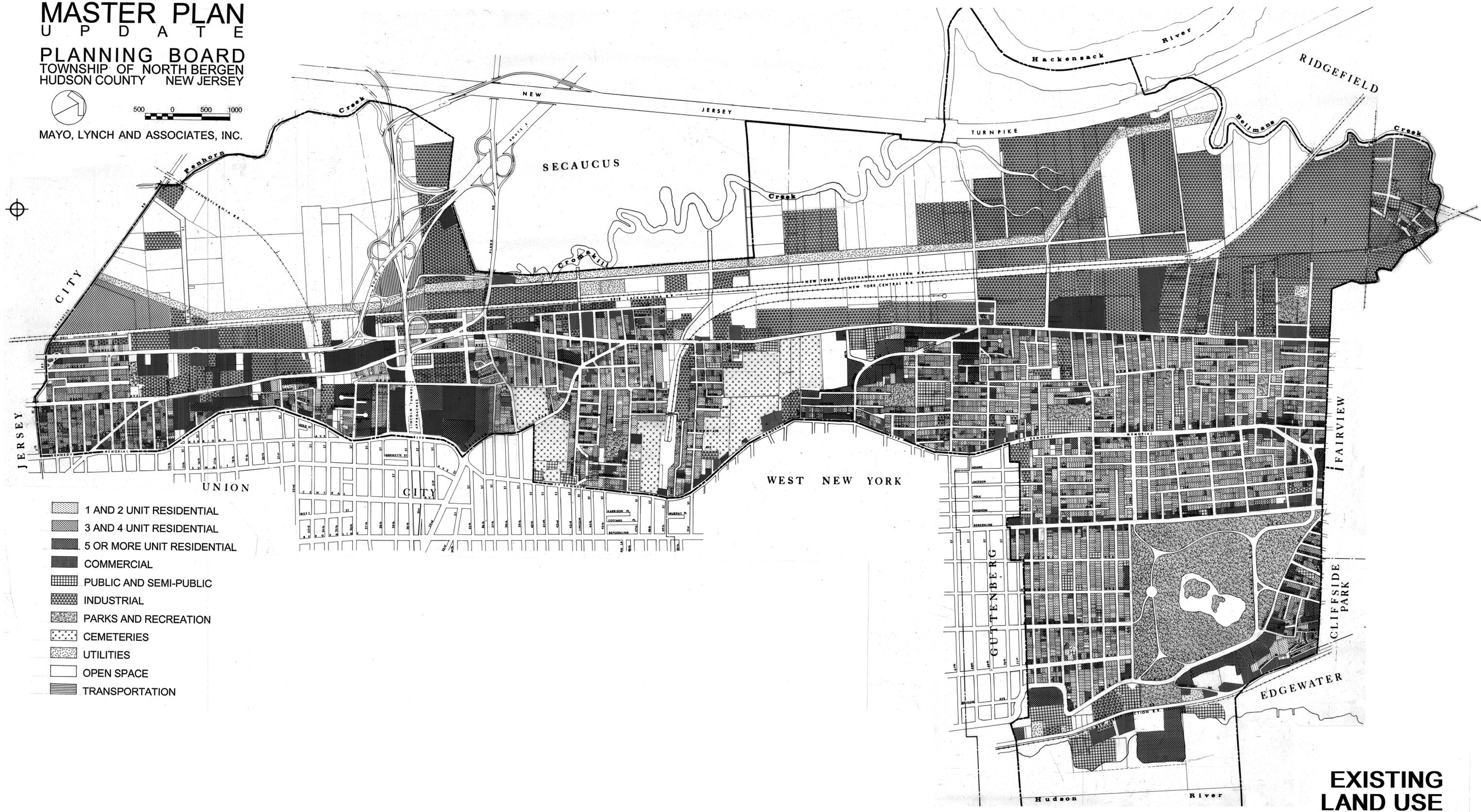
Source: U.S. Census for New Jersey Townships



REGIONAL LOCATION

MASTER PLAN
UPDATE
PLANNING BOARD
TOWNSHIP OF NORTH BERGEN
HUDSON COUNTY NEW JERSEY

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 MAYO, LYNCH AND ASSOCIATES, INC.



- 1 AND 2 UNIT RESIDENTIAL
- 3 AND 4 UNIT RESIDENTIAL
- 5 OR MORE UNIT RESIDENTIAL
- COMMERCIAL
- PUBLIC AND SEMI-PUBLIC
- INDUSTRIAL
- PARKS AND RECREATION
- CEMETERIES
- UTILITIES
- OPEN SPACE
- TRANSPORTATION

**EXISTING
 LAND USE**

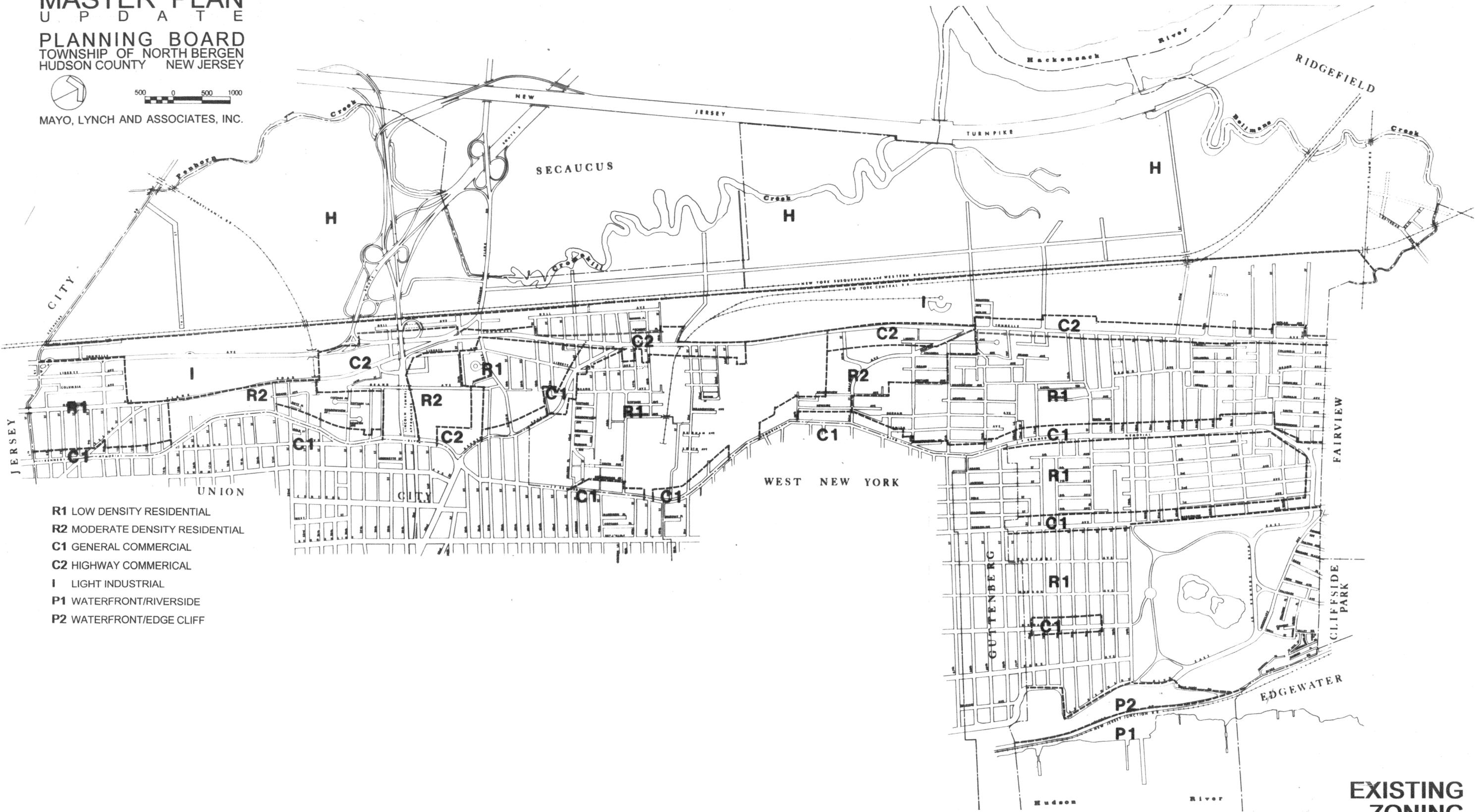
MASTER PLAN UPDATE

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HUDSON COUNTY NEW JERSEY



500 0 500 1000

MAYO, LYNCH AND ASSOCIATES, INC.



- R1 LOW DENSITY RESIDENTIAL
- R2 MODERATE DENSITY RESIDENTIAL
- C1 GENERAL COMMERCIAL
- C2 HIGHWAY COMMERCIAL
- I LIGHT INDUSTRIAL
- P1 WATERFRONT/RIVERSIDE
- P2 WATERFRONT/EDGE CLIFF

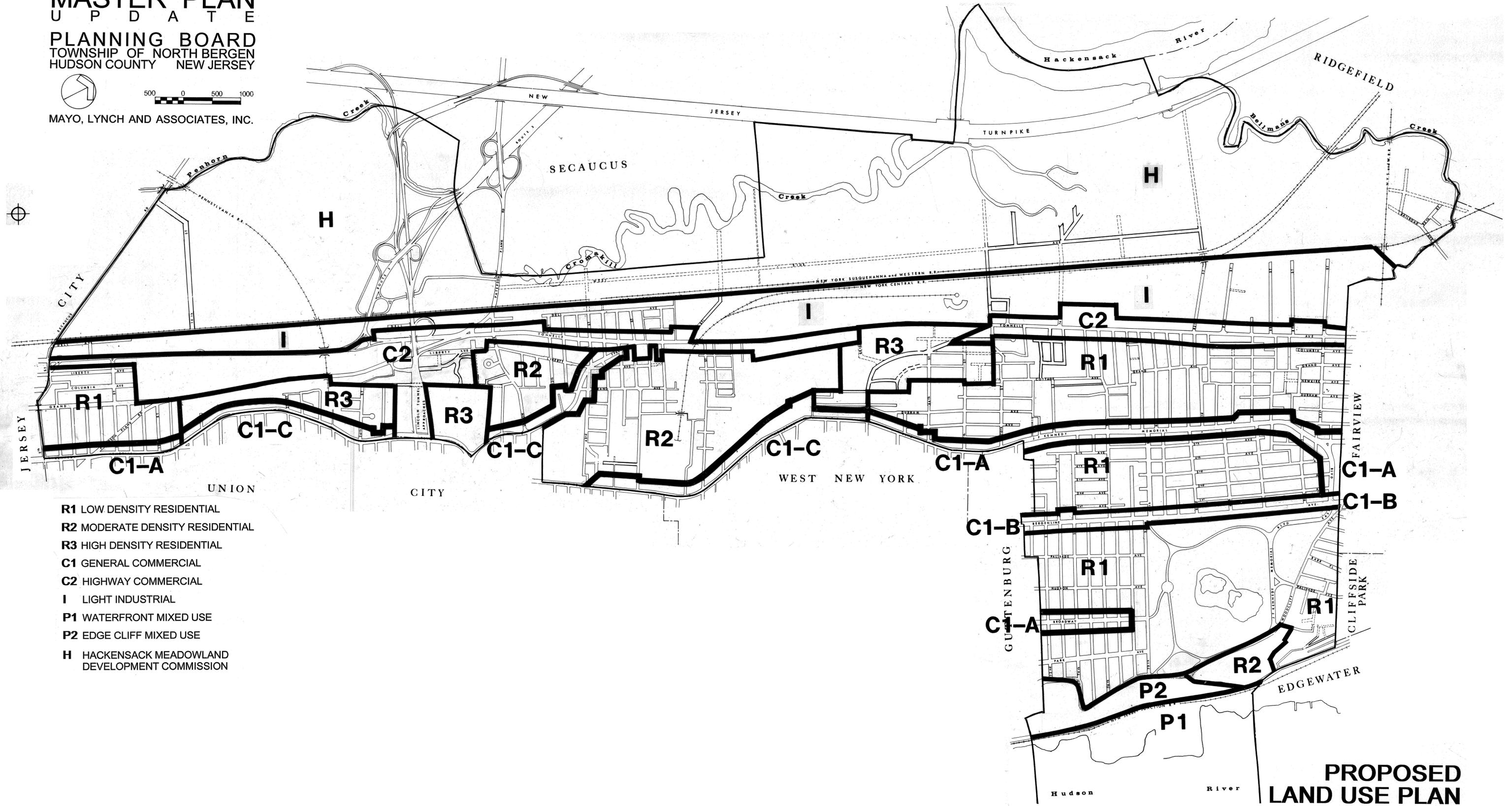
**EXISTING
ZONING**

**MASTER PLAN
UPDATE**
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HUDSON COUNTY NEW JERSEY



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- R1** LOW DENSITY RESIDENTIAL
- R2** MODERATE DENSITY RESIDENTIAL
- R3** HIGH DENSITY RESIDENTIAL
- C1** GENERAL COMMERCIAL
- C2** HIGHWAY COMMERCIAL
- I** LIGHT INDUSTRIAL
- P1** WATERFRONT MIXED USE
- P2** EDGE CLIFF MIXED USE
- H** HACKENSACK MEADOWLAND DEVELOPMENT COMMISSION

**PROPOSED
LAND USE PLAN**

HOUSING PLAN ELEMENT



2.0 HOUSING PLAN ELEMENT

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MAPS

Mount Laurel Housing Region County Groups
Vacant Land Ownership

2.0 HOUSING PLAN ELEMENT

2.1 MUNICIPAL LAND USE LAW

Following the passage of the Fair Housing Act in 1988, a Housing Plan Element has become a mandatory part of the Master Plan. It must contain a Fair Share Plan to show how North Bergen has already created or intends to create the 567 low and moderate-income housing units assigned to it by COAH (Council On Affordable Housing) as its obligatory share of New Jersey's northeast region's housing need between 1993 and 1999. The adopted plan must be filed with the state in order to protect the municipality from challenges to its zoning ordinance. A Housing Plan Element prepared pursuant to N.J.S.A. C.52:27D-310 should contain at least:

- a. An inventory of the municipality's housing stock by age, condition, purchase or rental value, occupancy characteristics, and type, including the number of units affordable to low and moderate income households and substandard housing capable of being rehabilitated.
- b. A projection of the municipality's housing stock, including the probable future construction of low and moderate income housing, for the next six years, taking into account, but not necessarily limited to, construction permits issued, approvals of applications for development and probable residential development of lands;
- c. An analysis of the municipality's demographic characteristics, including but not necessarily limited to, household size, income level and age;
- d. An analysis of the existing and probable future employment characteristics of the municipality;
- e. A determination of the municipality's present and prospective fair share for low and moderate income housing and its capacity to accommodate its present and prospective housing needs, including its fair share for low and moderate income housing; and
- f. A consideration of the lands that are most appropriate for construction of low and moderate income housing and of the existing structures most appropriate for conversion to, or rehabilitation for, low and moderate income housing, including a consideration of lands of developers who have expressed a commitment to provide low and moderate income housing.

2.2 COUNCIL ON AFFORDABLE HOUSING

In 1975, in the case of Southern Burlington County NAACP v. Township of Mount Laurel (Mount Laurel I), the New Jersey Supreme Court ruled that developing municipalities have a constitutional obligation to provide a realistic opportunity for the construction of low and moderate income housing. In its 1983 Mount Laurel II decision, the Supreme Court reaffirmed the Mount Laurel doctrine and provided guidance and authorization for specific judicial remedies.

In 1985, the New Jersey Fair Housing Act (C.222, sec.10, P.L.1985) was adopted creating the Council on Affordable Housing (COAH) whose primary jurisdiction is the administration of "housing obligations" in accordance with sound regional planning considerations. COAH, with the aid of several task forces, established the criteria and guidelines to assess regional housing needs, "fair share" and the adequacy of municipal measures to implement affordable housing policies. These rules are contained in N.J.A.C. 5:92.

The Council separated the state into six regions (see Appendix 2.0) and evaluated the present as well as the "prospective need" for low and moderate income housing for each region. It further broke this down to a municipal level giving "credit" for certain housing units according to formulas and assumptions based on 1980 Census data. The original need levels were made during the housing boom of the mid-1980's and reflected the then current optimism that the boom would continue. Hudson County's goal was then put at 15,149 units and North Bergen's at 1329 units. As a result of various factors including changes in Census standards for "deteriorated" housing between 1980 and 1990, COAH recalculated need figures. The County's goal is now 5,610 units and North Bergen's is 567 for the six year period between 1993 and 1999.

Each municipality must use COAH's figures to evaluate itself and develop a "Fair Share Plan" which shows how it proposes to satisfy its obligation to create "realistic opportunities" to meet its "fair share of low and moderate income housing needs."

Without a Housing Plan Element, the courts have held zoning ordinances to be void. Once a Housing Plan Element is adopted, it can be submitted to COAH for a process called Substantive Certification. If the certification is granted, there are several advantages to the municipality:

- . protection against builders' multi-family, housing suits for 6 years
- . eligibility for state aid for the rehabilitation of existing owner-occupied housing
- . ability to collect development fees to contribute to new or rehabilitated lower income housing
- . priority for general infrastructure funding.

2.3 ANALYSIS OF RECENT DATA

2.31 Inventory of Housing Stock

2.311 Age, Condition, Value

North Bergen was shown to have 21,274 year-round housing units in 1990. Seven percent (1567) of the units have been built since 1980, 36% (7675) were built prior to World War II, and the remaining 57% (12,032) were constructed between 1940 and 1979.

Only 1% of the units lacked complete plumbing facilities. The same number lacked complete kitchen facilities. Well over 99% of the units are served by a public or private water supplier. Slightly under 99% use public sewers.

The median purchase value of owner-occupied units is \$169,300. The average value of a single-family home is \$176,947 while the average unit in a multi-family building is \$191,289.

The median monthly contract rent is \$461. The average rent asked is \$553.

2.312 Occupancy

Eighty-nine percent of North Bergen's year-round units are occupied. Forty percent of occupied units are owner-occupied; 60% are renter-occupied.

Housing occupancy characteristics have changed along with the change in characteristics of the year-round housing built in the 1980's. The percentage of owner-occupants has risen from 44% to 47% over the last decade. During that period, the number of year-round housing units has risen from 19,369 to 21,264 or almost 10%. The greatest growth has occurred in projects with 10 or more units. These now represent 35% of the housing stock compared to 29% in 1980.

The new multi-family housing is generally condominium ownership. The increase in owner-occupancy in 10 or more unit structures rose 230% in North Bergen in the last decade. Such units represent 14% of all owner-occupied units in 1990, up from 5% in 1980.

2.313 Affordability

In terms of affordability, the available statistics are interesting. According to COAH measures, a family of four with a household income of \$17,650 in 1990 is considered low income; a similar household earning \$17,651 to \$28,240 is moderate income. The median household income in North Bergen is \$30,636, just above the upper level of the moderate income range. This means that there are as many households in North Bergen who are low and moderate income earners as there are moderate to high income earners.

The range of rents affordable to low and moderate income households in Hudson County is \$441 to \$706 per month assuming a preferred maximum not greater than 30% of monthly income. Since the median monthly contract rent in North Bergen is \$461, it would appear that there should be a fairly good match of demand to need. Inevitably, however, some households occupy units that rent for less than they can "afford" to pay. The census showed that in 11,385 specified occupied rental units, 34% of the tenants paid more than 30% of their income. Put the other way, 62% paid less than 30% and an additional 9% paid 30-34%; therefore 71% of tenants pay less than 34% of their income toward rent.

Among homeowners in 2773 specified owner-occupied housing units, 35% of the owners paid more than 30% of their income toward selected monthly owner costs. That meant that 65% paid less than 30% and an additional 6% pay 30-34%. Therefore about the same number of owner households as renter households pay less than 35% of their monthly income toward housing.

2.314 Existing Affordable Housing

The Township of North Bergen has a total of 1485 subsidized permanent housing units and another 400 units in private housing subsidized with Section 8 funds. Of the permanent units, the North Bergen Housing Authority owns and operates four projects which provide 813 senior citizen units and 172 family housing units. An additional 655 family units were built privately and are subsidized with Section 8 and Section 236 funds.

All the Housing Authority units were completed prior to April 1980. There are currently no plans to build more. The privately developed units were constructed after 1980. The developer has expressed a willingness to build more units but currently has no plans.

In addition to the 400 units which are subsidized by the Housing Authority in private housing, the township has had a Rent Leveling Ordinance in place since 1972. The ordinance is based on the need to maintain a supply of "reasonably priced rental housing." Exemption is made for dwellings with less than four units in which one unit is owner-occupied. It is estimated that approximately 658 units are in single-family structures and 6,106 units are in multi-family structures.

2.315 Substandard Housing

In June of 1991, Rutgers' Center for Urban Policy Research published Policy Report No. 8: Hudson River Waterfront Corridor Housing Market Study. It analyzed the housing characteristics of the waterfront communities from Edgewater to Bayonne. It looked at market rate as well as affordable housing supply and demand. It concluded that North Bergen had the second lowest housing deterioration level in the "corridor". It also projected that the provision of affordable housing could come from "aggressive rehabilitation efforts." It estimated that there are approximately 2020 deteriorated units in the township with approximately 700 units of affordable housing need being met through the secondary housing market. The secondary market includes filtering (units becoming available as families move up to higher-priced units); residential conversion (creation of additional units within existing structures); and spontaneous rehabilitation (private upgrading).

2.32 Projection of Municipal Housing Stock

In the six-year period covered by this update, 1987-1992, two sources of local building activity clearly reflect the housing bust that followed the boom of the middle 1980's. Building permits authorized 162 new units in 1987, 409 in 1988, then dropped to 80 in 1989 and 9 in 1992 (through September). In 1990, permits for demolitions exceeded those for new construction so that there was a net loss of 40 units. Overall 694 new units were authorized, 123 demolitions were approved for a net of 571 units in the 6-year period.

During the same time period, the Zoning Board of Adjustment (ZBA) approved variances for a total of 1887 units. The peak year was 1987 with 1093 units dropping to 672, then 98 in the two successive years.

What is interesting about the permit and variance record is the preponderance of activity in multi-family construction. Eighty-nine percent of the units permitted by variance were in multi-family (5+) housing. Sixty-seven percent of the building permits issued were for that category. However, by September of 1992, only 392 permits were issued for multi-family housing although at least 1676 units had been granted variances.

During the same period, 31 single-family units were approved by variance, permits were issued to build 23 but demolition permits were granted for 44, a net loss of 21 units.

The steadiest category has been 2-4 family housing. Variances have been granted for 180 units in such housing, with 29 units permitted in 1992 when no variances were granted for multi-family. Building permits have run to 217 units in new 2-4 family housing since 1987. Demolition permits were granted for 17, leaving a net change of 200 additional units.

With a 10% vacancy rate in housing in the township, primarily in recently built but never occupied housing, the pressure for new housing will probably stay slack until the regional market picks up speed. Population projections for the county do not indicate much growth. Port Authority is projecting an increase of 6.5% between 1990 and 2010 to a total of 589,455. NJDOL projects an even lower level of growth reaching 572,600.

The pressure in the North Bergen housing market will probably continue to come from conversions within existing housing. CUPR noted that most off-waterfront housing growth between 1990 and 2005 will be in Jersey City, North Bergen, Union City and Hoboken. It projects that North Bergen, which has more units counted by the Census than can be accounted for by building permits, will continue to experience conversion activity within its 2-4 family housing stock. Units created by conversion represent 10-15% of the housing stock and produce "new" rental units. The conversion process, both legal and illegal, is widespread in areas which have large Hispanic and immigrant populations.

2.33 Demographic Characteristics

2.331 Population and Households

The 1990 Census figures have revealed some significant changes in North Bergen. The township's population has risen in every intercensal decade since 1870 except for two periods: 1930-1940 (loss of 1000 residents) and the decade of 1970-1980 (loss of 722). This is in marked contrast to Hudson County which peaked in 1930 and has declined every decade since. North Bergen currently has a population of 48,414 representing 8.7% of Hudson County's 553,099.

While the town's population has grown only 3% since 1980, it has gotten younger. The median age has dropped from 36.5 to 35.9 years. The number of people in the age cohorts representing family formation (20-39) have increased 17%. Correspondingly, children under 5 have increased 21%. These are numbers that will have impacts on the schools in the next decade.

Household characteristics have changed also. The Census considers a household to be all people sharing a single living unit whether related or not. A family is a household where everyone has either a blood or marital relationship to the head of house. In 1980 the average number of persons per household was 2.48; per family, 3.12. In 1990, the average household was 2.55; the average family 3.18. This is partly a reflection of the changing face of ethnicity in North Bergen.

In 1980, people of European extraction represented 38% of the population while those from Spanish-speaking countries were 20%. By 1990, Europeans had dropped to 25% while Spanish speakers had grown to 40% of the population.

Among the Spanish-speaking residents, while the Puerto Rican and Cuban sub-groups have increased in number by 71% and 68% respectively over the past decade, their dominance has been reduced. In 1980 they represented 70% of all Spanish-speaking residents. In 1990, they represent 57%. Central and South American natives are increasingly making North Bergen and other parts of Hudson County their home.

It is the youth of the Latino in-migrants that has brought down the median age of North Bergen's population and has simultaneously boosted school enrollments.

The racial composition has also changed. Whites now represent 84% of all residents, down from 93% in 1980. Blacks are 2.13% of the population, up from .77% in 1980. Asians have increased in absolute numbers, going from .75% to 1.16% of the population. Asian Indians have grown from 1.08% to 2.73%.

2.332 Housing and Mobility

An analysis of Census housing and mobility data further confirms the pattern of in-migration. Asked whether they had lived in the same or a different house five years earlier, respondents in 1990 indicated that 58.11% of them were in the same house and 5.96% had lived abroad. In 1980 the numbers were 56.97% and 3.71% respectively. This indicates a slightly higher degree of stability in more recent years but shows that, among those who had moved, many more moved from a different country.

Among those who lived elsewhere in the U.S., the number who had lived in the same state was lower in 1990 than in 1980. This reflects a higher level of mobility within the U.S. Hudson County showed the same trends in both decades.

Housing occupancy characteristics have changed along with the change in characteristics of the year-round housing built in the 1980's. The percentage of owner-occupants has risen from 44% to 47% over the last decade. During that period, the number of year-round housing units has risen from 19,369 to 21,274 or almost 10%. The greatest growth has occurred in projects with 10 or more units. These now represent 35% of the housing stock compared to 29% in 1980.

The new multi-family housing is generally condominium ownership. The increase in owner-occupancy in 10 or more unit structures rose 230% in North Bergen in the last decade. Such units represent 14% of all owner-occupied units in 1990, up from 5% in 1980.

2.333 Income & Poverty

The decade witnessed a virtual doubling of median household income both for family and non-family households rising from \$20,514 to \$40,205 in the first category and from \$16,485 to \$33,488 in the second. Per capita income likewise rose from \$7,529 to \$15,744. County residents of North Bergen fared slightly better than Hudson County residents on the whole. Those median incomes in 1989 were \$33,250 for family households, \$30,917 for non-family households and \$14,480 per capita.

The number of individuals below the poverty level has decreased in most categories. There has been a decrease in the number of family households below the poverty level (832, down from 1089) but an increase in the number of female-headed households (up to 452 from 415).

In 1979, 42% of the 1089 families in poverty had children under 18 year of age. In 1989, 79% of the 832 families had such children. Consequently, the number of children in poverty has increased even as the number of families has declined. Hudson County showed declines in all categories except unrelated individuals.

2.34 Probable Future Employment Characteristics

North Bergen's adults 16 years and over had a 66% participation rate in 1990. For males it was 77%, for females 58%. All of these rates are higher than they were in 1980. The rates are slightly higher than, but otherwise comparable to, those for the county.

In 1990, the three industries employing the largest segments of North Bergen's 24,680 employed adults were services (6567), manufacturing (5122) and retail trade (4362). While the service and retail trade categories both grew since 1981 (up 29% and 27% respectively), manufacturing lost more than 19% of its job slots. The county lost 26% of its manufacturing jobs but gained 22% in retail trade and 40% in services.

NJDOL will not have employment and industry projections until summer of 1993. However, the CUPR report on the waterfront housing market made projections for Hudson County and the waterfront corridor as a whole.

In general, CUPR feels that employment growth in the metropolitan area and in the corridor will be moderate for the balance of the century. As with the nation, the regional economy will increasingly demand highly-skilled workers for the growing service sectors. As shown in the table in Section 1.0, Hudson County has experienced job growth in the employment sectors which will be growth leaders: FIRE (finance, insurance, real estate), service, trade, and transportation.

North Bergen's workers have kept pace with the county. The numbers of North Bergen workers employed in the growth sectors cited above increased by 23% between 1980 and 1990 while Hudson

County's increased 28%.

CUPR observed that the presence of a large immigrant labor force may be a "pull to new economic activity". However, the workers must be educated in order to take their place in a labor market that demands the ability to perform higher skills.

2.35 Present and Prospective Fair Share

On March 15, 1993, new procedural and substantive rules were adopted by COAH which refine and redefine many of the original regulations. Since the legislative package was not available, the following discussion is based on the previous regulations and will ultimately have to be revised.

COAH has calculated two numbers for North Bergen: indigenous need of 716 units and pre-credited need of 567 units. The first number is their estimate of how many deficient units are occupied by low and moderate income households. These units can and probably will be reduced through a combination of the actions of the private market and government sponsored improvement grants.

The pre-credited need number of 567 units is North Bergen's share of the region's need for affordable housing. It can be reduced by the municipality if housing that is committed contractually to be occupied by low and moderate income households (such as senior citizen and other subsidized housing) has been occupied between April 1980 and April 1986. Floral Gardens, a privately developed project at 1106 26th Street (Cottage Road), provides 500 family units limited to those holding Section 8 housing certificates. It was occupied during the cited time period. Assuming that at any given time, 10% of the tenants exceed the income limits, 450 units remain eligible. Granton Garden, at 62nd and Liberty Avenue has 155 Section 8 units. Approximately 140 units can be considered eligible.

Since there are currently no affordable units which are proposed or in the pipeline, North Bergen's remaining need is 567 minus 590, or no units to be created between 1993 and 1999.

2.36 Lands Appropriate for Affordable Housing

The total acreage of North Bergen Township is 3264. Of that, 1314 acres located in the meadowlands west of Tonnelle Avenue is fully under the zoning jurisdiction of the Hackensack Meadowlands Development Commission. Most of the area is mapped for light industry with a very small area designated for recreational use.

Vacant land owned by various other governmental agencies (PA/NY & NJ and NJ Turnpike Authority) is located in the meadowlands. So is most of the 600 acres of privately held vacant land in the township. Consequently, almost all of it is undevelopable.

Of the remaining developable 30 or so acres located east of Tonnelle and therefore under North Bergen's zoning jurisdiction, most is in small scattered sites. Among sites which are larger than 2.0 acres, several are owned by the township as a result of tax foreclosure. Because they are also near the Hudson River, each of the sites (except one) has a significant slice of the Palisades ridge running

through it with slopes in excess of 15%.

The town-owned sites are as follows:

Site 1

Blk 316, Lot 5.A	6.48A - 1.90A slope = 4.58
Blk 316, Lot 12.A + 12.B	.90A - .09A slope = <u>.81</u>
Sub-total	5.39A

Site 2

Blk 316, Lot 7.B	2.37A - 1.20A slope = 1.17
Blk 316, Lot 20.A + 21.A	.66A - .26A slope = .40
Blk 316, Lot 22.B, 23 + 24	1.07A - .11A slope = <u>.96</u>
Sub-total	2.53A

Site 3

Blk 438, Lot 4.B app. 2.5 acres (dry land)

Site 3, which includes several acres of water has unclear title. Sites 1 and 2 appear to be prime waterfront properties across from mid-town Manhattan. However, Site 1 is sandwiched between the municipal sewage treatment plant and the edge of the cliff and may not be usable for any housing in the long-run. U.S.E.P.A. regulations discourage residential uses in close proximity to a wastewater treatment plant.

2.4 FAIR SHARE PLAN

At present, North Bergen has no additional need to be met in the next 6 years. For the future, town officials may want to consider the following techniques for creating affordable housing:

- . attempt to bring illegally converted units into legal status by establishing a penalty program related to the years the unit has existed and offer amnesty to the owner by entering the unit into an affordable housing registry for 10 years during which time the unit will not be taxed
- . work with any developer willing and able to produce affordable housing to find a new site; donate town-owned land
- . allow a density bonus in the proposed R3 zones to permit inclusionary housing (20% of the units to be committed to low and moderate income households)
- . enter into regional contribution agreements with receiving municipalities for up to 50% of North Bergen's remaining need (maximum 58 units)

TABLE AH-1

EXISTING SUBSIDIZED UNITS

Owner/Developer	Project/Address	Units	
		No.	Type
N.B. Housing Authority	Meadowview Village 5828 Meadowview Avenue	172	family
	Lawler Towers 6121-31 Grand Avenue	253	seniors
	Terrace Apts. 6800 Columbia Avenue	252	seniors
	Cullum Apts. 6800 Grand Avenue	308	seniors
Applied Housing	Floral Gardens 1106 26th Street	500*	family
Granton Gardens	Granton Gardens 62nd Street & Liberty Avenue	155*	family
Total		813	senior
		762	family

* Note: a ten percent deduction was taken to develop the total number of units

LAND AVAILABLE FOR AFFORDABLE HOUSING

Category	Acreage
<i>Total</i>	3264.00
Municipal jurisdiction	1950.00
HMDC jurisdiction	1314.00
<i>Undevelopable Vacant Land</i>	
State or Federal	54.24 ¹
County (recreational, open space, capital improvement)	6.84
Semi-public	3.29
Private, under water	16.23
<i>Developable Vacant Land</i>	
Private	600.42 ²

1 land owned by Port Authority of NY & NJ and NJ Turnpike Authority but located within HMDC's jurisdiction

2 all but approximately 30 acres is located within HMDC's jurisdiction

TABLE DU-1

DWELLING UNITS AUTHORIZED BY BUILDING PERMIT, North Bergen, 1987-1992*

Year/Permit Type	No. DU's by Housing Type			New	Totals	
	S-F	2-4	5 + Multi		Demolitions	Net
1987 New	3	53	106	162		
Demolitions	6	8	6		20	
Net Change	-3	+45	+100			+142
1988 New	11	50	348	409		
Demolitions	18	0	0		18	
Net Change	-7	+50	+348			+391
1989 New	4	76	0	80		
Demolitions	12	2	6		20	
Net Change	-8	+74	-6			+60
1990 New	0	16	0	16		
Demolitions	4	2	50		56	
Net Change	-4	+14	-50			-40
1991 New	4	14	0	18		
Demolitions	2	5	0		7	
Net Change	+2	+9	-0-			+11
1992 New	1	8	0	9		
Demolitions	2	0	0		2	
Net Change	-1	+8	-0-			+7
1987 - 1992 New	23	217	454	694		
Demolitions	44	17	62		123	
Net Change	-21	+200	+392			+571

Source: North Bergen Building Department

* As of September 1992

TABLE DU-2

DWELLING UNITS AUTHORIZED BY BUILDING PERMIT, Hudson County, 1987-1992*

Year	New DU's by Housing Type			Totals		
	S-F	2-4	5 + Multi	New	Demo	Net
1987	117	419	1266	1802	138	+1664
1988	74	379	681	1134	107	+1027
1989	261	244	1050	1555	150	+1405
1990	52	158	313	523	339	+184
1991	67	81	0	148	48	+100
1992	5	2	75	82	0	+82
1987 - 1992	576	1283	3385	5244	782	+4462

Source: New Jersey Data Center

*As of September 1992

TABLE DU-3

DWELLING UNITS APPROVED BY Z.B.A., North Bergen, 1987-1992*

Year	New DU's by Housing Type			Total
	S-F	2-4	5 + Multi	
1987	18	48	977	1043
1988	8	48	616	672
1989	2	33	63	98
1990	0	20	20	40
1991	1	2	0	3
1992	2	29	0	31
1987-1992	31	180	1676	1887

Source: North Bergen Zoning Board of Adjustment,

*As of October 1992

THE MOUNT LAUREL HOUSING REGION COUNTY GROUPS

Region 1 - Northeast

Bergen
Hudson
Passaic

Region 2 - Northwest

Essex
Morris
Sussex
Union

Region 3 - West Central

Hunterdon
Middlesex
Somerset
Warren

Region 4 - East Central

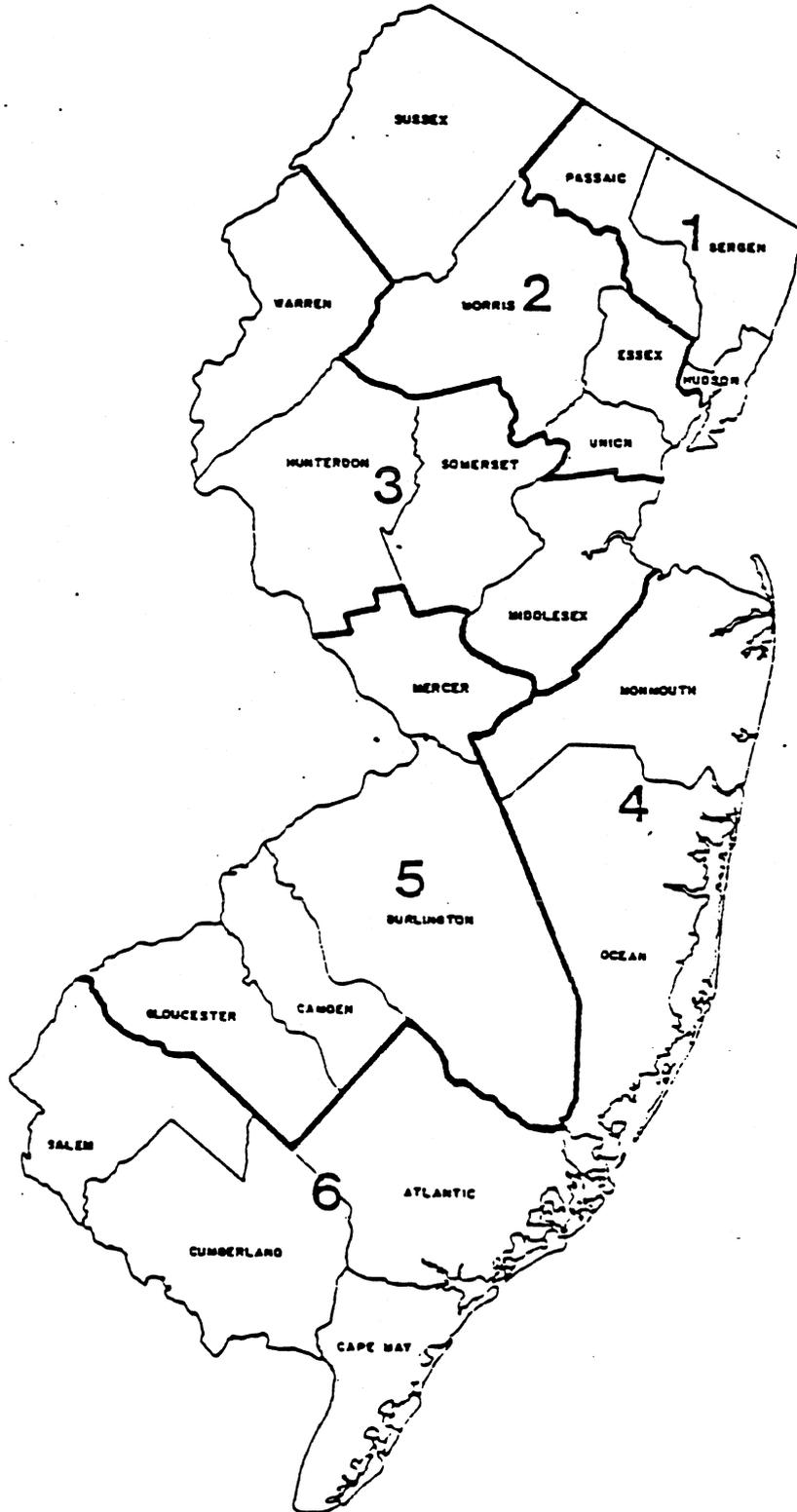
Monmouth
Ocean

Region 5 - Southwest

Burlington
Camden
Gloucester
Mercer

Region 6 - South-Southwest

Atlantic
Cape May
Cumberland
Salem

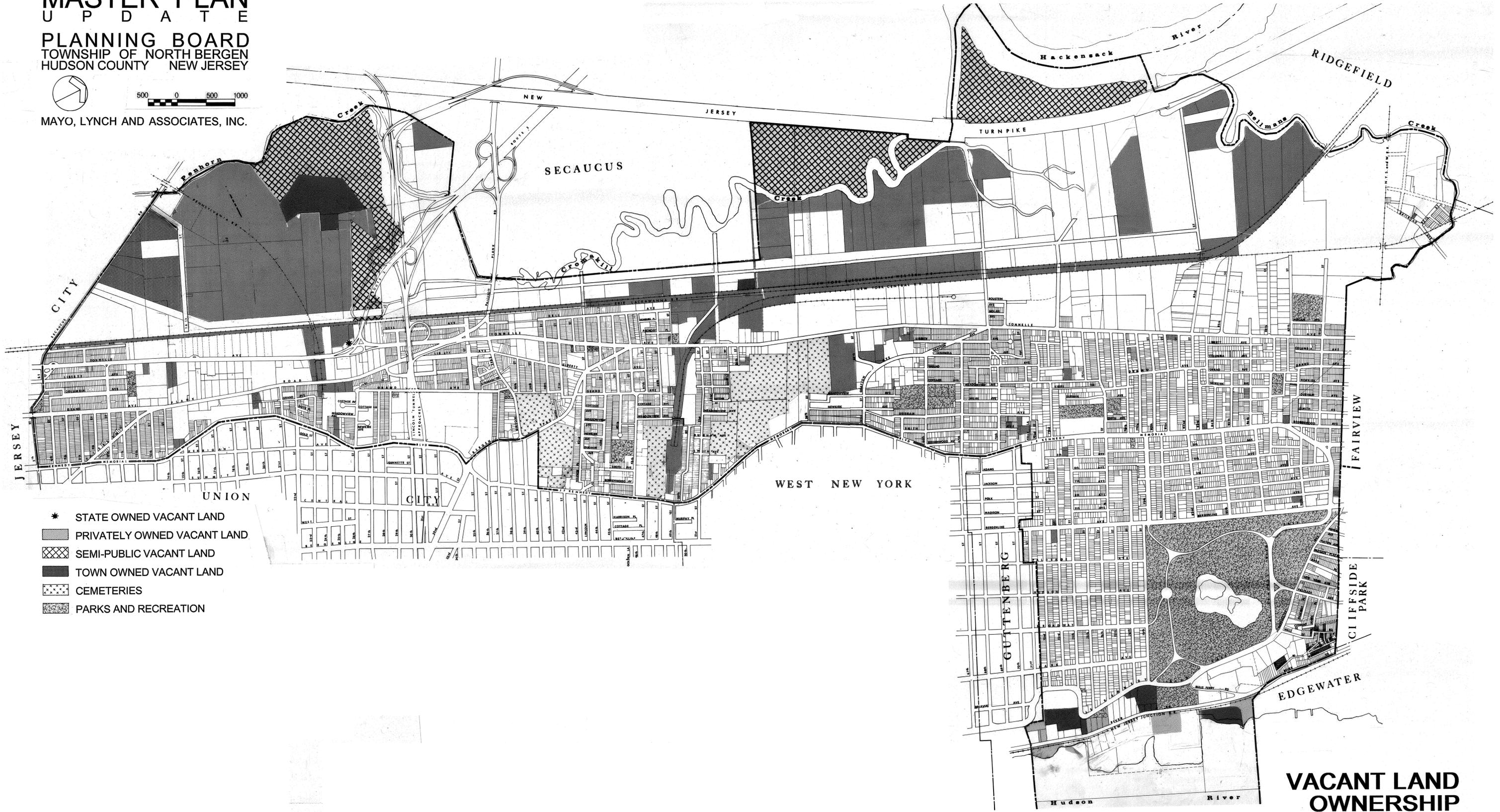


**MASTER PLAN
UPDATE
PLANNING BOARD
TOWNSHIP OF NORTH BERGEN
HUDSON COUNTY NEW JERSEY**



500 0 500 1000

MAYO, LYNCH AND ASSOCIATES, INC.



- * STATE OWNED VACANT LAND
- ▨ PRIVATELY OWNED VACANT LAND
- ▩ SEMI-PUBLIC VACANT LAND
- TOWN OWNED VACANT LAND
- ▤ CEMETERIES
- ▥ PARKS AND RECREATION

**VACANT LAND
OWNERSHIP**

CIRCULATION AND PARKING PLAN ELEMENT



SECTION 3.0

3.0 CIRCULATION AND PARKING PLAN ELEMENT

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RC-3 ARCORP Road North Busway (NJ Transit)
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- C4C Proposed LRT Station @ 83rd Street (NJDOT)
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Existing Circulation

Circulation Improvements

3.0 CIRCULATION & PARKING PLAN ELEMENT

3.1 MUNICIPAL LAND USE LAW

The report that follows was prepared pursuant to C.40:55D-28b(4) in order to present:

- . The location and types of facilities for all modes of transportation required for the efficient movement of people and goods into, about and through the municipality;
- . The street system classified according to the Federal Highway Administration;
- . The types, locations, conditions and availability of existing and proposed transportation facilities, including air, water, road and rail;
- . Plans by the County and State relating to roadways and possible light rail linkages;
- . An inventory of parking (on and off-street) and estimate of parking need;
- . Analysis of the impact of existing traffic conditions and proposed plans on local land use;
- . Plan to minimize negative impact of future traffic flow and make recommendations to solve parking problems.

3.2 EXISTING TRANSPORTATION CONDITIONS AND FACILITIES

Circulation patterns in North Bergen serve cars, trucks, freight services, public transit and pedestrian routes. North Bergen's proximity to Manhattan and its location straddling the Palisades positions it between two major sources of commuter traffic: the Lincoln Tunnel and the George Washington Bridge. As a result of the prime location, vehicular circulation includes both heavy regional and local traffic.

The local street pattern is a rigid grid superimposed on the steep slopes of the Palisades ridge. A portion of the streets running east and west have excessive slopes that cause severe circulation problems, especially during inclement weather. The cliffs act as a barrier to regional and local traffic traveling west to east to the waterfront or New York City. The lowland area between the cliffs and the river forms a narrow strip of land for development and circulation, (see figure RC-2, provided by NJ Transit).

3.21 Roadways

In accordance with the Federal Highway Administration, roadways are classified as arterial, collector, and local. Roadways are categorized on the basis of right-of-way and pavement widths. Table CP-1 provides a breakdown of the existing roadways within the Township. In addition, the Administration developed a Level of Service (LOS) classification system to provide a qualitative measure of vehicle operating conditions along a segment or at an intersection based on volume and roadway capacity. LOS classification levels range from "A" (best) to "F" (worst) with Level "D" often considered the minimum acceptable condition. A brief description of the key roadways within the Township critical to efficient circulation and their present LOS conditions is provided in the following paragraphs.

Arterial Highways: serve principal traffic movements within and through the Township and interconnect the significant traffic generators and final destinations.

Route 495 and Route 3 Interchange (Lincoln Tunnel Approach)

Traverses the Township in an east-west direction and transports heavy traffic volumes to and from New York City.

Tonnelle Avenue (Routes 1 and 9)

A major north-south truck route on the western side of the Palisades ridge, which runs the length of North Bergen and connects to the Pulaski Skyway leading to the City of Newark to the west. The four lane road is characterized by narrow lanes and high traffic volume. Traffic counts taken at two sample locations north of Route 495 indicate the high volume nature of this key arterial route, with southbound traffic in the range of 1,300 to 1,600 vph in the AM and 1,000 to 1,600 vehicles per hour (vph) in the PM, and northbound traffic in the range of 700 to 900 vph in the AM and 1,200 to 1,400 vph in the PM. Traffic generally operates at free-flow conditions within the extended segments of Tonnelle Avenue that are unsignalized. At selected intersections, such as 46th Street/Bergen Turnpike in North Bergen, the LOS is "F" with slow speeds, stacking, and congestion prevailing.

John F. Kennedy Boulevard

Extends the entire length of North Bergen in north-south direction atop the western slope. The frequently signalized arterial roadway generally has two travel lanes and curb parking on each side and passes through both residential and commercial areas. At the intersection with Paterson Plank Road in North Bergen, heavy peak traffic volumes are reasonably balanced northbound and southbound with about 900 vph, resulting in a LOS "F" with slow speeds, stacking, and congestion. Several other key intersections experience congestion, especially where multi-legged, high-turning volume conditions exist. Much of the length of this arterial, especially south of Journal Square, operates at acceptable levels of service.

River Road

The only north-south state route along the Hudson River running from the George Washington Bridge through North Bergen terminating in West New York at Boulevard East, with continued access to the Lincoln Tunnel. The roadway serves the waterfront area, with one travel lane in each direction within a narrow right-of-way that curves along the Hudson River shoreline. At specific locations, some parking along the shoulder is provided. There are driveways that create impediments to traffic flow. Changes in grade and heavy truck traffic all combine to affect the carrying capacity of the roadway. The road is generally unsignalized with a 35 mph speed limit.

Traffic counts along River Road were performed in 1990 by Ebasco Services Inc. for NJ Transit. Existing AM and PM hourly traffic volumes on River Road at the Bull's Ferry Road intersection were 2,028 and 1,886 vph. Existing Average Daily Traffic (ADT) was estimated at 22,800. Ebasco projects an increase in peak hourly flow of 11.8 percent by 1995, with an additional 19.0 percent rise by the year 2000. These projections would raise peak flow to 2,699, an increase of 671 vph from present conditions.

Boulevard East

A primary approach route from the densely-populated blocks along the Palisades to the Lincoln Tunnel and Hoboken. Typically, two travel lanes plus curb parking in each direction, with signals at major intersections, are provided on Boulevard East. The road curves throughout North Bergen. It is heavily used by various bus routes and vans serving the area. Volumes along Boulevard East are sharply peaked during the AM and PM peak commuter times. Acceptable levels of service occur since most of this traffic is through traffic with few delays from cross streets.

Paterson Plank Road

The roadway, which originates in Secaucus, is four travel lanes from the Secaucus border to Tonnelle Avenue, where it reduces to two lanes to JFK Boulevard. The portion of the roadway which runs from Grand Avenue to JFK Boulevard includes curb parking in each direction and is considered be a collector street. The road runs diagonally through North Bergen in a northwest-to-southeast direction, connecting the meadowlands area to the west with the Hoboken waterfront area to the east. The roadway climbs both the steep western and eastern slopes of the Palisades. Traffic volumes vary by location, but are generally in the 600 vph range in the peak direction in peak hours, and in the 200 to 400 vph range during other hours. Acceptable levels of service exist throughout its length, except at the intersection with Tonnelle Avenue where congested conditions persist. A railroad crossing at grade just west of Tonnelle Avenue, worsens congestion and stacking, particularly during peak hours.

Bergen Turnpike

A northeast-southwest roadway that traverses the steep western slope from Tonnelle Avenue at 46th Street to JFK Boulevard at 32nd Street. The roadway provides two travel lanes with parking at each curb. Traffic volume along the turnpike is moderate and results in acceptable levels of service.

Bergenline Avenue

A two lane avenue with curb parking on both sides that starts at the Fairview boundary travels in a north-south direction along Hudson County Park and continues on through the Guttenberg boundary. The short stretch of this road that falls within Township limits is characterized by moderate traffic volumes with peak hour increases and acceptable levels of service.

Secaucus Road

The roadway straddles the Township's southwest boundary with Jersey City and Secaucus. Generally two lanes in width, the roadway widens at the Tonnelle Avenue intersection to provide a turning lane and terminates at Paterson Plank Road. Traffic flow is moderate with stacking and congestion during peak flows at the Tonnelle Avenue and JFK Boulevard intersections. The New York, Susquehanna & Western Railroad Company (NYS&W)/Conrail railroad crosses the roadway at grade just west of Tonnelle Avenue, and prohibits circulation at the intersection when in use.

West Side Avenue

This roadway was completed in the early 1980's to lessen the heavy traffic flows on Tonnelle Avenue. The four lane north-south roadway parallels Tonnelle Avenue along the Township's western boundary from Paterson Plank Road to 83rd Street. Traffic flow is continuous along its length with no cross streets except for the signalized intersection at 69th Street, resulting in acceptable levels of service.

Collectors: serve the internal traffic movements within the Township. Most do not carry heavy volumes and are relatively short routes. Two collector streets that affect arterial traffic and circulation are described in the following paragraphs.

Bull's Ferry Road

This road provides the only direct access road to the waterfront from within North Bergen. It connects JFK Boulevard East, running along the top edge of the cliff, to River Road, the only north-south artery serving the waterfront below the Palisades. Bull's Ferry Road starts at the top of the ridge as narrow as a driveway and widens considerably at River Road. Widening of Bull's Ferry Road remains unlikely due to the unusually high cost of acquiring the adjacent residential sites, rock excavation, and necessary support structures. The grades as they exist are multiples of the maximum grade standard and in fact constitute a hazard for pedestrian as well as vehicular traffic.

In 1988 a traffic light was added to the intersection of Boulevard East and Bull's Ferry Road. In 1992 a traffic light was added to the intersection of Bull's Ferry Road and River Road. The only feasible improvements, planned for 1993, involve upgrade of the sidewalks and drainage facilities along the road.

ARCORP Road (North Busway)

This privately built roadway consists of one travel lane for mixed traffic in each direction through the ARCORP property, providing a linkage between River Road at the Guttenberg border with the Lincoln Harbor development area and points south, (see Figure RC-3 provided by NJ Transit). The road is also called the North Busway and provides a traffic bypass for more than 60 buses per peak period. This new stretch of roadway is unsignalized; 30 mph speed limits are in effect, and speed bumps are in place to ensure adherence to these limits. It was extended, on an abandoned railroad right-of-way, to the Galaxy Apartments in Guttenberg. To the south, the North Busway leads into Harbor Boulevard at the Lincoln Harbor development, with one travel lane maintained in each direction and some parking lay-bys in place. At the one sample location where volume data are available - the north end of the busway before its intersection with River Road - counts indicate that about 400 to 500 vph travel along this route in the peak direction (southbound in the AM and northbound in the PM), while non-peak direction volumes are generally less than 100 vph. These counts reflect bus travel and auto access to and from parking facilities providing 1,400 spaces at the Port Imperial ferry.

LOCAL STEETS: provide access to individual properties. These streets comprise a majority of the street mileage within the Township, but carry only a small part of the total traffic volume. The local streets are arranged in a typical grid pattern of north-south and east-west streets, and predominantly are one directional traffic with parking on at least one side. The system is typical of most urban areas. It provides poor visibility, limited maneuvering space, and relatively high traffic volumes.

3.22 Public Transit Services

Mass transit services in North Bergen are provided in the form of both publicly and privately operated bus and ferry services. New Jersey Transit and various private bus companies provide traditional service in and through North Bergen connecting riders to Hudson and Bergen County and to New York City. Numerous private van and jitney services have appeared in recent years, primarily to carry commuters across the Hudson. New privately-operated ferry service has also spawned ferry bus service. See Figure RC-4 for a regional map of rail and ferry services provided by NJ Transit.

There is currently no passenger rail service in North Bergen although the Amtrak/Northeast Corridor line crosses the Township on its way to Penn Station in Manhattan.

BUS SERVICE

Existing bus transportation in North Bergen consists of bus service provided by a number of different carriers operating north/south on most major arteries in the township. The routes (from east to west):

- a. River Road (to New York-Port Authority Bus Terminal; to Edgewater, Fort Lee, New York-George Washington Bridge Station)
- b. Boulevard East (to New York-Port Authority Bus Terminal and Hoboken via Guttenberg, West New York, Weehawken; to many points in Bergen County)
- c. Park Avenue (to Jersey City and Hoboken via Guttenberg, West New York, Weehawken, Union City)
- d. Bergenline Avenue (to New York-Port Authority Bus Terminal, Jersey City, and Hoboken via Guttenberg, West New York, Union City, Weehawken; to Fairview, Cliffside Park, Fort Lee, Englewood Cliffs, New York-George Washington Bridge Bus Station)
- e. Kennedy Boulevard (to New York-Port Authority Bus Terminal and Jersey City via Guttenberg, West New York, Union City; to Fairview, Ridgefield Park, Bogota Hackensack)
- g. West Side Avenue (limited peak period service - to New York-Port Authority Bus Terminal via Union City)
- h. Newport Center Mall (via North Bergen, West New York, Guttenberg, Union City and Jersey City Heights)

In addition to traditional bus service, there are many van or jitney operators who compete with traditional bus operators, primarily on Boulevard East, Bergenline Avenue, and Kennedy Boulevard. Boulevard East has become the most intensely competitive street. These vans tend not to publish schedules. It is unclear whether all of the van operators are properly certified (by state or federal authorities).

New bus service was created in 1992 by the "Boulevard East Bus Diversion Project". The project rerouted 40% of the buses servicing North Hudson and Bergen Counties via a new roadway called "Ferry Drive" on ARCORP waterfront property from Hillside Avenue to 10th St./Lincoln Harbor. Riders can now gain access to the Port Imperial Ferry, Lincoln Harbor development in Weehawken via connecting buses to Hoboken and the Jersey City waterfront. See map provided by NJ Transit.

Regional bus movement is not coordinated. The network of bus routes was developed over many decades, without designing an integrated system. No transfers are available between operators. Schedules have not been integrated and information was not readily available on the regional system until the recent publication of the Hudson County Transit Guide.

FERRY SERVICE

The Port Imperial Corporation provides water borne transit from Weehawken to Pier 78 at West 38th Street in midtown Manhattan and to South Ferry in lower Manhattan. This privately operated service is combined with a 1,400-space park-and-ride on the Weehawken waterfront and a private van service in Manhattan and the New Jersey waterfront area. Vans carry commuters across midtown Manhattan on 57th Street, 42nd Street and 34th Street. In 1989, 4,800 riders used this service each morning (about 87 percent in the Manhattan direction). This service, which has created a new transit hub in Weehawken, is also heavily used by New York City residents working in the new waterfront office building in Weehawken. Other ferry service operates from Hoboken and Bayonne to lower Manhattan.

SENIOR SHUTTLE

Senior citizen shuttle service provides transportation to local hospitals and doctors for senior citizens between 9AM-3PM. This service is provided by the North Bergen Public Affairs office.

3.23 Railroads & Related Terminals

The railroad routes to North Bergen are used for non-passenger freight hauling, switching, repair and humping services with spurs directly linking industries and intermodal facilities. The NYS&W operates long distance freight on its main line between the Vince Lombardi service area in Ridgefield to Secaucus Road on the border of North Bergen and Jersey City.

Railroad and truck yards and related warehousing terminals have required relatively level land for development. Historically the routes of railroads have been located at the base of the Palisades, running north-south along the edge of the flood plains of the Hudson and Hackensack Rivers. Such location is necessitated by the inability of trains to traverse slopes in excess of 4%. The majority of the rail and truck freight services have developed on North Bergen's west side, in the areas along Tonelle Avenue, State Route 1 & 9.

In the southwest quadrant of North Bergen, near the intersection of the NYS&W railway and Secaucus Road, a private freight consolidator and forwarder known as Resources Intermodal Terminal is located. The facility, which serves both as administrative headquarters for the company and as a U.S. Customs examination and inspection station, serves as a container transfer point between trucks and double-stack rail cars. The containers are shipped and received in a highly efficient form for interstate commerce. NYS&W is working with NJDOT to expand the facility and solicit an increase in container traffic: See Section 3.33.

Where railroads traverse roadways at grade crossings significant congestion problems occur. The at-grade crossings at Secaucus Road, Paterson Plank Road, 69th St., and 83rd St., create congestion, especially at peak traffic times. Congestion at these points causes back-up into other traffic creating tie ups throughout the township. Proposals by NJDOT to eliminate the at-grade crossings at Secaucus Road and Paterson Plank Road will be discussed in Section 3.31.

3.24 Parking

Like most other densely populated urban areas, North Bergen seems to have a growing number of cars using its streets and, at some point, searching for parking. Parking space is provided at three different "levels" for different types of use. The state operates a park-and-ride facility in the meadowlands to encourage commuters to take buses, the North Bergen Parking Authority creates and operates for-pay parking at meters and in lots in commercial areas and the Planning Board mandates creation of parking accessory to residential, commercial and industrial uses throughout the Township. Each of these categories is discussed below.

Park-and-Ride

The North Bergen Park-and-Ride is located between Paterson Plank Road and Route 3. One of three such facilities (located at the Vince Lombardi service area on the New Jersey Turnpike and the Meadowlands Sport Complex in East Rutherford), the North Bergen site provides 1500 parking spaces. A \$6.00 fee includes daily parking and a round-trip bus fare from the lot to the Port Authority Bus Terminal in midtown Manhattan. Currently, about 80% of the spaces are utilized. This high usage causes congestion on Paterson Plank Road during the morning peak. A future park-and-ride site is planned at the proposed site of the Tonelle Avenue Light Rail Station in North Bergen.

North Bergen Parking Authority

The NBPA is an autonomous agency which operates two parking lots and 300 parking meters as shown below. Its staff of five ticket writers and one maintenance man is paid through the revenues derived from the facilities. At any given time approximately 10% of the meters are broken.

- 1) Metered on-street parking (Bergenline Avenue and Broadway)
Charge: \$.25 an hour
Hours*: Mon, Thur, Fri; 9am-8pm
Tue, Wed; 9am-4pm
Sat; 10am-6pm
*Established by the State Parking Authority
- 2) Metered off-street parking lot, near (74th St. & Bergenline Avenue)
Charge: \$.50 every 2 hours
Hours same as street parking
- 3) Rental off-street parking lot, (Broadway and 75th St.)
Charge: Subscription basis only
\$40 per month
\$120 per quarter

A one-day mini-survey was performed by the consultant to observe occupancy patterns at the meters on Bergenline Avenue between 72nd and 76th Street. The metered parking lot was also observed. License plate numbers were noted at each space at half-hour intervals between 9-10:30AM, 12-1:30PM, and 5-6:30PM.

Between 72 and 74th Street, the morning and midday intervals showed 67-100+% and 83-100+% occupancy patterns respectively. Interestingly, there were 7-8 illegal parkers during each period despite the fact that there were legal spaces available. During the evening interval, legal occupancy ranged from 53-83%, yet there were 8 illegal parkers at this time.

The area from 74th to 76th Street showed both higher occupancy rates for legal spaces and a higher number of illegal parkers. The midday and evening intervals had 17 and 13 illegal cars respectively. It should also be noted that some of the illegally parked cars remained for hours at a time.

During the same intervals, the parking lot showed occupancy ranges of 4-13% in the morning, 13-17% midday, and 13-38% in the evening.

Although most street spaces were used for less than two hours, six were occupied for 2-4 hours, six for 4-6 hours and two for six or more hours. The parking lot was used primarily by all-day parkers.

Fifteen people were interviewed as they left their cars. Half were shopping, the other half were going to work or performing other activities. Five were parking less than one hour, four up to two hours, two up to three hours and four planned to stay longer than three hours. Asked how far they parked from their destination, four parked in front, seven walked up to one block, four walked as far as two blocks but none walked further than two blocks.

Generally, the mini-survey appears to indicate that people prefer to park in front of their destination and double-park illegally rather than park legally even a block away. There certainly seems to be resistance to pulling off the street into a parking lot.

Accessory Parking

Anecdotal evidence suggests that a parking problem exists in residential neighborhoods-- too many cars, not enough parking spaces. National data now show that car ownership has risen from one car per household to more than one per licensed driver. Urban areas are generally below that rate.

North Bergen's zoning requires two parking spaces for each one and two-family unit plus one additional space for each bedroom over three bedrooms. All other housing types must provide 1.5 spaces per dwelling unit. This ratio would appear to satisfy the statistical demand without turning the town into a vast parking lot. A mini-survey was conducted to sample two different neighborhoods as to parking patterns to test the relationship between the supply and the demand.

The mini-survey observed 7th Street between Grand and JFK Boulevard and 72nd Street between Liberty and Grand. The first neighborhood has mixed housing and non-residential uses while the second is purely residential.

Seventy-second Street is a uniform street developed with 2-family detached housing with two parking spaces in the front yard and one curb space between driveways. The street was observed at 3PM, 5PM and 8:30 PM. At no point were the accessory spaces more than 54% occupied. The curb spaces were 73% occupied at 3PM, 55% at 5PM (probably due to turnover) and 91% occupied at 8:30PM (there were also two illegally parked cars at this time).

Seventh Street has detached one and two-family homes, apartment buildings and commercial/industrial uses. Although curb occupancy ranged from 75% at 4PM to 93% at 6PM and 102% at 9PM, residential driveways and parking "pads" were rarely occupied at all.

As with the commercial parking, it appears that supply is not the only issue. Anecdotal evidence suggests that homeowners often do not permit tenants (whether legal or illegal) to park on their properties. Homeowners don't always want to bother using their own garages themselves. Such patterns clearly defeat the purpose of the zoning regulations. It would be particularly counter-productive if the garages necessitated by the parking regulations become built-in rental units taking away a required parking spot and adding an additional car as well.

3.3 TRAFFIC CONDITIONS 1992

State highways, county roads and local streets make up the multi-purpose network used for personal transport by automobiles, motorcycles and freight services. As one of the heaviest traveled regions in the state, when major arteries traversing North Bergen become congested from regional commuting traffic, local conditions deteriorate. Regional traffic mixes with local traffic, while truck traffic mixes with smaller vehicle traffic. This mix of traffic combined with narrow streets and severe topography poses a threat to safe and efficient circulation.

Traffic Analysis

Existing traffic congestion locations were noted in the AA/DEIS prepared for the Hudson River Waterfront Transportation Corridor Study Area, Traffic Analysis, November 1992. (See Map 3.21 Proposed by NJ Transit). The analysis indicated roadways with congestion problems and intersections operating at unacceptable levels of service. The intersections cited in or at the edge of North Bergen were Tonnelle Avenue & 46th St. and JFK Boulevard & Paterson Plank Road. The congested roadways cited were 79th Street from JFK Boulevard west to JFK Boulevard east, as well as, Paterson Plank Road and Tonnelle Avenue south of Union Turnpike intersection.

The roadways at the intersections of Tonnelle Avenue (Route 1 & 9), Paterson Plank Road and Union Turnpike consist of four 10-foot lanes without shoulders. This intersection operates with slow speeds, stacking and extreme congestion. There is a high rate of accidents, occurring at a rate of 220 within a three year period. The nearby railroad crossing at-grade causes extensive queuing on all streets. The intersection of the three roads is on a skew and does not meet current Department of Transportation standards. The NJDOT has plans for a new interchange at Union Turnpike and Tonnelle Avenue to improve traffic flow conditions. These plans are discussed in greater detail in Section 3.41.

Accident Location and Analysis

One of the best indicators of circulation problems is a record of accident locations. The map of 1987 accident locations was compared with the 1978 and 1965 data. Similar findings were found in each year with accidents occurring at major intersections, specifically along Tonnelle Avenue at Secaucus Road and the Turnpike intersections. Bergenline Avenue, especially at the entrance to Braddock Park at 79th Street, is another hazardous intersection. An abundance of accidents is also found on streets with excessive slopes.

3.4 PROPOSED IMPROVEMENTS

3.41 Road Improvements

Tonnelle Avenue, Paterson Plank Road, Union Turnpike Interchange:

NJDOT proposes to improve the traffic flow and safety of this intersection by constructing a four lane bridge over the railroad crossing extending from West Side Avenue over Tonnelle Avenue to Union Turnpike. Tonnelle Avenue will be widened to four 11-foot lanes with 13-foot auxiliary lanes where required. A loop ramp was originally proposed to provide access from Routes 1&9 northbound to Paterson Plank Road westbound. This loop ramp was eliminated due to its low anticipated volume and high impact on existing properties. (See Figure C3)

River Road Widening:

NJDOT plans to widen River Road from two lanes to four lanes, providing better mobility within this congested waterfront corridor. The River Road widening is expected to produce traffic volume reductions of about 10% on Boulevard East. The project will include wide shoulders to accommodate peak period bus traffic with single lane busways in each direction. The new widened River Road has a proposed name of "Waterfront Boulevard" with a right-of-way of 100 feet. The roadway profile is proposed at-grade with intersections at Bulls Ferry Road (See conceptual design for Bulls Ferry Road intersection, Figure C5. The project is currently in the preliminary engineering phases with no construction date scheduled.

Secaucus Road Grade Separation and Realignment:

The NJDOT includes in its capital improvements the proposed elimination of a grade crossing at the intersection of Secaucus Road and the NYS&W/Conrail north branch. A proposed four lane bridge over the NYS&W will be adjusted with a slightly new alignment. The improvements will include the widening of Secaucus Road from two to four lanes from the Turnpike overpass to Tonnelle Avenue. The NJDOT has scheduled this capital improvement for FY 1994.

3.42 Bus Service

- 1) NJ Transit is studying the possibility of expanded service for employees working the third shift in West Side Avenue industries. NJT is determining demand from different work shifts. There has been little interest from the employers contacted thus far.
- 2) NJ Transit is considering a possible new employee-based route to and from Jersey City to help offer a broader labor pool as an option for employers on West Side Avenue.
- 3) NJ Transit is considering a possible northern bus route option, servicing northern Bergen County, North Bergen and possibly Fairview.

3.43 Hudson River Waterfront Transportation Corridor

The Governor's Transportation Executive Council and State Development and Redevelopment Plan have identified the 18 miles of Hudson River waterfront, spanning eight communities from Edgewater to Bayonne, as a strategic transportation corridor. Since 1987, when the Hudson River Waterfront Transportation office was created by NJ Transit, research and public hearings have formed a screening process that identified nine alternatives of long-range mass transit and roadway improvements for the corridor. The alternatives considered a No-Build Alternative; a Transportation Systems Management (TSM) Alternative; five Light Rail Transit (LRT) Alternatives of which two include a transit way, one an Automated Guideway Transit (AGT) alternative, and one a bus alternative. NJ Transit (NJT) and the U.S. Department of Transportation Federal Transit Administration (FTA) have presented these alternatives and the issues of transportation, social, economic, environmental, and cost impacts in a comprehensive evaluation document known as the Alternative Analysis/Draft Environmental Impact Statement (AA/DEIS), November 1992.

In February 1993 the NJT Board of Directors decided on the Locally Preferred Alternative (LPA) to be further analyzed and finalized for implementation, (see Figures C4 and C4-II). The preferred alternative proposes a light rail transit system (LRT) modeled after similar "trolley" projects in San Diego and Baltimore which have tracks built within existing streets. The new 15.3 mile light rail line would run, south to north, from now closed Valley Fair on Route 440 in Jersey City north along the Conrail Riverline through the Weehawken Tunnel at Port Imperial through to the West Portal at Tonnelle Avenue then north along the west side of North Bergen to the Vince Lombardi Park & Ride in Ridgefield. Construction will not begin until the end of this decade. The cost of the proposed route is \$660 million.

Currently, light rail transit stations have been mapped (See figure provided by NJ Transit) at Tonnelle Avenue and 51st St., 69th street and 83rd Street in North Bergen. The following goals, concerns, and preferences were cited in the February 1993 Locally Preferred Alternative (LPA) regarding North Bergen, involving the (LRT) design and construction:

1. Pursue a station at the West Portal of Weehawken Tunnel, between 69th and 83rd Streets.
2. The North Alignment, which will be built along the Conrail Right-of-Way, to the Vince Lombardi Park/Ride, should be designed in consultation with municipal officials.
3. In the event the final alignment intersects with the at-grade roadway a grade separation must be provided.

N.J. Transit will be studying these and other concerns in detail. By late spring of 1993 N.J. Transit will propose the developments for the North Bergen corridor.

3.44 Regional Transit Facilities

The national transportation policy has concentrated its resources on encouraging increased links between existing new and proposed transportation, (see Figure RC-5 and map of CIRCULATION IMPROVEMENTS). These changes have been enacted in a \$151 billion transportation bill known as the Intermodal Surface Transportation Efficiency Act of 1991 (I.S.T.E.A.). The Hudson County region has proposed intermodal passenger and freight facilities that will affect North Bergen directly and indirectly: a major transit hub known as Allied Junction; a major new mass transit system known as the Hudson River Waterfront Transportation Corridor; and a local expansion of the existing rail-to-truck container transfer terminal known as Resource Intermodal Terminal. These projects have made use of abandoned trackage, tunnels, rail yards, and acreage. In the case of the Hudson River Waterfront transit corridor, the abandoned Weehawken Tunnel is planned for transit use, involving the relocation of Conrail's freight operations from the Riverline located on the east face of the Palisades to Conrail's northern branch below the Palisades' western slope in North Bergen. At present, the abandoned Susquehanna Railroad Tunnel is not planned for transit use. Possibly as the waterfront continues to develop, the added importance of this tunnel could offer another link to the north and west.

Secaucus Transfer/Allied Junction

A new interstate transit hub is planned for the Secaucus-Jersey City border. This urban core project is often known as Allied Junction, after the name of the private development corporation responsible for the substantial commercial business complex planned to tower above a three-level transfer station, (see Figures C6-A to C). The Hackensack Meadowlands Development Commission has approved of the project. Secaucus Transfer will be an intermodal station linking local New Jersey Transit, Main, Bergen County, Passaic Valley and Port Jervis lines with the Amtrak/Northeast Corridor lines. This new link will shorten trans-Hudson travel time for Bergen and Passaic County riders by about 15 minutes each way. The Amtrak train ride to New York City, Penn Station, is estimated at 6 minutes.

The construction will widen the existing 2-track corridors to 4-track width providing for a future 5th track. Funding will be provided by Port Authority and Metro-North and ISTEA Funding legislation for design and construction. Final approval for this project is presently stalled because of local objections to the magnitude of the commercial portion of the project.

Expanded Intermodal Facilities

The Resource Intermodal Terminal is completing a 15-acre expansion known as Phase II to add 5 to 25 unloading spots as approved by the H.M.D.C. There is an additional expansion planned for adjacent property west of the PSE&G right-of-way known as Phase III. NJDOT and NYS&W have considered a 100 acre site adjacent to the North Bergen line, south of Secaucus Road, for future expansion. NYS&W would like to send a railroad spur on the former PSE&G right-of-way across Secaucus Road at grade and into the proposed 100 acres, east of Penhorn Creek.

A current problem exists with the grade separation proposed by NJDOT for 1994 at the intersection of Secaucus Road and NYS&W, eliminating the at-grade crossing. But plans for an expansion spur across Secaucus Road into the 100 acres re-establishes a grade crossing at another point on Secaucus Road. North Bergen should make sure that no new grade crossing occurs on Secaucus Road, preventing the original traffic problems from reoccurring.

3.5 CIRCULATION AND PARKING PLAN

The traffic plan continues to be directed towards four primary goals as follows:

1. Separation of local and regional traffic
2. Separation of heavy truck and auto traffic
3. Minimize topographic barriers
4. Provision of "missing linkages" in the circulation system

Regional traffic problems significantly impact circulation problems in North Bergen. Resolution of the regional traffic problems is not an immediately achievable goal. However, it is in the best interest of North Bergen to press local, state and federal authorities to commit funds for the study, engineering and improvements of these highways, particularly in light of the federal governments current emphasis on investing in infrastructure improvements.

NJDOT's proposed improvements to the Paterson Plank Road interchange, the grade separation at Secaucus Road, the widening of River Road and New Jersey Transits' light rail transit system when completed will provide several essential elements to North Bergen's circulation system. Additional other improvements require evaluation.

These improvements are:

1. An additional turnpike interchange is proposed for 83rd Street west of West Side Avenue. This interchange would provide much needed relief to Route 1&9, and greatly improve vehicular access to the northwestern area of North Bergen. The improved accessibility would

provide the stimulus for additional commercial development west of Tonnelle Avenue.

2. Planned improvements to the Paterson Plank Road - Route 1&9 connection should be pressed to early implementation because of the project's impact in relieving congestion at this location.
3. A connecting road linking 16th Street at Route 1&9 and Paterson Plank Road should be evaluated to ease congestion at the 5th Street - Secaucus Road - Route 1&9 intersection. Planned improvements at the Secaucus Road intersection are limited to bridging of the railroad crossings, leaving the interruption caused by the traffic signals at that location.
4. Secaucus Road should be improved to handle four lanes of traffic complete with intersection improvements to facilitate proper traffic flow.
5. Although grade crossing improvements are planned for Paterson Plank Road and Secaucus Road, the elimination or improvement of on grade railroad crossings is also proposed for the following locations:
 - . 69th Street
 - . 83rd Street
6. Although it is popular to recommend more shopper parking lots, the mini-survey made clear that a comprehensive survey needs to be undertaken during a time of year which will yield the most typical patterns (between fall and spring). In addition to occupancy counts, more street surveys as well as mail-in surveys need to be conducted to assess usage and demand. Demand includes the willingness to pay for a service that everyone agrees is needed.
7. A comprehensive parking study is also needed to make more extensive observations of different neighborhoods, looking at garage and driveway usage and relating parking patterns to housing types. When enough data is available, it will be possible to make detailed recommendations as to zoning changes, parking permit programs and need for additional paid-parking facilities.
8. Consideration should be given to regulating parking spaces to prevent property owners from forcing tenants onto already overcrowded streets.
9. Undertaking all required improvements to Tonnelle Avenue is not feasible because of the high acquisition costs, complex problems associated with eliminating existing street grades and difficulty of maintaining traffic flow during construction. A possible solution is to extend West Side Avenue north to the Ridgefield Circle and south to the Jersey City Circle (Holland Tunnel Approach). This new, limited access highway, constructed west of the railroad right-of-way, would provide a long term solution by siphoning off most of the traffic from Tonnelle Avenue and its connecting roads.

FUNCTIONAL CLASSIFICATION OF ROADWAYS

There are three basic highway functional classifications-arterial, collector, and local-which are briefly described below:

<u>Functional System</u>	<u>Services Provided</u>
Arterial	Provides the highest level of service at the greatest speed for the longest uninterrupted distance.
Collector	Provides a less highly developed service at a lesser speed for shorter distances by collecting traffic from all roads and connecting them with arterial.
Local	Consists of all roads not defined as arterial or collectors, primarily provides access to abutting land with little or no through movement.

To ensure greater adaptability for future use, it is also necessary to further stratify the three basic classifications, since the quality and extent of services they provide can vary substantially.

<u>Functional System</u>	<u>General Characteristics</u>
Principal Arterial	<ol style="list-style-type: none"> 1. Serves the major traffic movements within urbanized areas such as between central business districts and outlying residential areas, between major intercity communities, or between major suburban centers 2. Services a major portion of the trips entering and leaving the urban area, as well as the majority of the through traffic desiring to bypass the central city 3. Provides continuity for all rural arterial which intercept the urban area
Minor Arterial	<ol style="list-style-type: none"> 1. Serves trips of moderate length at a somewhat lower level of travel mobility than principal arterial 2. Provides access to geographic areas smaller than those served by the higher system 3. Provides intracommunity continuity but does not penetrate identifiable neighborhoods
Collector	<ol style="list-style-type: none"> 1. Collects traffic from locals and channels it into the arterial system 2. Provides both land access and traffic circulation within residential neighborhoods, commercial, and industrial areas
Local	<ol style="list-style-type: none"> 1. Comprises all facilities not on higher systems 2. Provides access to land and higher systems 3. Through traffic usage discouraged

SOURCE: DOT, FHA, Program Management Division 1982

CLASSIFICATION OF NORTH BERGEN'S STREET SYSTEM

GENERAL

<u>Roadway Class</u>	<u>Right-Of-Way Width</u>	<u>Payment Width</u>
Major Arterial	100'	48'
Minor Arterial Streets	60-80'	48'
Collector Streets	50-60'	36-40'
Local Streets	50'	28'

NORTH BERGEN

<u>Principal Arterial</u>	<u>Minor Arterial</u>	<u>Collector</u>	<u>Local</u>
N.J. Turnpike	Route 1 & 9	Grand Avenue (5th Pat.Plank)	Street Grid
Route 3/Lincoln Tunnel approach	Paterson Plank Road (Grand Avenue to Secaucus Road)	Paterson Plank (Kennedy-Grand)	
	JFK Boulevard Bergenline Avenue River Road Bergen Turnpike Secaucus Road West Side Avenue	51st Street Union Turnpike 61st Street Granton Avenue 69th Street (West of 1 & 9)	
		76th St. (Kennedy to 1 & 9) 79th St. (Kennedy-Boulevard East) Woodcliff Avenue Bull Ferry Road 93rd St. (West of 1 & 9) Broadway	

JOURNEY-TO-WORK CHARACTERISTICS, North Bergen, 1980 & 1990

<u>NORTH BERGEN TOWNSHIP</u>	<u>1990</u>	<u>1980</u>	<u>%CHANGE</u>
COMMUTING TO WORK			
Workers 16 years and over	24,090	21,482	12.14%
Percent drove alone	52.08%	49.72%	
Percent in carpools	17.41%	17.38%	
Percent using public transportation	21.44%	22.45%	
Percent using other means	0.73%	0.79%	
People walked or worked at home	8.33%	9.66%	
Mean travel time to work (minutes)	27.19	28.4	
<u>HUDSON COUNTY</u>	<u>1990</u>	<u>1980</u>	<u>%CHANGE</u>
COMMUTING TO WORK			
Workers 16 years and over	262,745	231,657	12.42%
Percent drove alone	42.42%	40.33%	
Percent in carpools	15.37%	18.25%	
Percent using public transportation	29.27%	25.76%	
Percent using other means*	1.03%	0.70%	
People walked or worked at home	11.91%	14.96%	
Mean travel time to work (minutes)	27.40	26.2	
* Other means (1980) includes the categories Bicycle (150) and Motorcycle (140).			

SOURCE: U.S. Bureau of the Census 1990

STATE AND COUNTY ROADS AND BRIDGES, North Bergen

State Highways In North Bergen Twp.

NJ495, WEST/EAST

NJ 3, WEST/EAST

US 1&9, SOUTH/NORTH (TONNELLE AVENUE)

Hudson County Roads

<u>ROUTE</u>			<u>LENGTH</u>
<u>NO.</u>	<u>ROAD</u>	<u>LIMITS</u>	<u>(MILE)</u>
501	Bergen Boulevard, North Bergen	Kennedy Boulevard to Bergen County Line	.050 BC*
505	Hillside Rd & Hudson River Tpk. Guttenberg, West New York, N.B.	Park Avenue-West New York to Bergen County Line	1.620 BC
63	Bergenline Avenue, North Bergen	Kennedy Boulevard to Bergen County Line	.040 BC
691	Bergen Turnpike, Hackensack 32nd Street, Weehawken, Union City, North Bergen	New Jersey Route 1&9 at 46th Street, North Bergen to Gregory Avenue, Weehawken	1.420 BC
678	Secaucus Road, Union City, Jersey City, North Bergen & Secaucus	County Avenue to Paterson Plank Road and Secaucus Road to New Jersey Turnpike	2.008 BC C**
676	Union Turnpike, North Bergen	Paterson Plank Road to Bergen Turnpike	.430 BC
501	Kennedy Boulevard E & W	West 7th Street, Bayonne to Bergen Boulevard, North Bergen	
693	Kennedy Boulevard E & W	Bergen Boulevard, North Bergen to Hillside Road, West New York	
719	Palisade Avenue, Union City	Woodcliff Avenue to Bergen County Line	.150 BC

*BC=Bituminous Concrete

**C=Concrete

Hudson County Bridges

Nelson Avenue Bridge over Secaucus Road (5th St.)

Jersey City - North Bergen line.

Woodcliff Arch at 77th Street, Boulevard East,

North Bergen

Hudson County Culverts

Paterson Plank Road Culvert over Cromakill Creek,

North Bergen-Secaucus line.

Union Turnpike Culvert east of Paterson Plank Road, North Bergen.

TABLE CP-5

BUS AND FERRY SERVICE, North Bergen

NJ Transit

- B1 - Hudson River, serving: Paramus, Maywood, Hackensack, Bogota, Teaneck, Leonia, Palisades Park, Fort Lee, Cliffside Park, Fairview, North Bergen, Edgewater
- 83 - Hackensack-Journal Square, serving: Hackensack, Ridgefield Park, Ridgefield, North Bergen, Bogota, Fairview, Union City and Jersey City
- 85 - Secaucus, serving: Hoboken, Jersey City, Union City, North Bergen and Secaucus
- 86 - Newport Center Mall, serving: North Bergen, West New York, Guttenberg, Union City and Jersey City (Heights)
- 89 - Union City, serving: North Bergen, Guttenberg, West New York, Union City, Jersey City and Hoboken
- 121 - North Bergen-Union City-New York, serving: North Bergen, Union City, Weehawken and New York
- 127 - Ridgefield-Union City-New York, serving: Fairview, North Bergen, Union City, Guttenberg, West New York, and New York
- 154 - Fort Lee-Palisades Park-New York, serving: Fairview, North Bergen, Union City, Guttenberg, West New York and New York
- 156 - Englewood Cliffs-New York, serving: Englewood Cliffs, Fort Lee, Cliffside Park, Fairview, Edgewater, North Bergen, Guttenberg, West New York, Union City, Weehawken and New York
- 158 - Fort Lee-Edgewater-New York, serving: Fort Lee, Edgewater, North Bergen, Guttenberg, West New York, Weehawken, and New York
- 159 - Fort Lee-New York, serving: Fort Lee, Cliffside Park, Fairview, Edgewater, North Bergen, Guttenberg, West New York, Union City, Weehawken and New York
- 165 - Westwood-New York, serving: Westwood, Washington Township, Emerson, Oradell, Paramus, River Edge, Hackensack, Teterboro, Little Ferry, Ridgefield Park, Ridgefield, Fairview, North Bergen, Guttenberg, West New York, Weehawken and New York
- 166 - Dumont-Tenafly-New York, serving: New Milford, Dumont, Bergenfield, Tenafly, Englewood, Leonia, Palisades Park, Ridgefield, Fairview, North Bergen, Guttenberg, West New York, Weehawken and New York
- 168 - Hackensack-Bogota-New York, serving: Paramus, Hackensack, Bogota, Teaneck, Ridgefield Park, Palisades Park, Ridgefield, Fairview, North Bergen, Guttenberg, West New York, Weehawken and New York

TABLE CP-5 (cont'd)

- 181 - Hoboken-New York, serving: Hoboken, Weehawken, Union City, West New York, Guttenberg, North Bergen, Fairview, Cliffside Park, Fort Lee and New York (George Washington Bridge Bus Station?)
- 188 - River Road - New York, serving; GWB Bus Terminal, Fort Lee, Edgewater, West New York
- 320 - Lincoln Tunnel Park & Ride, serving: Secaucus, North Bergen and New York

Private Carriers

- H1 - Hudson Bus #1, serving Fairview, North Bergen, West New York, Guttenberg/Union City, Jersey City.
- 22 - Hillside, serving Cliffside Park, Fairview, North Bergen, West New York, Guttenberg, Union City, Hoboken

Ferry Bus

Port Imperial Bus service to Port Imperial Ferry to 38th Street, New York City runs along JFK Boulevard East

New Jersey Ferry Service

OPERATOR

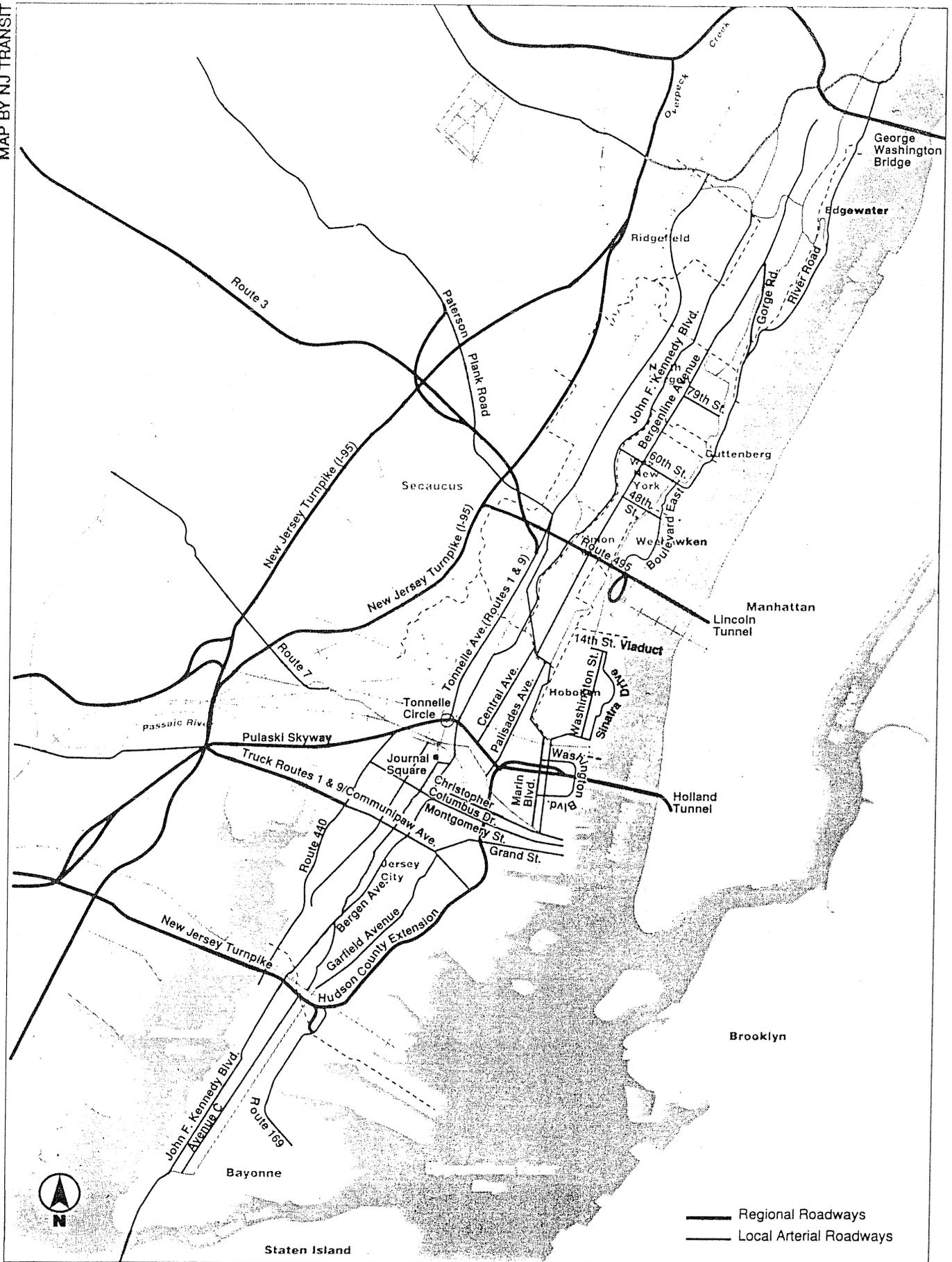
- | | | |
|----|--|---|
| 1) | WEEHAWKEN/PORT IMPERIAL FERRY
Port Imperial, Weehawken, NJ to
Pier 78/West 38th St., Manhattan | Port Imperial Ferry Corp.
(201) 902-8850 |
| | Port Imperial, Weehawken, NJ to
South Ferry (BMB), Manhattan | Port Imperial Ferry Corp.
(201) 902-8850 |
| 2) | WEEHAWKEN/LINCOLN HARBOR FERRY
Lincoln Harbor, Weehawken, NJ to
Pier 78/West 38th St., Manhattan | Port Imperial Ferry Corp.
(201) 902-8850 |
| 3) | HOBOKEN FERRY
Hoboken, NJ to
Battery Park City, Manhattan | A/H Battery Associates
(908) Go-Ferry |

TABLE CP-6

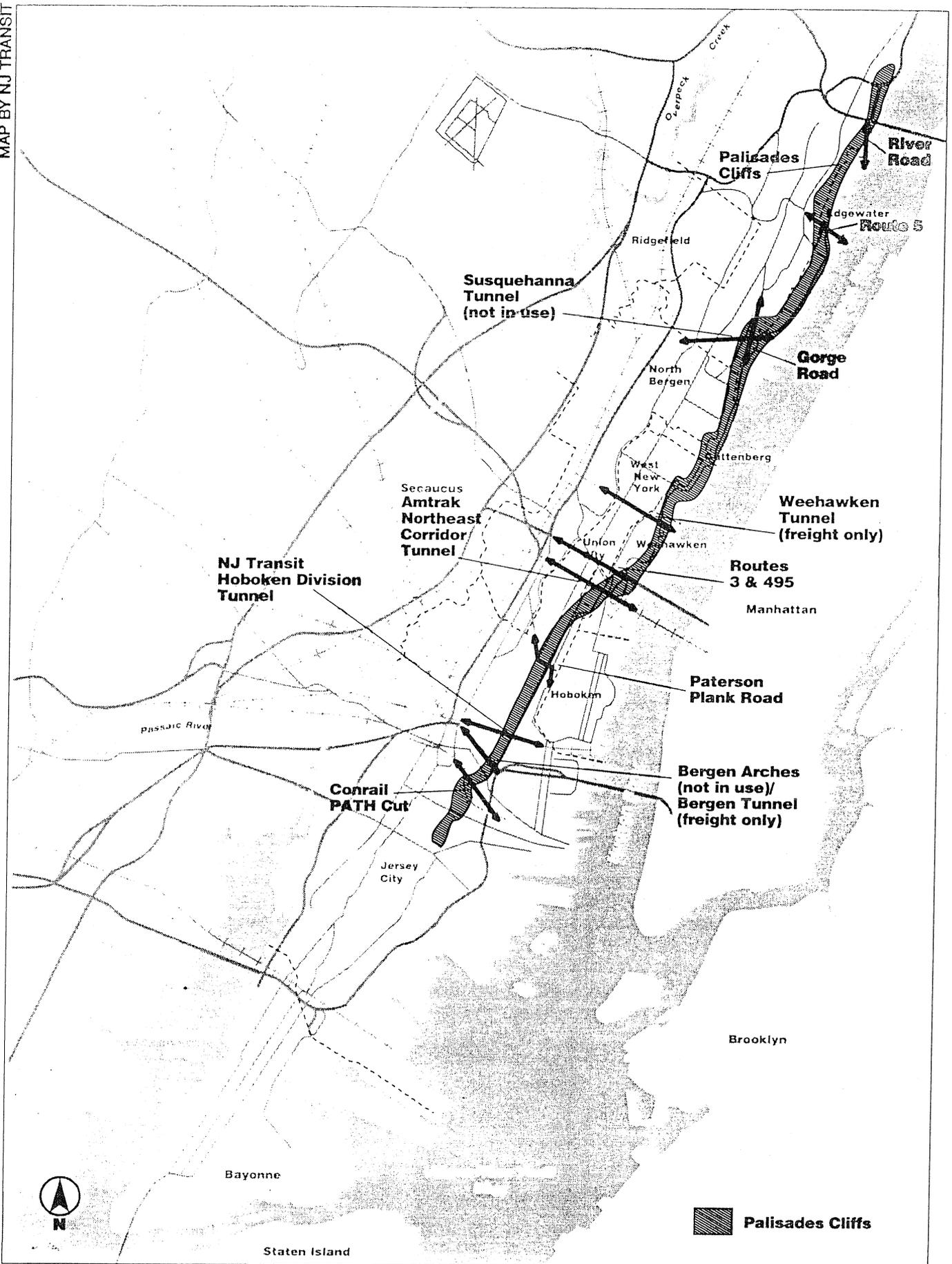
TRANSPORTATION IMPROVEMENT PLAN (TIP), North Bergen

(TIP) is a short term program of transportation projects, required by ISTEA. The Clean Air Act requires the TIP to conform to the appropriate state implementation plan(s) for clean air.

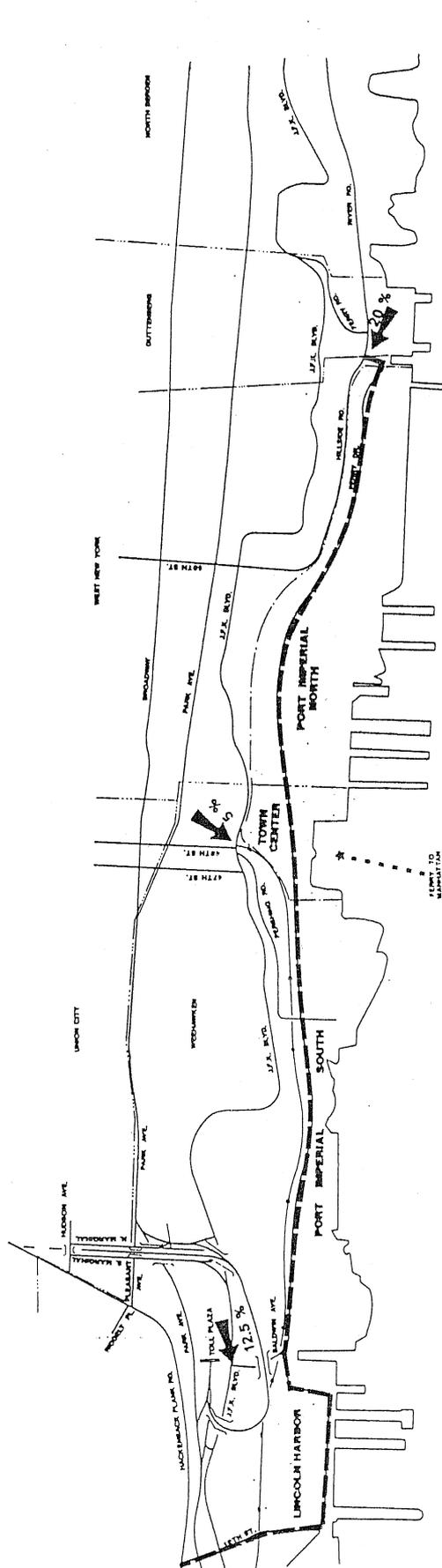
<u>Road Name</u>	<u>Work Involved</u>	<u>Mileage</u>	<u>Cost 1993-96</u>
Paterson Plank Road	3-R improvements, from Tonnelle Avenue to Kennedy Boulevard (Section 5)	1.0	\$700,000
Secaucus Road	3-R improvements from Rt. 1&9 to Paterson Plank Road, (Section 2)	0.5	\$841,000
Boulevard East	Resurface at spot locations	0.1	\$832,000
Kennedy Boulevard	Resurfacing and minor reconstruction between 67th Street and Bergenline	2.0	\$1,532,000
Secaucus Road R.R. Intersection	Grade separation over the north branch of Conrail & NYS&W	1.0	\$7,651,000



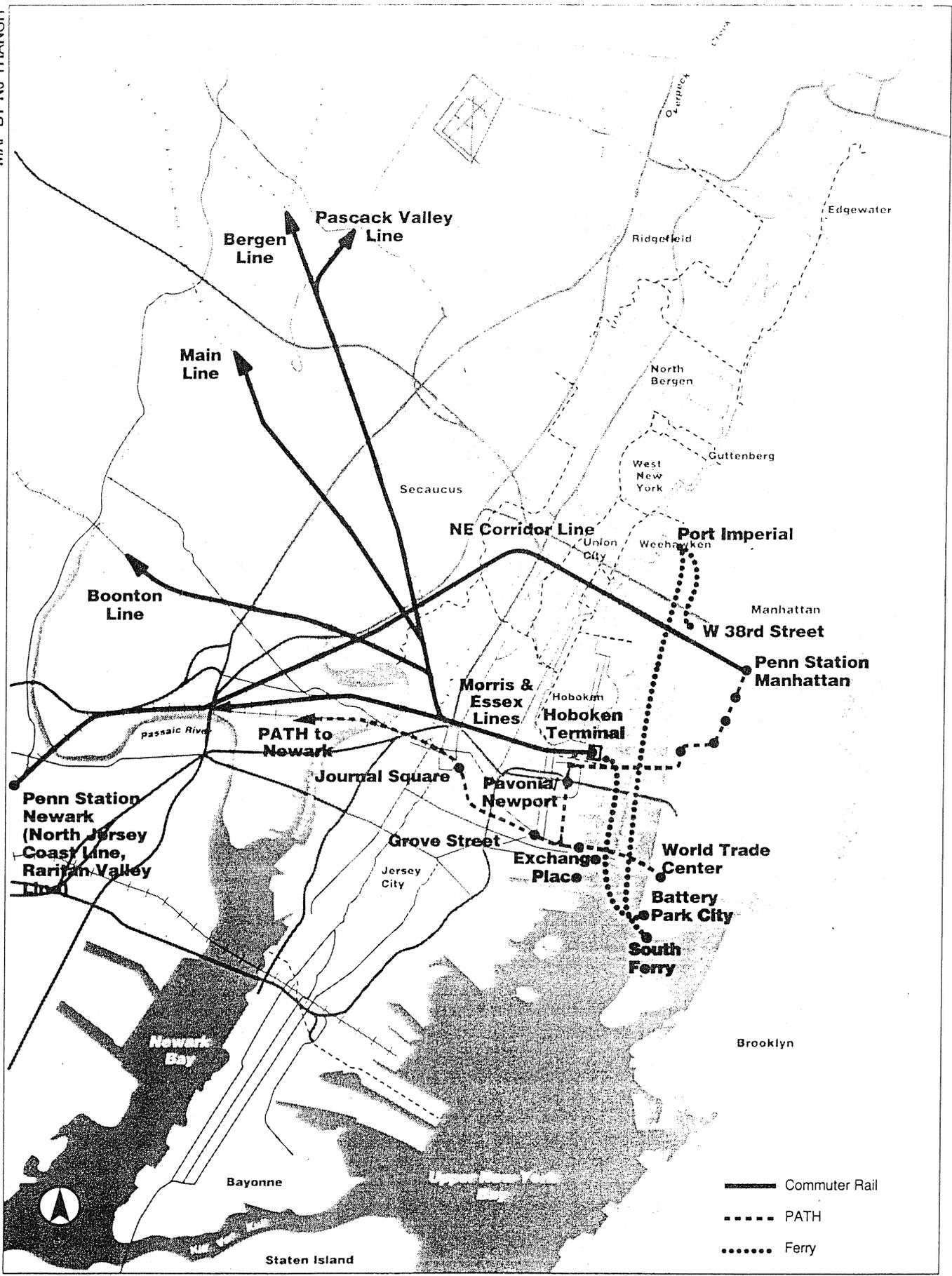
EXISTING REGIONAL MAJOR ROAD NETWORK



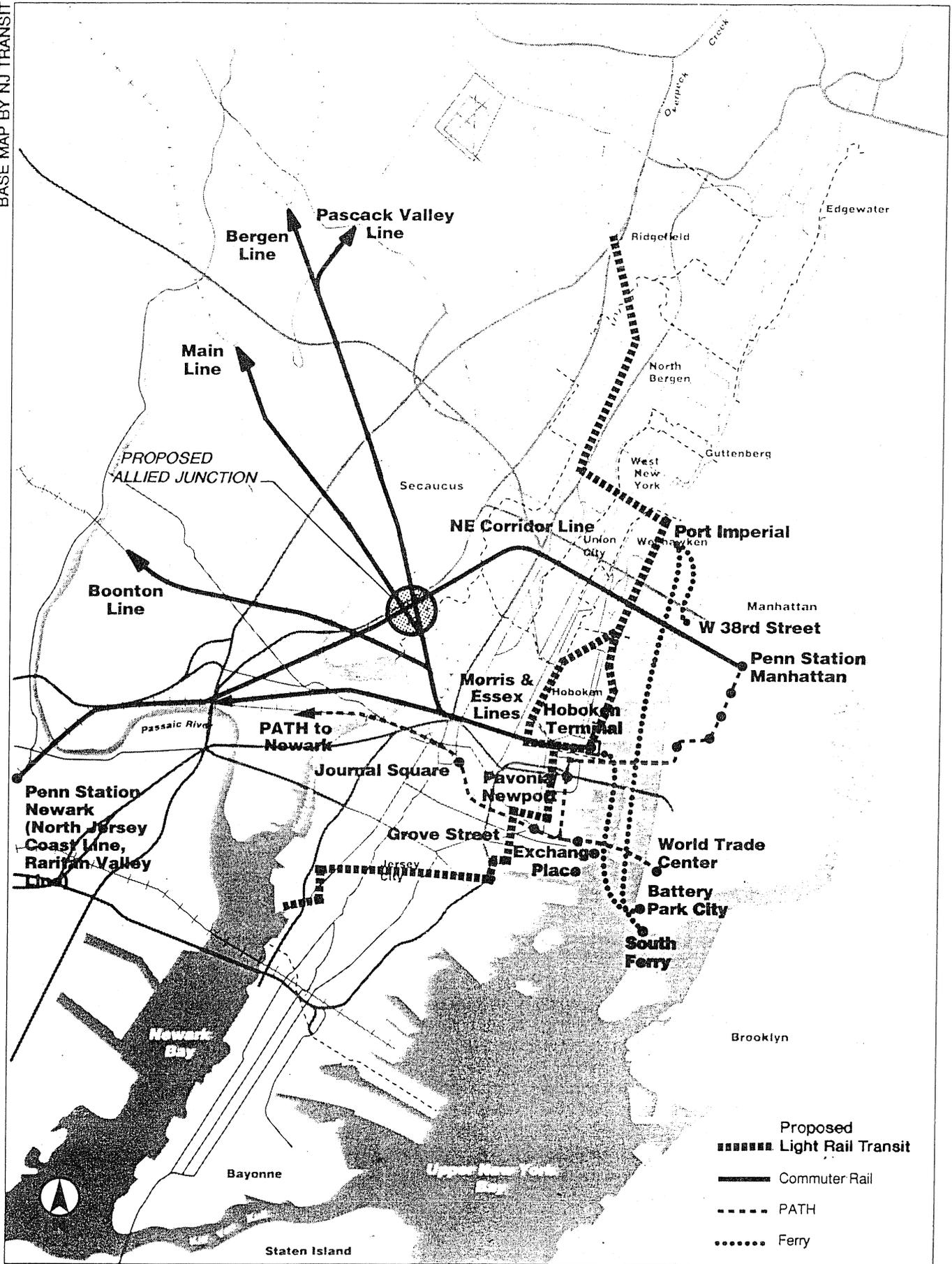
ARCORP BUSWAY

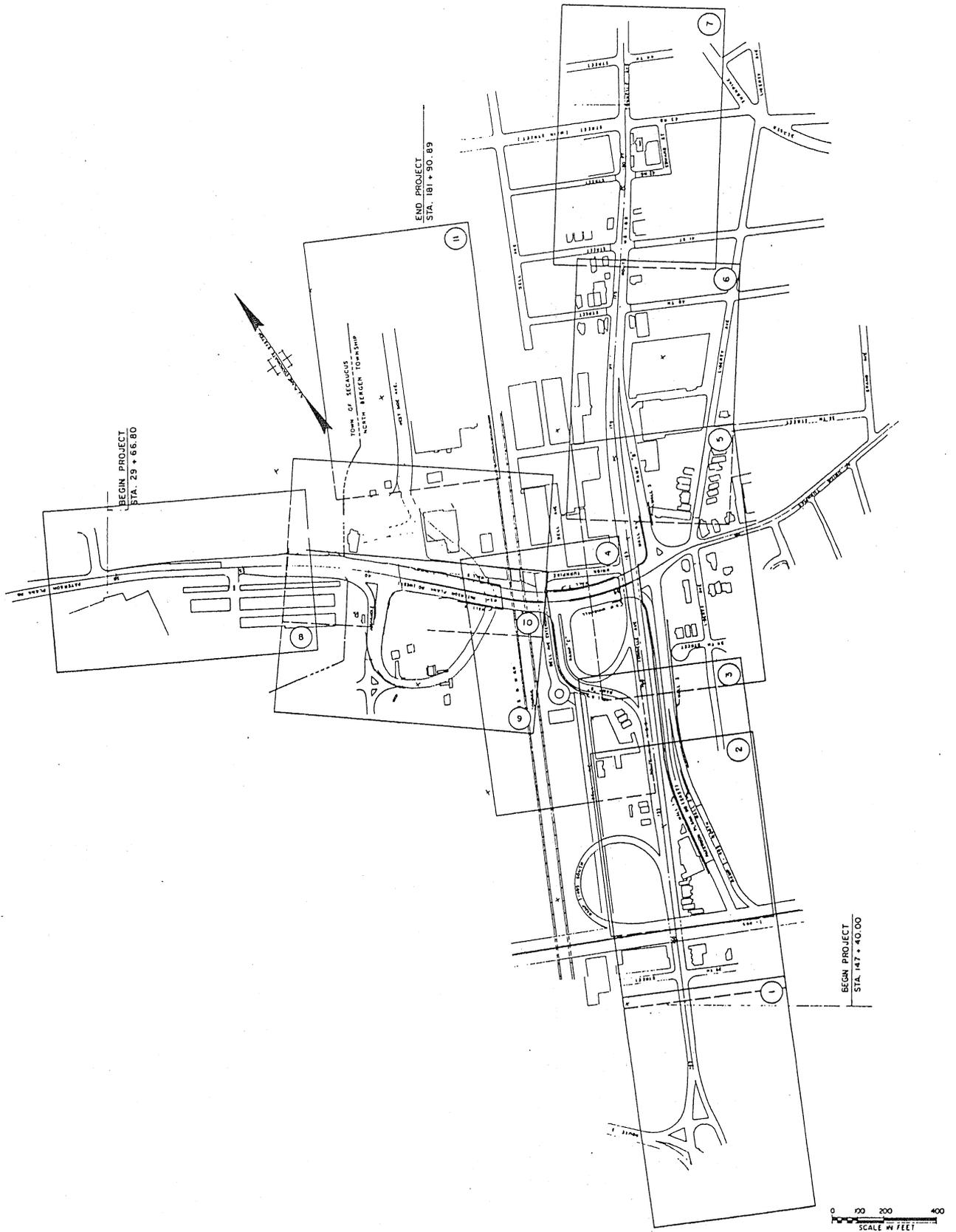


HUDSON RIVER



EXISTING REGIONAL RAIL AND FERRY SERVICE





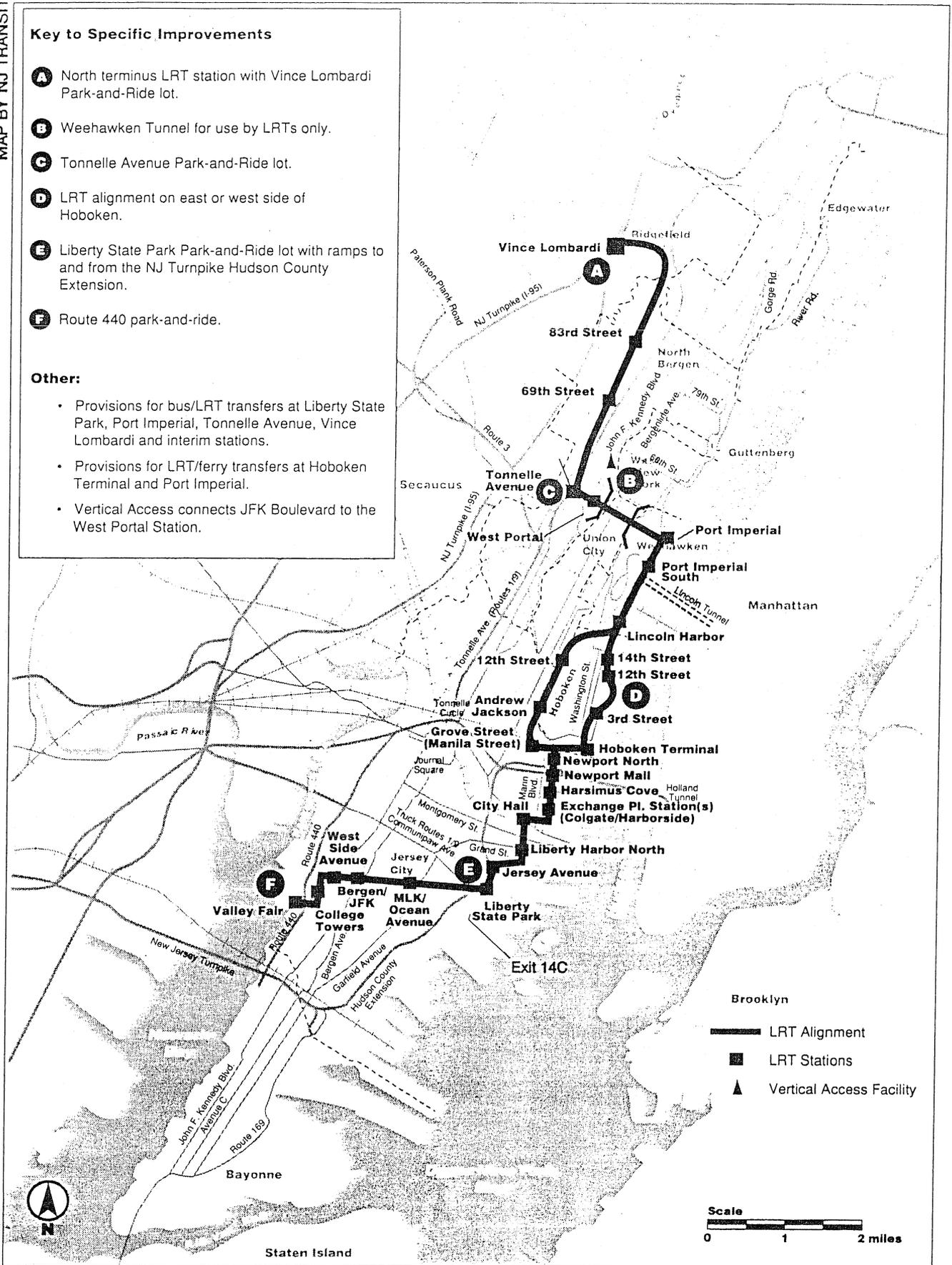
PLANNED INTERCHANGE OF PATERSON PLANK ROAD
ROUTE 1&9 AND UNION TURNPIKE

Key to Specific Improvements

- A** North terminus LRT station with Vince Lombardi Park-and-Ride lot.
- B** Weehawken Tunnel for use by LRTs only.
- C** Tonnelle Avenue Park-and-Ride lot.
- D** LRT alignment on east or west side of Hoboken.
- E** Liberty State Park Park-and-Ride lot with ramps to and from the NJ Turnpike Hudson County Extension.
- F** Route 440 park-and-ride.

Other:

- Provisions for bus/LRT transfers at Liberty State Park, Port Imperial, Tonnelle Avenue, Vince Lombardi and interim stations.
- Provisions for LRT/ferry transfers at Hoboken Terminal and Port Imperial.
- Vertical Access connects JFK Boulevard to the West Portal Station.



Key to Specific Improvements

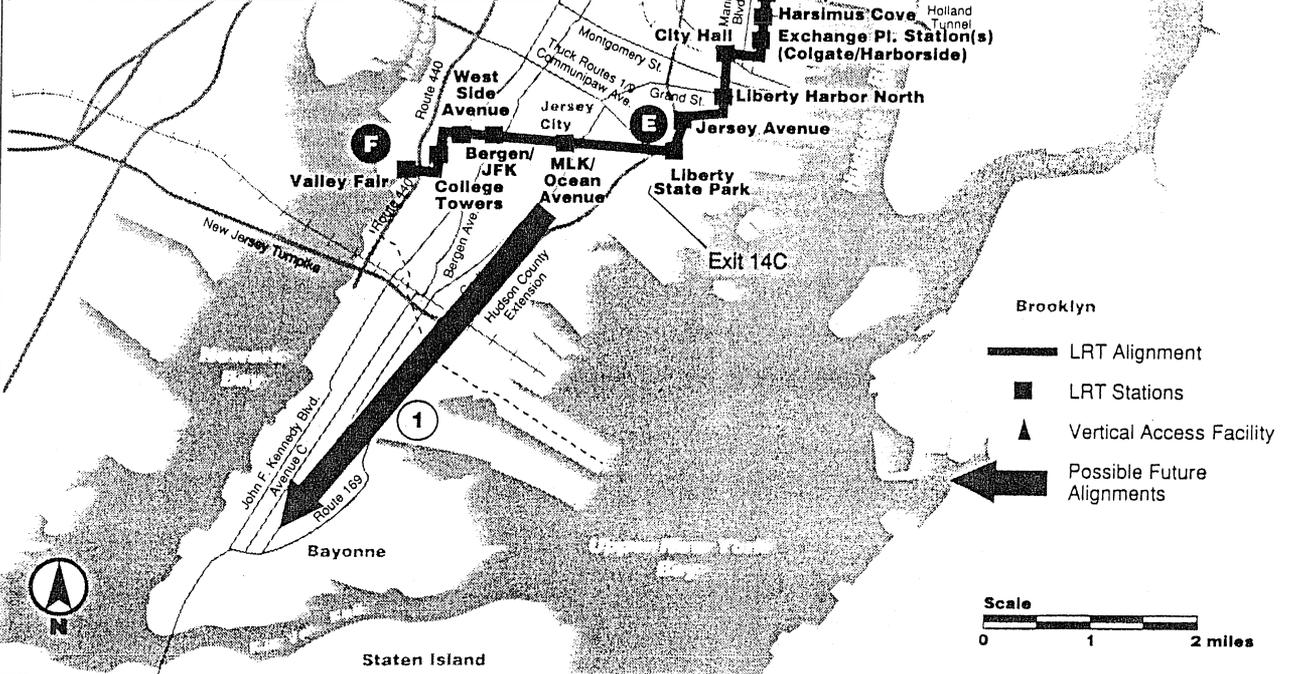
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- F** Route 440 Park-and-Ride lot.

Possible Future Alignments:

- 1** Bayonne Sub-Corridor Study nearing completion.
- 2** Jersey City Heights/Union City Sub-Corridor Study to be undertaken.
- 3** North Hudson Sub-Corridor Study underway (includes study of Weehawken Tunnel station).
- 4** Eastern Bergen Corridor (West Shore Commuter Rail Restoration under study, future study of light rail contingent upon outcome).

Other:

- Provisions for bus/LRT transfers at Liberty State Park, Port Imperial, Tonnelle Avenue, Vince Lombardi and interim stations.
- Provisions for LRT/ferry transfers at Hoboken Terminal and Port Imperial.
- Vertical Access connects JFK Boulevard to the West Portal Station.



West Side Avenue

Optional Parking and Drop-Off Area (170 Spaces)

69th Street

Station

62+00

27+10

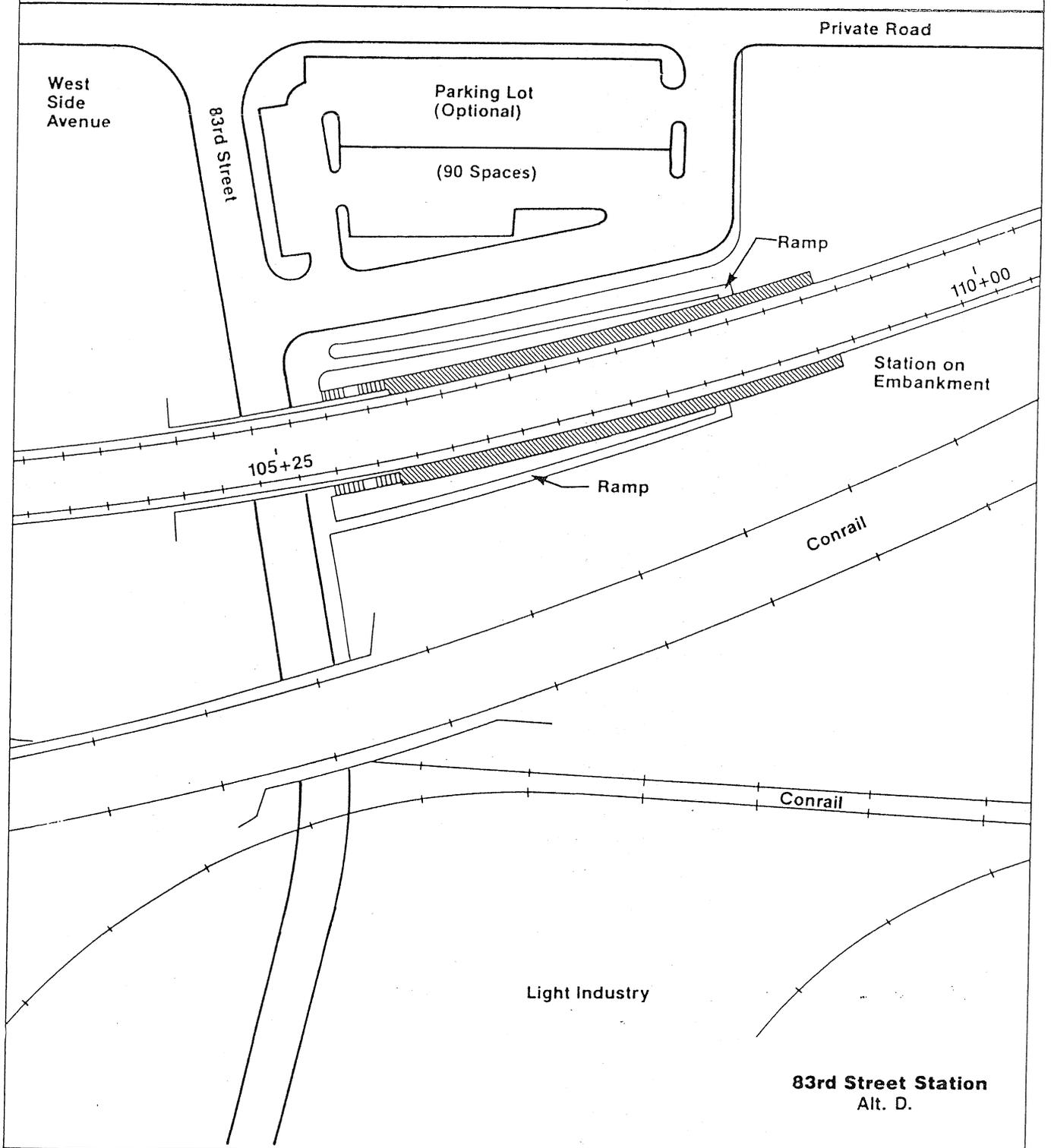
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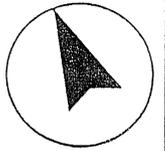
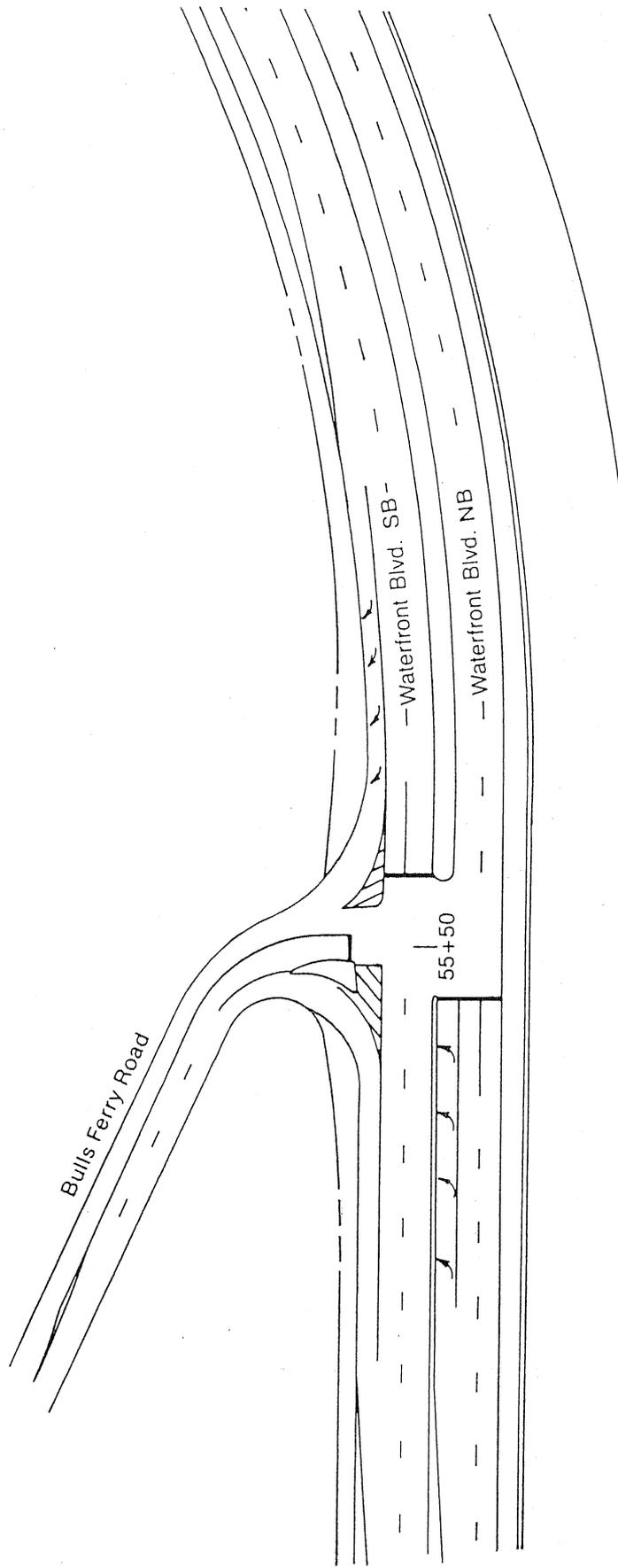
West Shore Commuter Rail Station (by Others)

Conrail

69th Street Station

Note: The number and location of future West Shore and Conrail trucks shown are to be determined.

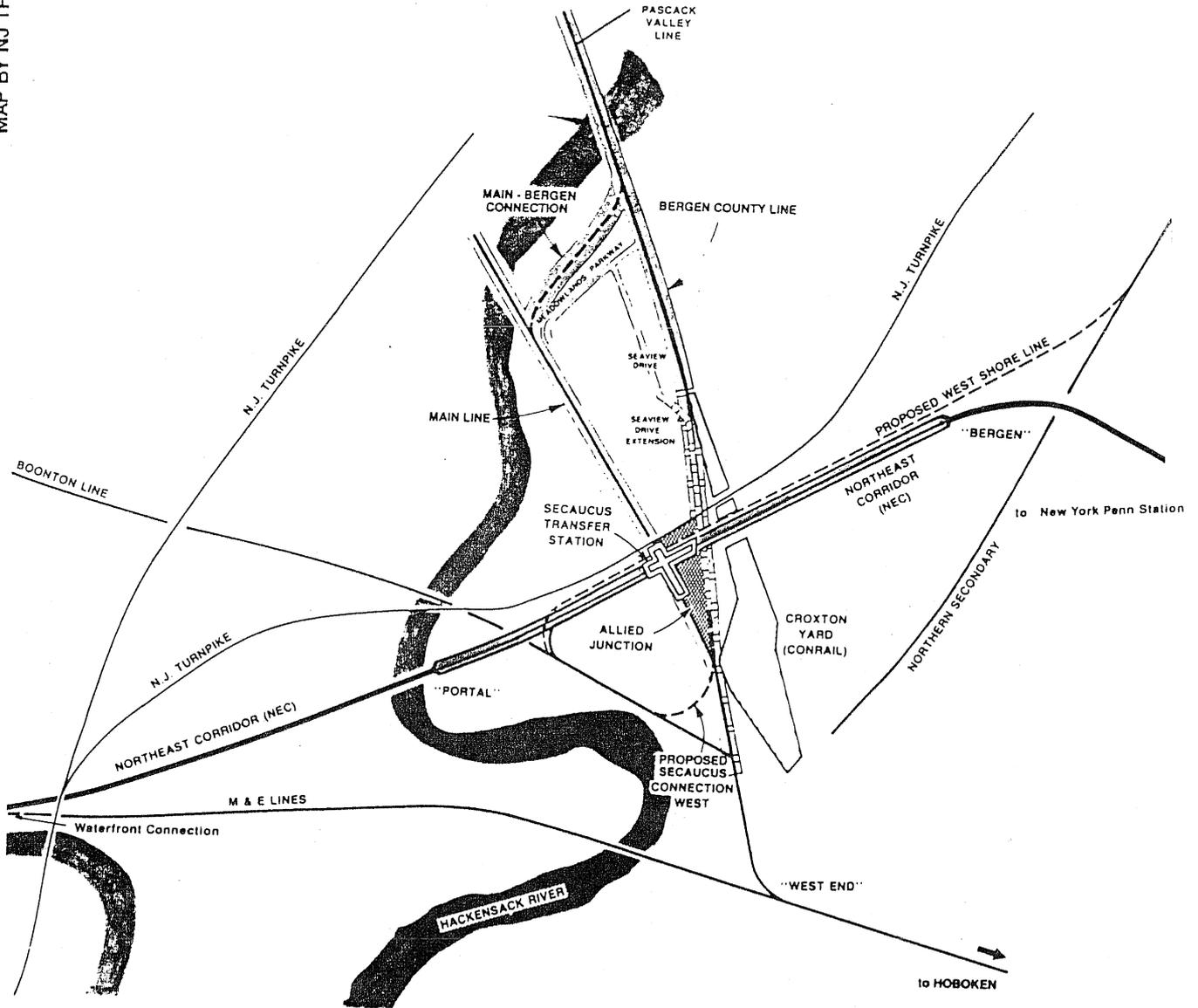




**Hudson River Waterfront
Transportation Study
Conceptual Engineering**

**New Jersey
Department of
Transportation**

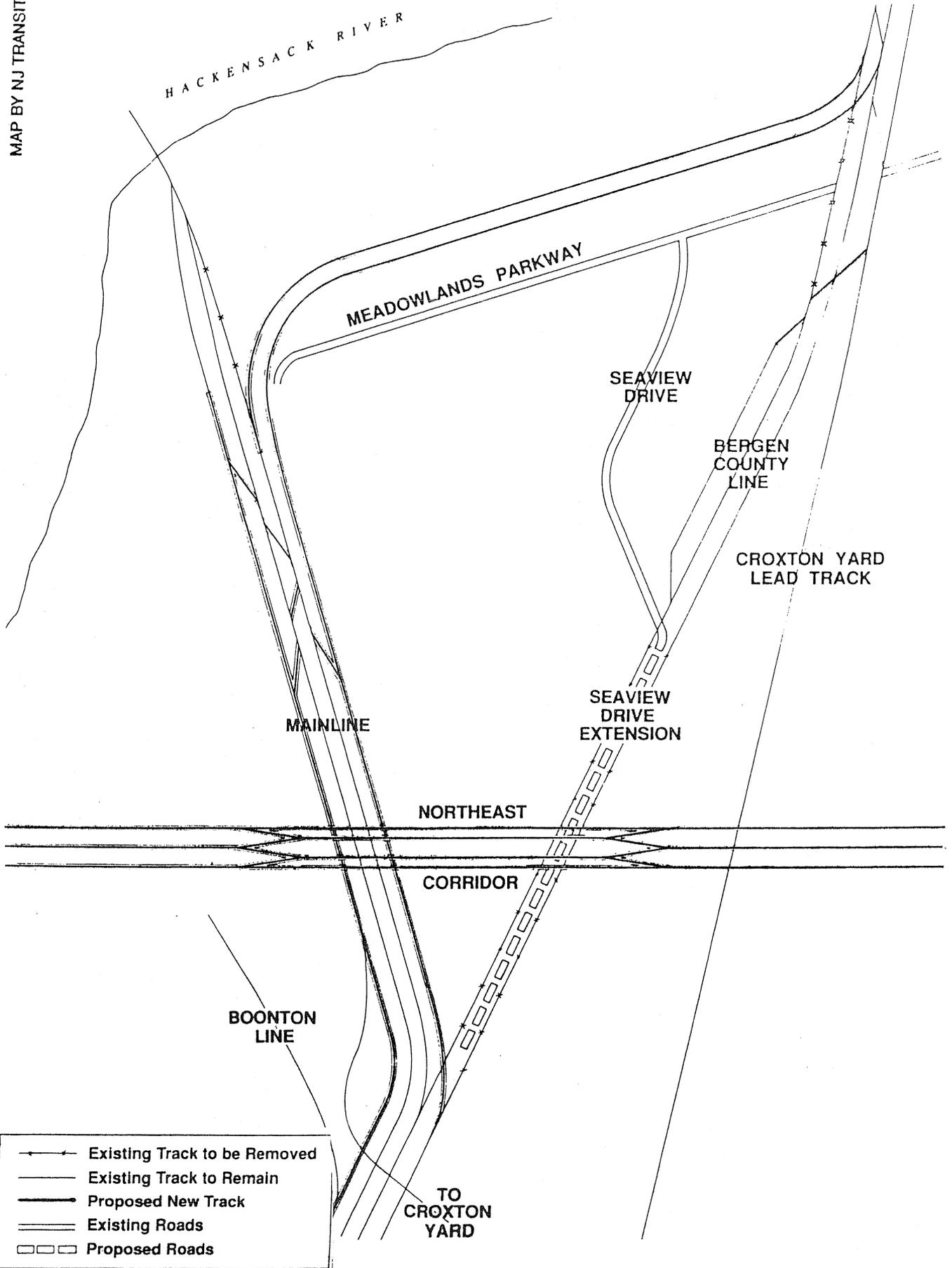




LEGEND

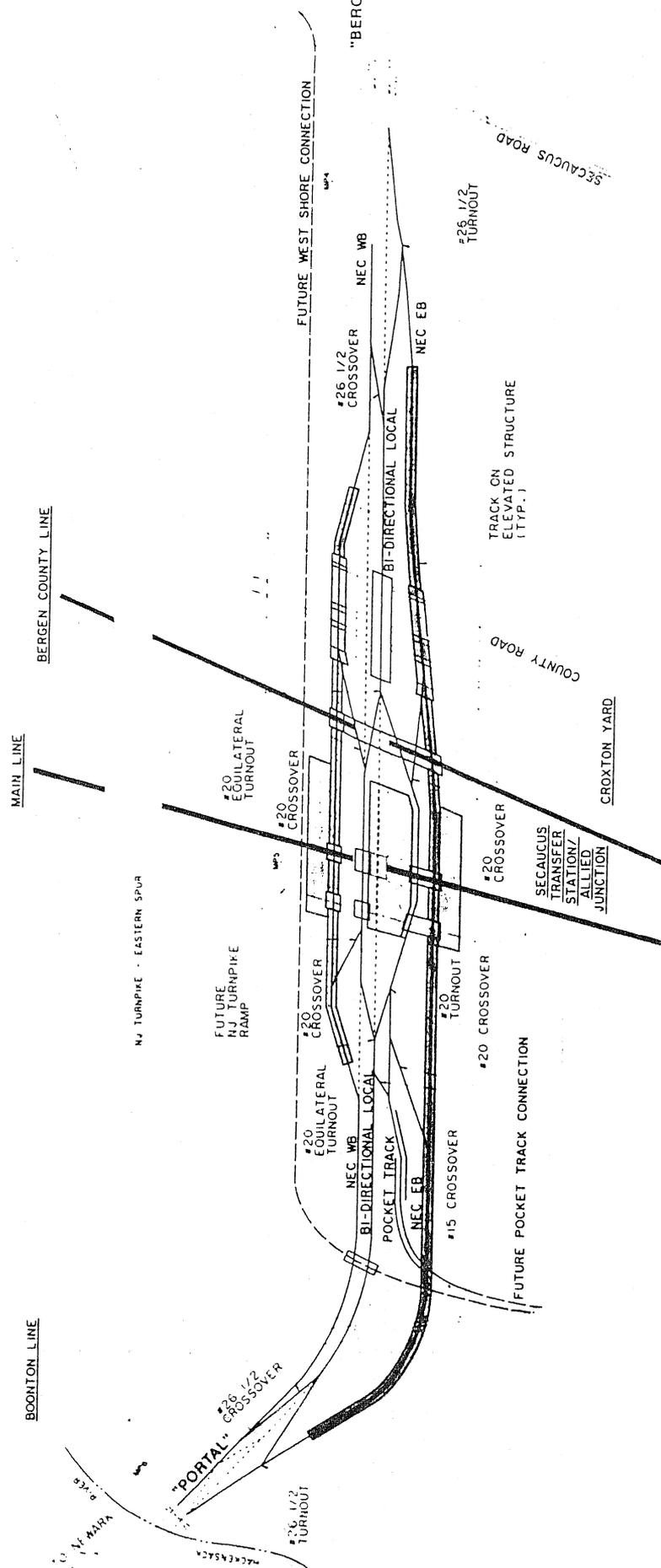
	MAIN LINE
	MAIN / BERGEN CONNECTION
	BERGEN COUNTY RAIL LINE
	ABANDONED BERGEN COUNTY LINE
	SEAVIEW DRIVE EXTENSION
	SECAUCUS TRANSFER STATION
	NORTHEAST CORRIDOR MODIFICATIONS

PROPOSED ALLIED JUNCTION, Transit Hub Connection



LEGEND

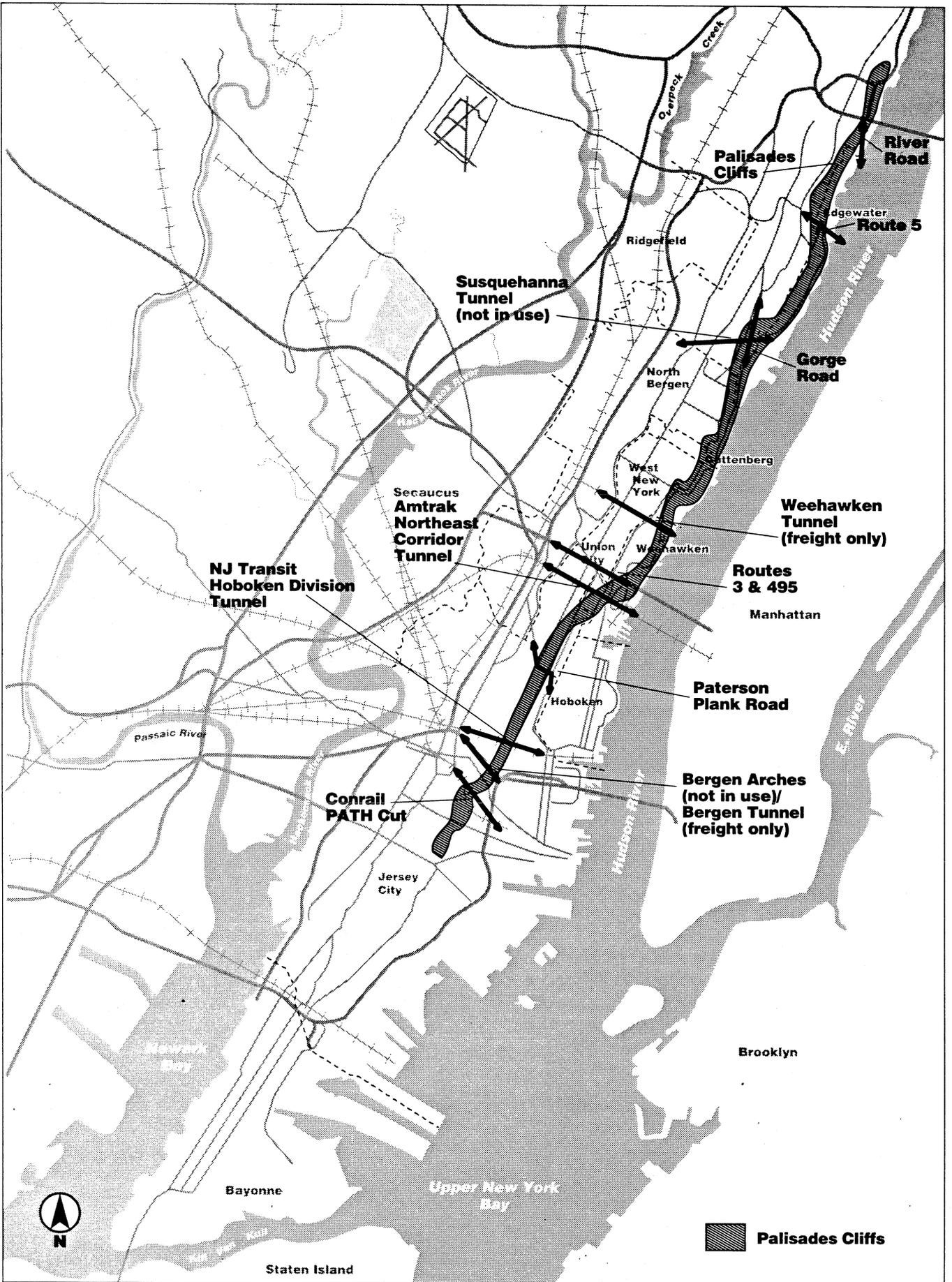
- "PORTAL" INTERLOCKING
- [Symbol: Westbound Elevated Structure] WESTBOUND ELEVATED STRUCTURE
- [Symbol: Eastbound Elevated Structure] EASTBOUND ELEVATED STRUCTURE
- [Symbol: Platform] PLATFORMS
- [Symbol: Roadway] ROADWAYS
- [Symbol: Dashed Line] EXISTING TRACK TO BE REMOVED
- [Symbol: Dotted Line] FUTURE WEST SHORE CONNECTION



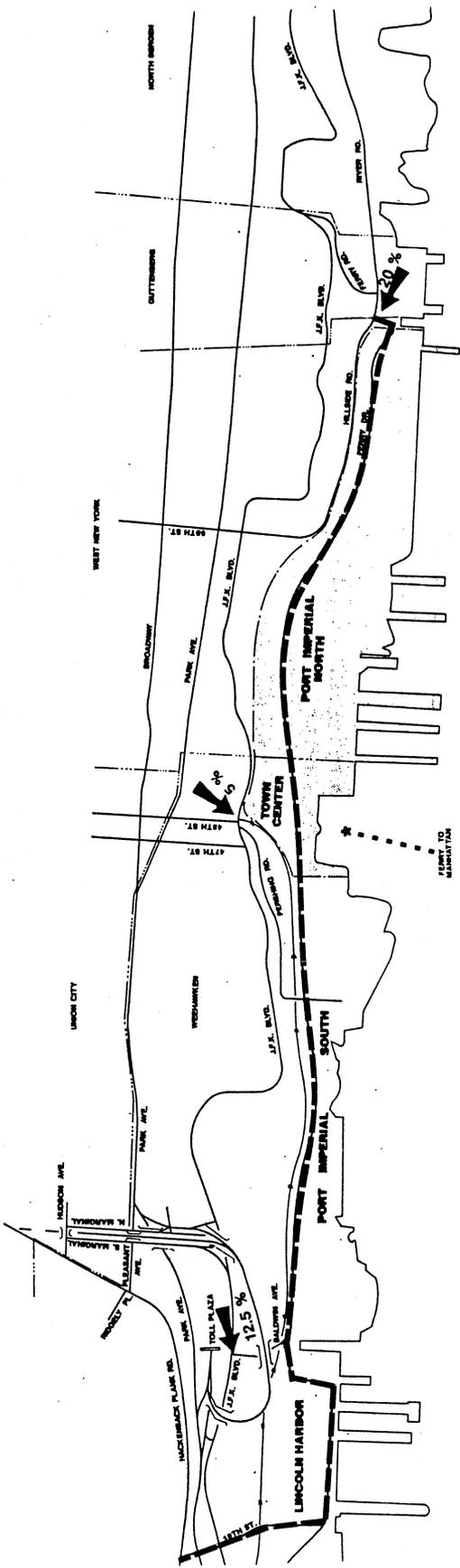
PROPOSED ALLIED JUNCTION, Secaucus Transfer Station

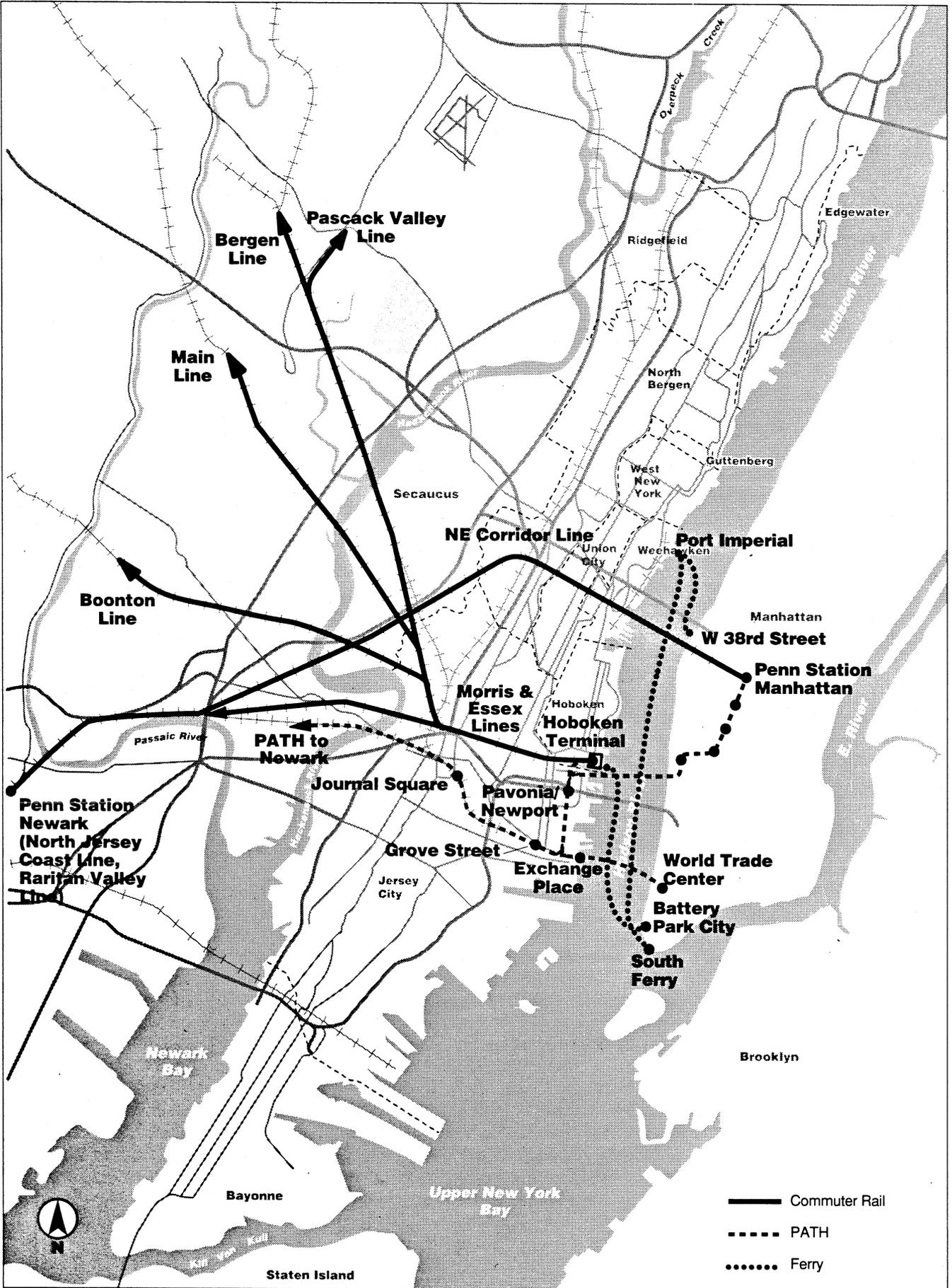


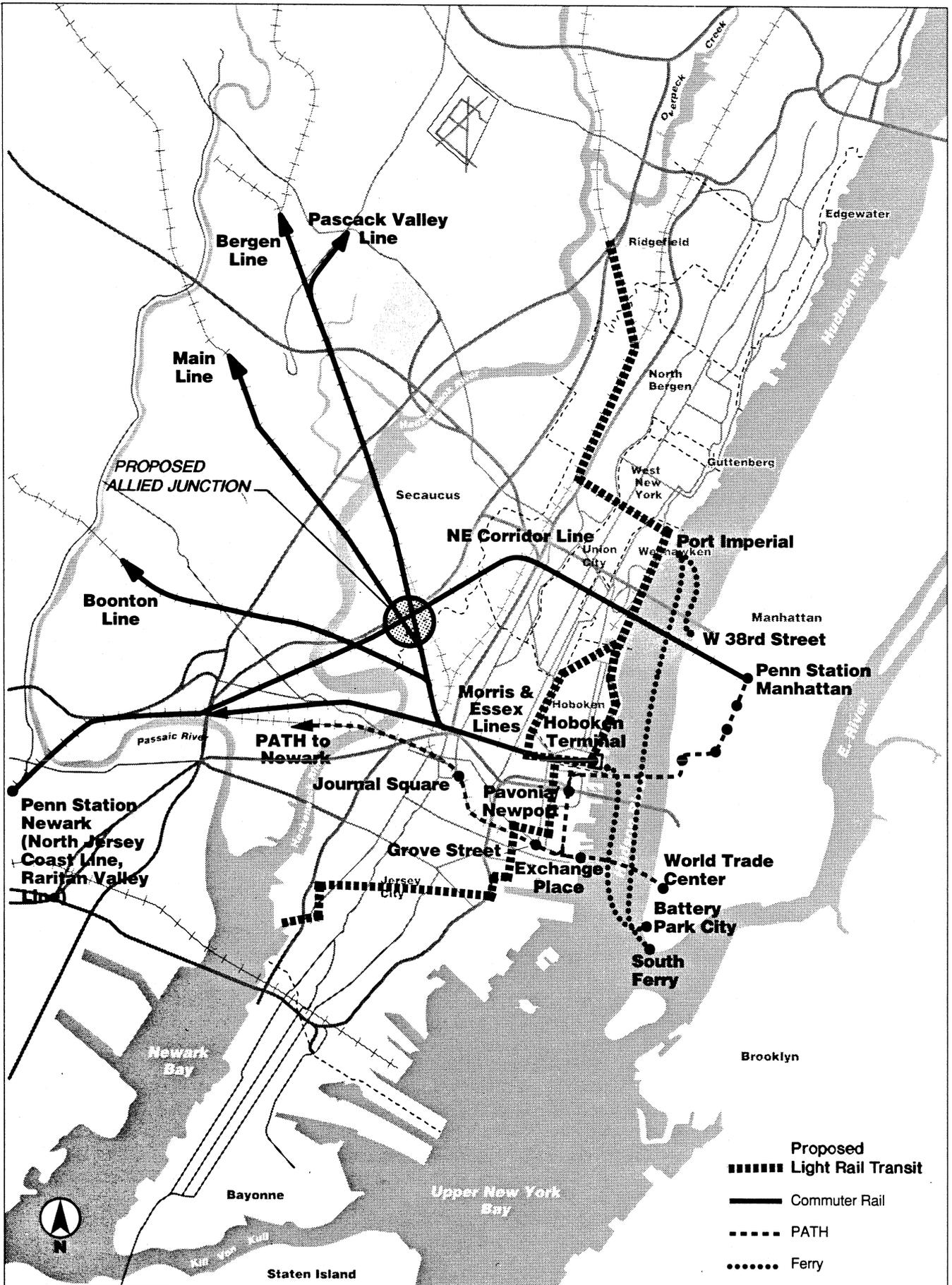
EXISTING REGIONAL MAJOR ROAD NETWORK

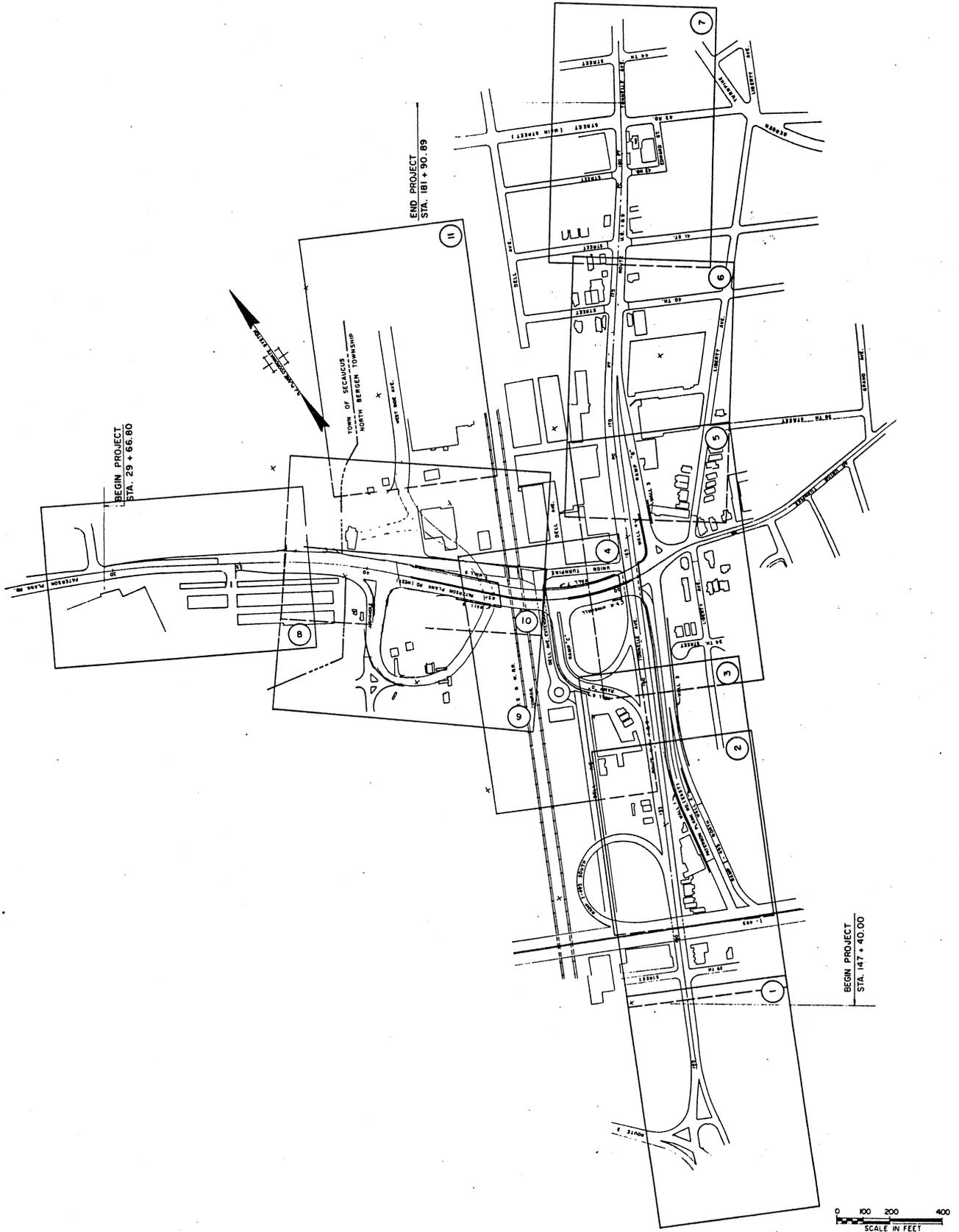


--- ARCORP BUSWAY









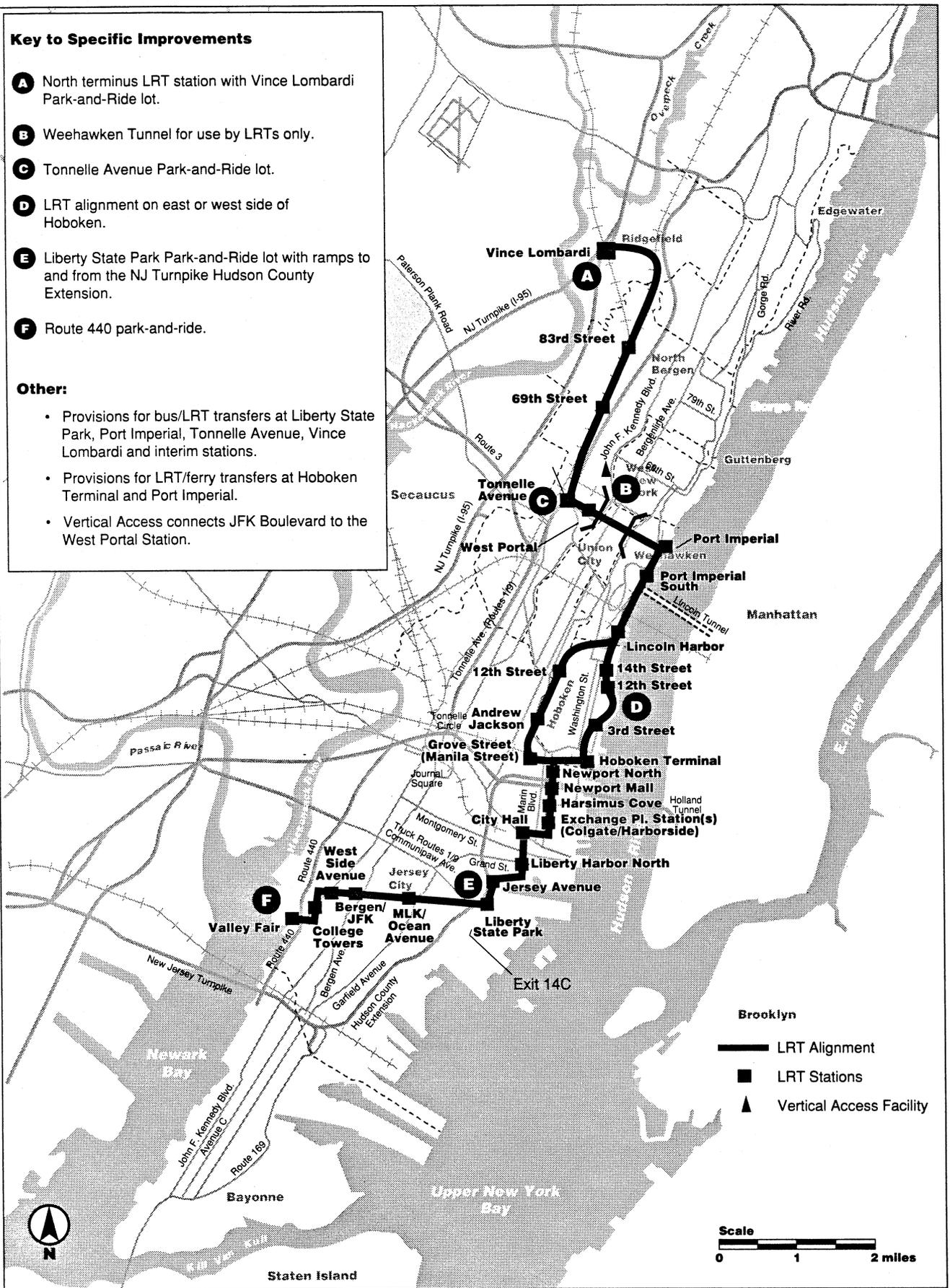
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- B** Weehawken Tunnel for use by LRTs only.
- C** Tonnelle Avenue Park-and-Ride lot.
- D** LRT alignment on east or west side of Hoboken.
- E** Liberty State Park Park-and-Ride lot with ramps to and from the NJ Turnpike Hudson County Extension.
- F** Route 440 park-and-ride.

Other:

- Provisions for bus/LRT transfers at Liberty State Park, Port Imperial, Tonnelle Avenue, Vince Lombardi and interim stations.
- Provisions for LRT/ferry transfers at Hoboken Terminal and Port Imperial.
- Vertical Access connects JFK Boulevard to the West Portal Station.



Key to Specific Improvements

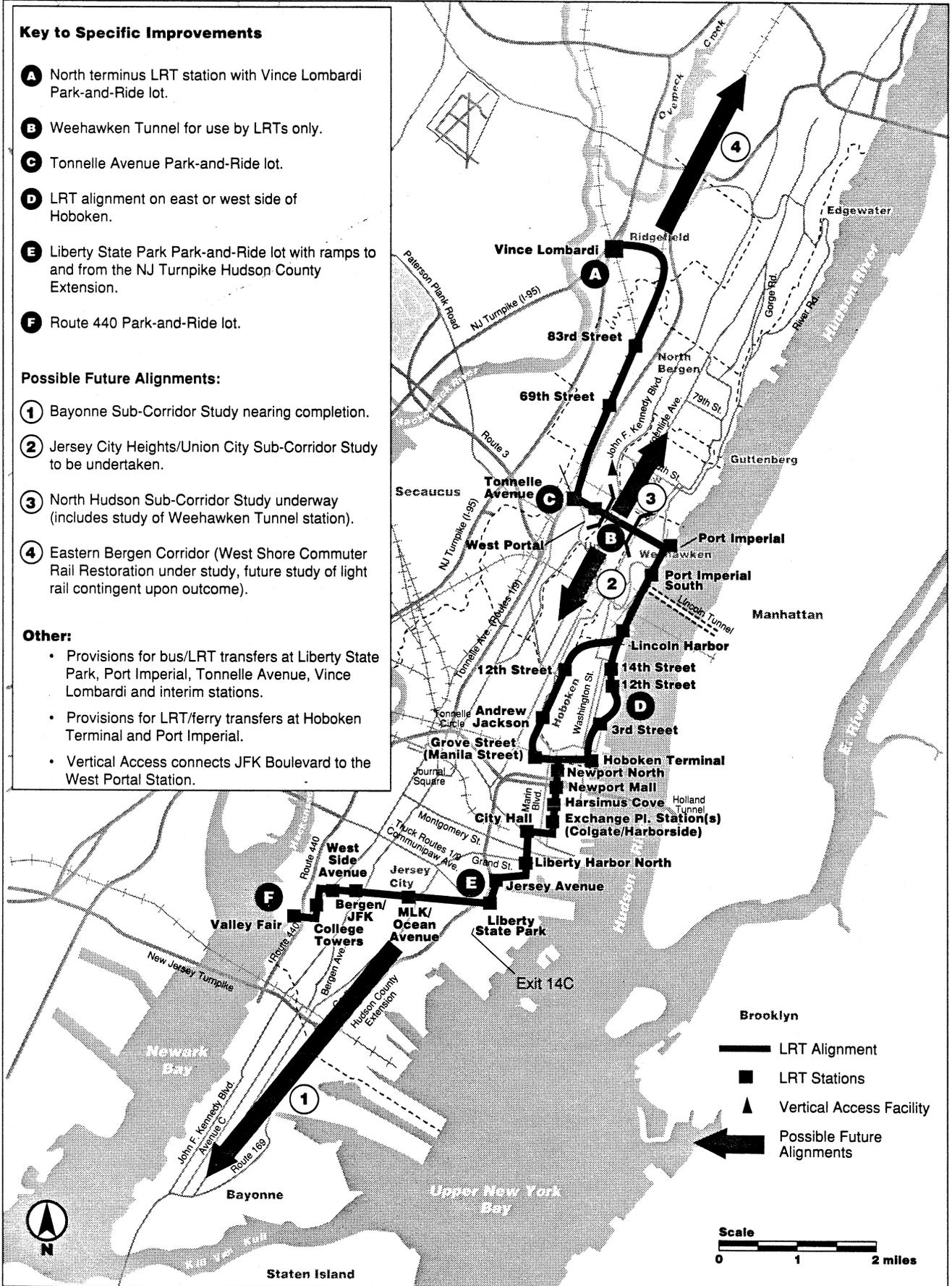
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- E** Liberty State Park Park-and-Ride lot with ramps to and from the NJ Turnpike Hudson County Extension.
- F** Route 440 Park-and-Ride lot.

Possible Future Alignments:

- 1** Bayonne Sub-Corridor Study nearing completion.
- 2** Jersey City Heights/Union City Sub-Corridor Study to be undertaken.
- 3** North Hudson Sub-Corridor Study underway (includes study of Weehawken Tunnel station).
- 4** Eastern Bergen Corridor (West Shore Commuter Rail Restoration under study, future study of light rail contingent upon outcome).

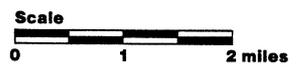
Other:

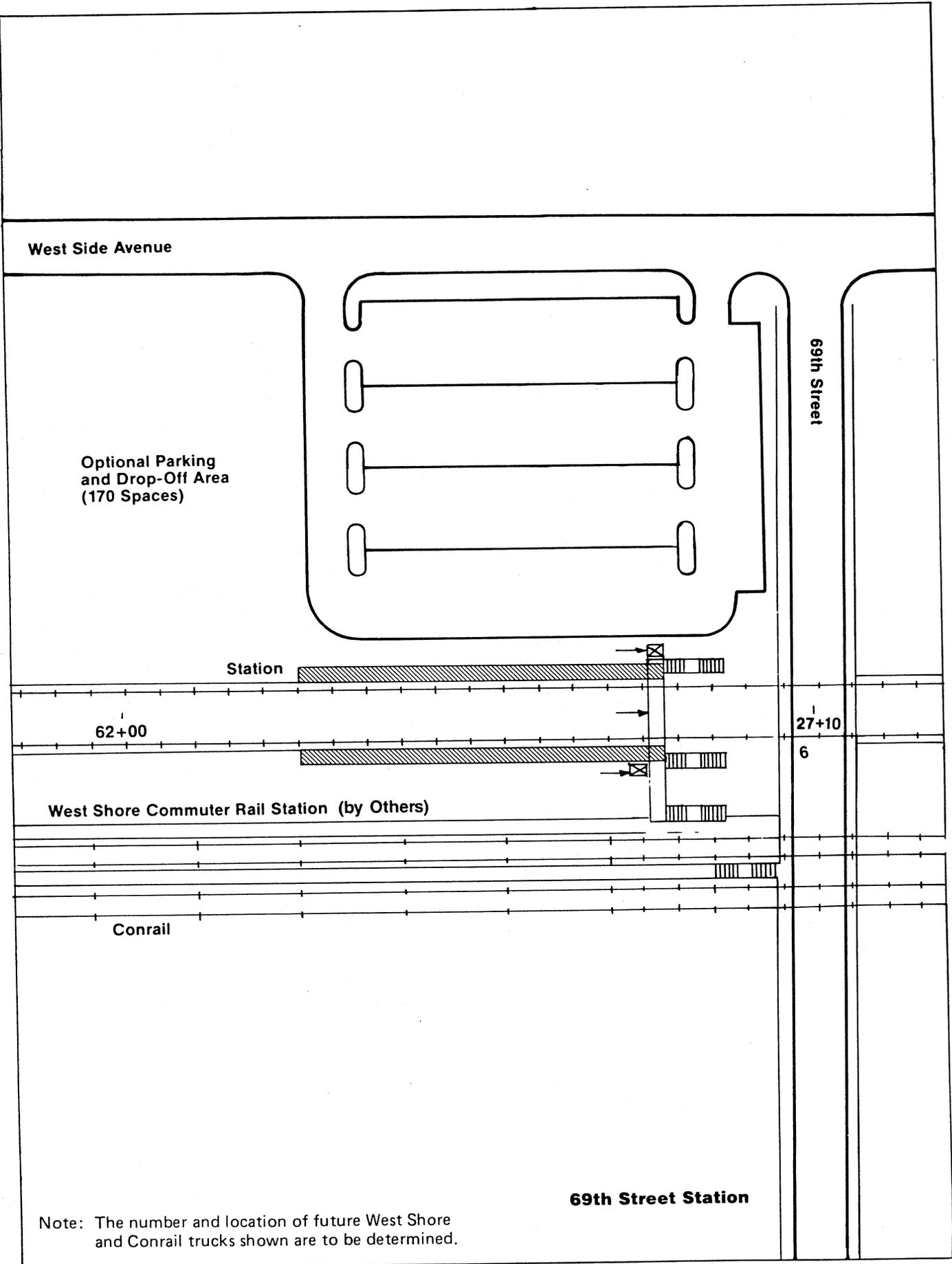
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- Provisions for LRT/ferry transfers at Hoboken Terminal and Port Imperial.
- Vertical Access connects JFK Boulevard to the West Portal Station.



Brooklyn

- LRT Alignment
- LRT Stations
- Vertical Access Facility
- Possible Future Alignments





West Side Avenue

Optional Parking
and Drop-Off Area
(170 Spaces)

69th Street

Station

62+00

27+10

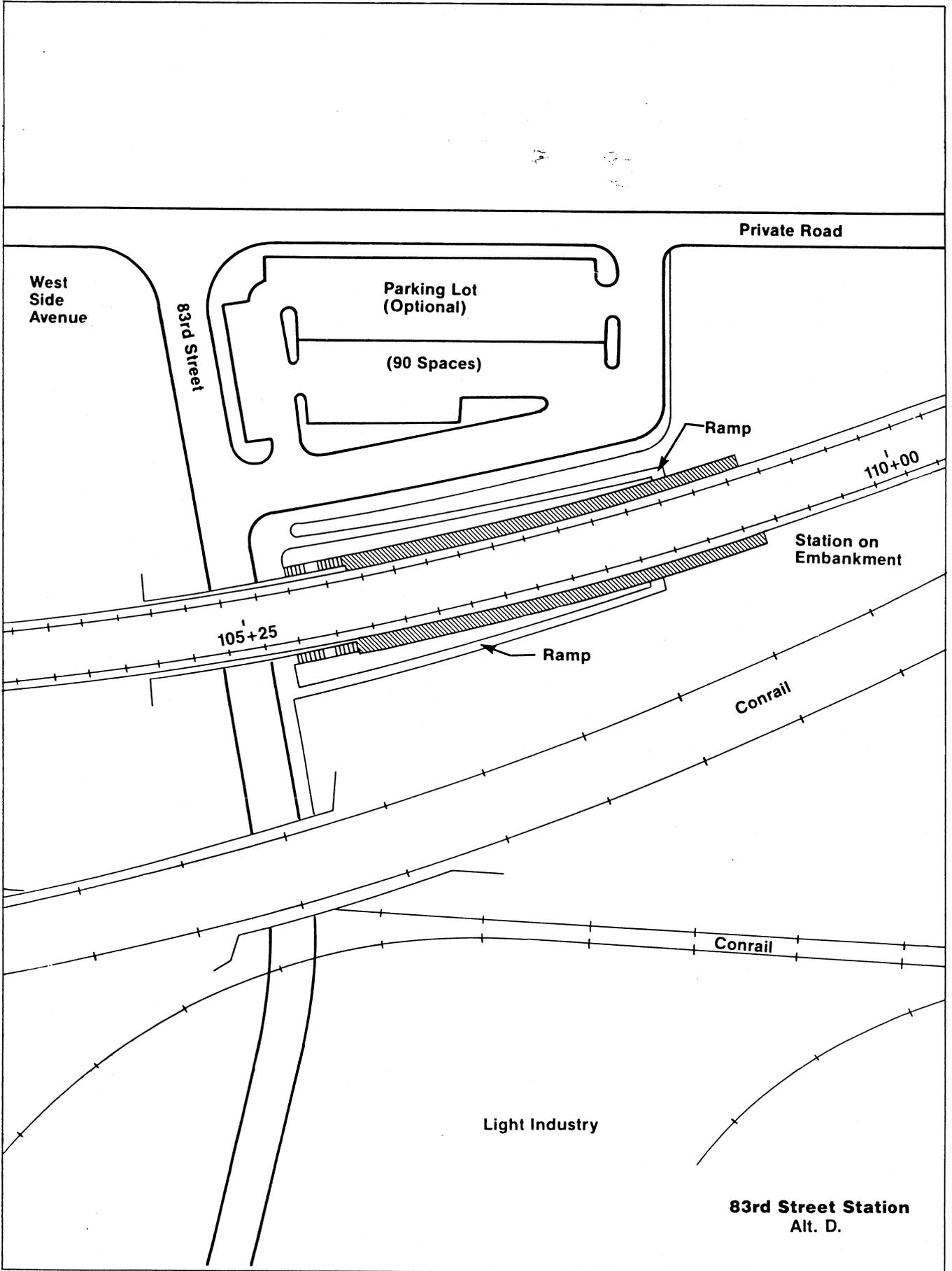
6

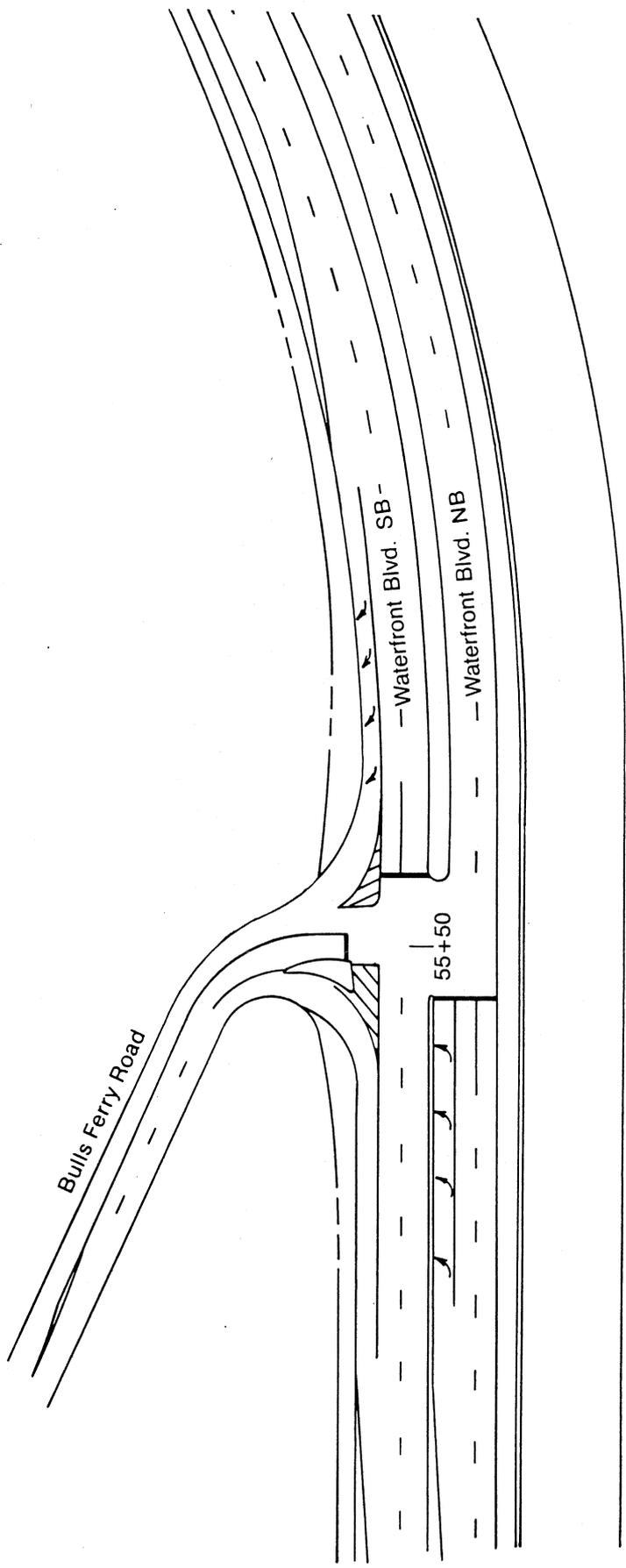
West Shore Commuter Rail Station (by Others)

Conrail

69th Street Station

Note: The number and location of future West Shore
and Conrail trucks shown are to be determined.

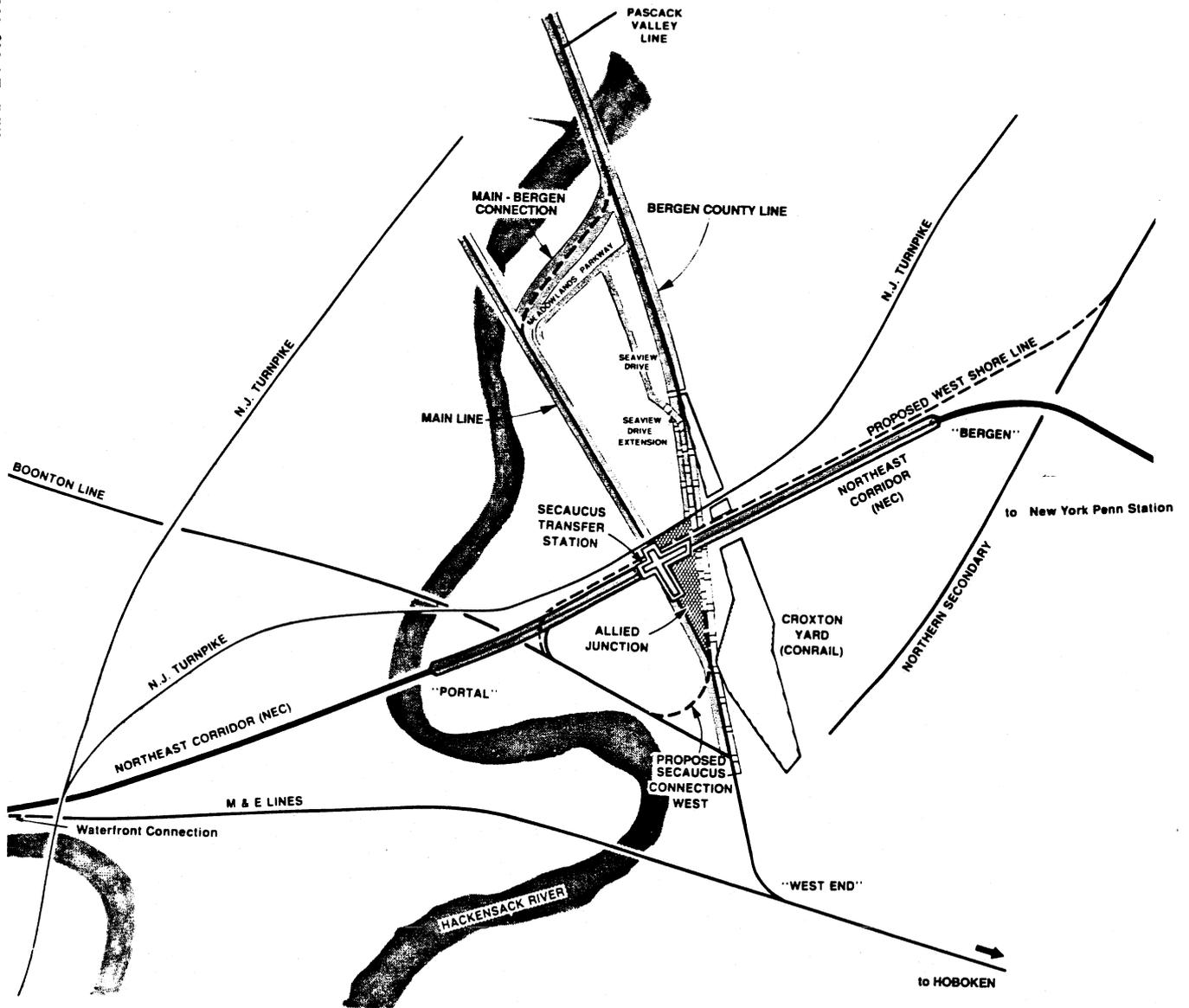




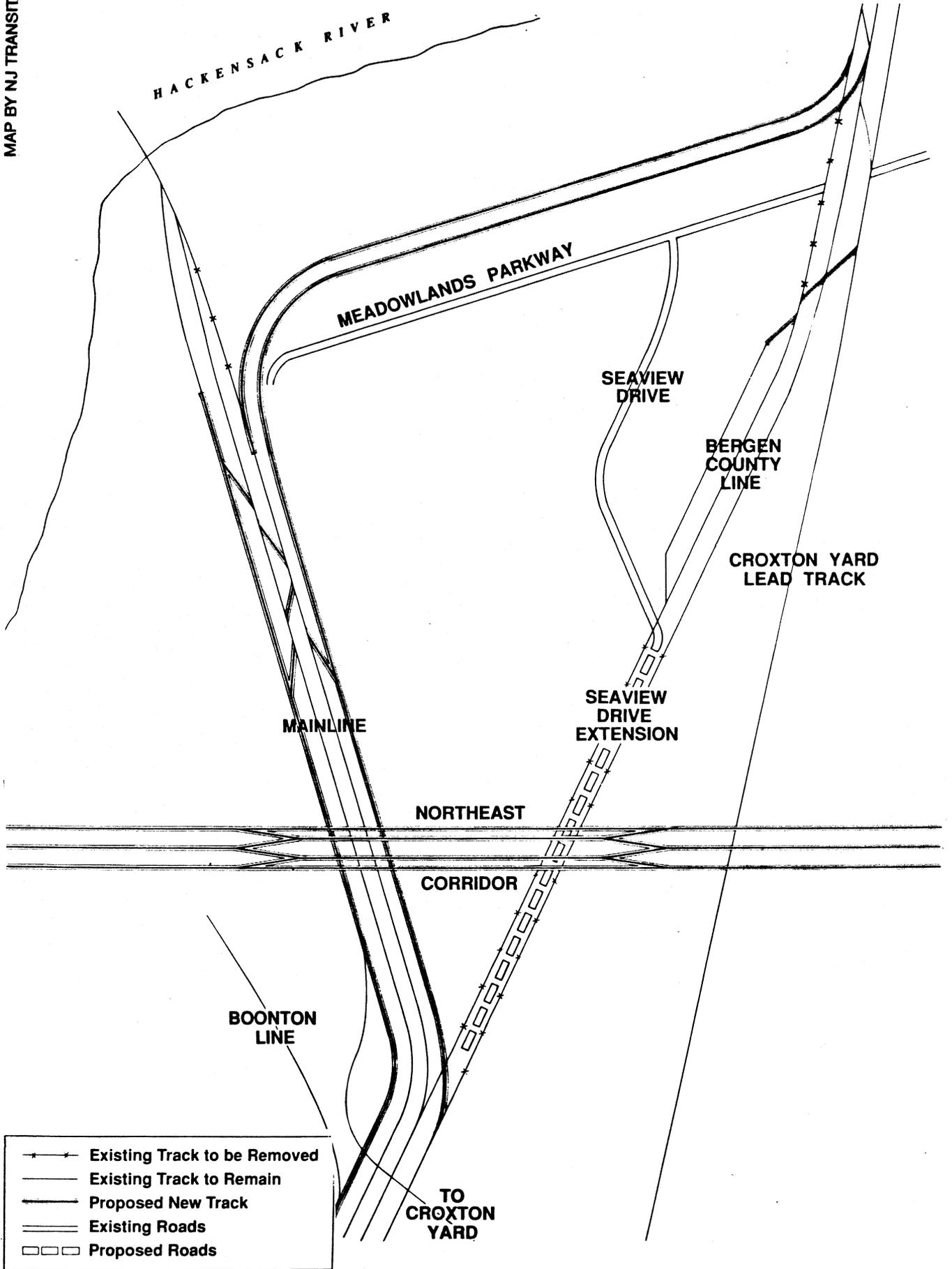
**Hudson River Waterfront
Transportation Study
Conceptual Engineering**

**New Jersey
Department of
Transportation**





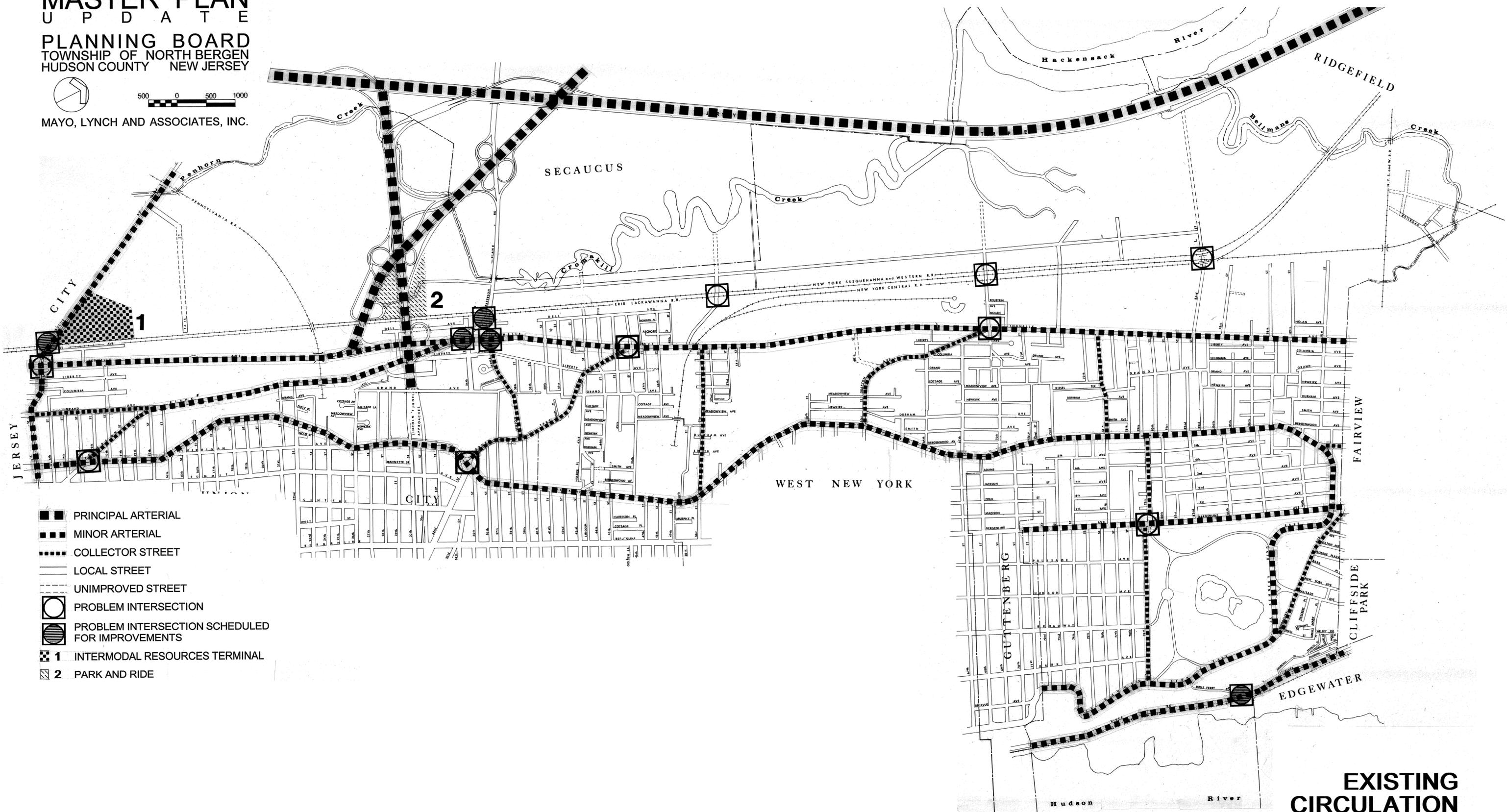
LEGEND	
	MAIN LINE
	MAIN / BERGEN CONNECTION
	BERGEN COUNTY RAIL LINE
	ABANDONED BERGEN COUNTY LINE
	SEAVIEW DRIVE EXTENSION
	SECAUCUS TRANSFER STATION
	NORTHEAST CORRIDOR MODIFICATIONS



**MASTER PLAN
UPDATE**
PLANNING BOARD
TOWNSHIP OF NORTH BERGEN
HUDSON COUNTY NEW JERSEY



MAYO, LYNCH AND ASSOCIATES, INC.



- PRINCIPAL ARTERIAL
- ▣ MINOR ARTERIAL
- ▤ COLLECTOR STREET
- LOCAL STREET
- - - UNIMPROVED STREET
- ⊙ PROBLEM INTERSECTION
- ⊙ PROBLEM INTERSECTION SCHEDULED FOR IMPROVEMENTS
- 1 INTERMODAL RESOURCES TERMINAL
- 2 PARK AND RIDE

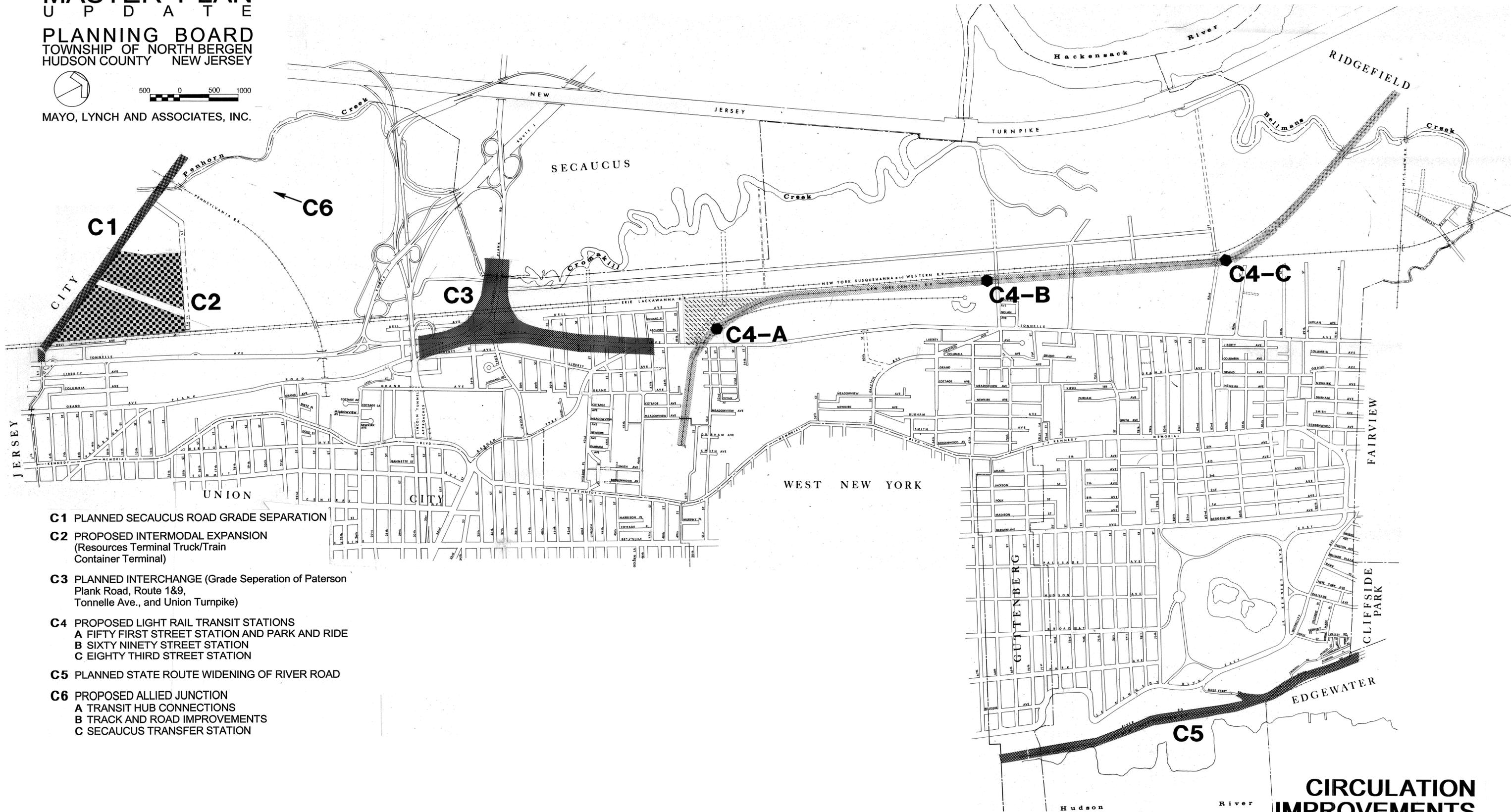
**EXISTING
CIRCULATION**

MASTER PLAN UPDATE

PLANNING BOARD
TOWNSHIP OF NORTH BERGEN
HUDSON COUNTY NEW JERSEY



MAYO, LYNCH AND ASSOCIATES, INC.



- C1** PLANNED SECAUCUS ROAD GRADE SEPARATION
- C2** PROPOSED INTERMODAL EXPANSION
(Resources Terminal Truck/Train
Container Terminal)
- C3** PLANNED INTERCHANGE (Grade Separation of Paterson
Plank Road, Route 1&9,
Tonnelles Ave., and Union Turnpike)
- C4** PROPOSED LIGHT RAIL TRANSIT STATIONS
A FIFTY FIRST STREET STATION AND PARK AND RIDE
B SIXTY NINETY STREET STATION
C EIGHTY THIRD STREET STATION
- C5** PLANNED STATE ROUTE WIDENING OF RIVER ROAD
- C6** PROPOSED ALLIED JUNCTION
A TRANSIT HUB CONNECTIONS
B TRACK AND ROAD IMPROVEMENTS
C SECAUCUS TRANSFER STATION

CIRCULATION IMPROVEMENTS

COMMUNITY FACILITIES/ RECREATION PLAN ELEMENT



SECTION 4.0

4.0 COMMUNITY FACILITIES/RECREATION PLAN ELEMENT

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APPENDIX

TABLES

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MAPS

Descriptions of Designated and Potential Historic Sites
Existing Community Facilities
Parks and Recreation

4.0 COMMUNITY FACILITIES/ RECREATION PLAN ELEMENT

4.1 MUNICIPAL LAND USE LAW

According to C.40:55D-28(6), a planning board may adopt a community facilities plan element ...showing the existing and proposed location and type of educational or cultural facilities, historic sites, libraries, hospitals, firehouses, police stations and other related facilities, including their relation to the surrounding areas...

and a recreation plan element

...showing a comprehensive system of areas and public sites for recreation.

The element which follows is a combined community facilities and recreation plan and it groups facilities for analysis into the following four categories: public buildings, public schools, cultural resources and recreational facilities.

4.2 EXISTING CONDITIONS

As a result of various pieces of state and federal legislation, studies have been prepared for the Township of North Bergen regarding public schools, cultural resources and recreational facilities. These reports were used as source material and will be referred to in the analysis that follows.

4.21 Public Buildings

4.211 Township Hall

Township Hall, built in 1926, houses the overwhelming majority of North Bergen's administrative offices. As of 1987, the building was suffering from both an office space and parking shortage as a result of both an increase in personnel and growing administrative requirements.

The first floor currently houses the Planning Board, Business Administrator, Housing Inspector, License Department, Office of the Mayor, Public Affairs, Tax Assessor and Collector, Tax Office, Township Clerk and Finance Department.

The second floor serves the Building Inspector, Law Department, Department of Parks and Playgrounds, Public Safety and Public Works Administrators' offices, Purchasing Department and Rent Control. The Council chamber is located on this floor as well.

The third floor of the building, which once housed the Municipal Utilities Authority, now is used only for storage because it was deemed unsafe. Its use for storage has provided some relief to the offices below to the extent that dead files could be moved out of individual offices. Nonetheless, every department needs more space. The basement provides office space for the Parking Authority as well as for Fire Department Headquarters and Engine #5.

The building is in fair to poor condition. Asbestos pipes are hidden by suspended ceilings. There are no ramps or elevators, thus the building is not accessible to the handicapped. Worst of all is the basement which houses Fire Department Headquarters and Engine #5.

The basement has exposed electrical wires and asbestos pipes, inadequate plumbing and ventilation, collapsing plaster and other signs of many years of neglect. Office space is so overcrowded that people share desks and files are stored in the boiler room.

Since 1987, improvements to Town Hall have been limited to furnishings, some new ceilings and new exterior steps in the front with related work on sidewalks and retaining walls. Bids are currently being sought to create a parking deck over the existing parking lot adjacent to the building. The business administrator and the tax office are looking at "tax foreclosure" properties that might replace Township Hall or at least provide additional space.

4.212 Public Safety Building

Behind Township Hall is a 2-story masonry building designated the Public Safety Building. It houses the Police Department and Municipal Courts and provides a maintenance garage for police vehicles.

The first floor has offices for the Court Clerk, Violations Bureau and the Municipal Garage. The second floor holds the courtroom, Police Department, Detective Bureau and the record room. The Hillside Place annex houses the Juvenile Aid Bureau and Traffic Division.

The building was considered "excellent" in the 1966 Master Plan and "good" in 1987. It is now in fair condition, showing signs of wear as the result of years of overcrowding. To date, no significant relief has been found to a problem that has been present for more than 25 years.

The police force has 110 sworn personnel and 40 vehicles (including marked and unmarked automobiles and two vans). Vehicles needing repair or not in use are kept at the Municipal Garage at 6002 Tonnelle Avenue. The force is considered adequate in size and there are no current plans to increase either the number of personnel or the number of vehicles.

4.213 Firehouses

The six firehouses serving North Bergen have an average age exceeding 50 years. Typical of their vintage, they are predominantly single bay, capable of handling a single piece of equipment. All were considered to be in poor condition in 1987, particularly the 83rd St. and 62nd St. firehouses. The illustrative capital improvements plan proposed an expenditure of \$272,000 for rehabilitation.

Table F-1 shows the location of each firehouse, existing conditions and need for additional improvements. Since 1987, a total of \$1,410,000 has been spent on the station houses which has considerably improved the conditions noted in the earlier master plan. A consultant report entitled "Fire Service Evaluation" was prepared for the Township in spring of 1993. Its recommendations are included in the text that follows.

Truck #1 (83rd St. and Kennedy Boulevard)

Built in 1915, this firehouse was totally gutted and refurbished in 1988. It is a 2-story, single-bay facility housing a hook-and-ladder. As a result of the \$453,000 expenditure, nothing other than upkeep is required at this time.

Engine #1 (62nd St. and Kennedy Boulevard)

Built in 1915, this firehouse was renovated in 1991 for \$130,000. The work performed included a new kitchen, bathroom, locker room and overhead door as well as electrical work, painting and new partitions. This single-bay structure needs some floor work and could benefit from widening of the front door. Engine #1 or Engine #3 should be closed.

Engine #2 (10th St. and Paterson Plank Road)

This facility was built in 1910 and was gutted and refurbished in 1987. As a result of the \$317,000 worth of improvements, this 2-story single-bay structure needs nothing more than painting at the present time.

Engine #3/ Rescue #1 (61st St. and Tonnelle Avenue)

In 1971, the Township swapped properties with A.P.A. Trucking Company and gained a recently renovated building on this site which became a "new" firehouse. This location serves as a training center and provides supply storage in addition to serving as Engine #3/ Rescue #1. The building needs general modernization including a kitchen, toilet upgrading and new ceilings and electrical work. It is now scheduled to become the new Headquarters but will continue as a training center and supply storage. Engine #3 will be eliminated.

Engine #4 (75th St. and Hudson Avenue)

This structure was built new in 1991 at a cost of \$510,000. It replaced the existing firehouse on the site. Nothing is needed at this time.

Engine #5/ H.Q. (43rd St. and Kennedy Boulevard)

Engine #5 and Fire Headquarters are currently located in the basement of town hall. This is not an ideal situation for either the Fire Department or for the workers in town hall. Both are crowded. The basement, which is shared with the Parking Authority, needs \$300,000 in renovation. In response to this situation, bids are currently being solicited to build a new station on the east side of Tonnelle between 43rd and 44th Streets. It will accommodate Engine #5 and Truck #2 and will include sleeping facilities for the firefighters.

Adequacy of fire service is rated by an organization called the Insurance Services Office (ISO), formerly called the National Board of Fire Underwriters. Funded by insurance companies they evaluate each Fire Department based on a combination of factors including: apparatus, manpower, communications, water flow, response time and loss records.

A town with a population of 48,000 should have a "fire flow of 6-7000 g.p.m. or 9-10 m.g.d. of water for at least 10 hours. The fire stations should be distributed in such a way that they are no more than .75-1.0 mile from a high-value district (commercial, industrial, institutional) and no more than 1.5-2.0 miles from residential districts.

North Bergen, well served by the Hackensack Water Company, has hydrants on every block. Because its stations are well-equipped and well-located, the Fire Department earned a Class 3 rating from ISO, at least average for Hudson County. Its response time has been well within the norm; consequently, its loss record is good.

4.214 Library

In 1986, a former A & P building at 8411 Bergenline Avenue was converted for use as North Bergen's main branch library. The 20,000 square foot building has 2 1/2 stories which are accessible to the handicapped.

The ground floor contains the administrative offices and technical services and houses current periodicals, video, current fiction and non-fiction, and the circulation department.

The lower level serves the children's department, adult fiction, foreign language and old periodicals.

The mezzanine (above the ground floor) holds reference and circulating adult non-fiction.

Until June of 1992, a small branch library was operated at 1406 67th Street in a leased facility. It was closed after determining that it was not needed and that it added unnecessarily to the budget. Since the town operates a bookmobile, books are brought to readers through a "mobile branch" which covers the entire township.

The main branch is open 59 hours a week, 10 months a year with slightly shortened hours in the summer. There is also a handicapped - accessible theater attached to the building.

The library is staffed by five full time professionals, 10 full-time non-professional, and 11 part-time non-professionals.

A comparison of North Bergen's library to the American Library Association's (ALA) standards for small libraries using the 1990 Census population count of 48,414 showed that North Bergen should have at least 96,000 volumes on 12,150 linear feet of shelving. North Bergen actually has approximately 110,000 volumes on almost 14,000 linear feet of shelving with an additional 4100-4200 linear feet empty. It has between 150 to 200 seats for readers. This exceeds the estimated minimum of 145 seats.

The site is centrally located within the Township and provides parking for about 20 cars (including 2 handicapped spaces). There is also a bus stop within a block of the building.

4.215 Sewage Treatment Plants

Two sewage treatment plants serve the Township. The Central plant (43rd St. and Westside Avenue) serves the westerly portion of North Bergen. The Woodcliff plant (7301 River Rd.) serves the easterly portion.

Prior to the formation of the North Bergen Municipal Utilities Authority (NBMUA) in 1979 the Township of North Bergen was responsible for the collection and treatment of all sewage flows within the Township of North Bergen as well as from all of the Town of Guttenberg and a small part of the City of Union City. After 1979 the NBMUA became responsible for operation and maintenance of the Township's two sewage treatment plants, four pumping stations and sixteen plus regulators.

From the mid-60's through the late 70's small improvements were made to North Bergen's sewerage facilities. In 1977, under pressure from a state imposed sewage connection ban and numerous court orders, the Township undertook design and construction of the new Central Sewage Treatment Plant at 43rd Street and West Side Avenue. This secondary treatment plant replaced the defunct Northern and Central primary treatment plants which dated back to the 1920's.

Between 1979 and 1986 the Hudson County Utilities Authority (HCUA), a regional agency designated to plan all sewerage facility improvements within the County of Hudson, evaluated many options ranging from abandonment of both North Bergen treatment plants and diverting sewage flows to regional treatment facilities located elsewhere in the County to improving the North Bergen facilities to comply with state and federal laws and regulations. In 1986 the agency finally concluded that the North Bergen plants should continue to treat sewage flows from their existing service areas. Further, the HCUA implemented a program in that same year to obtain federal funds to expand the capacity of the Woodcliff Sewage Treatment Plant and upgrade its level of treatment. In 1992 their efforts culminated in the construction and activation of a new secondary sewage treatment on the site of the existing Woodcliff plant, serving all of Guttenberg and the area of North Bergen lying west of Bergenline Avenue and south of North Hudson Park. Maximum use was made of the original plant components constructed in 1962 by incorporating them into the treatment system.

In 1987 the New Jersey Department of Environmental Protection (NJDEP) advised the NBMUA that state regulations required sewage flows emanating from the eastern portion of the Township to receive a higher degree of treatment (Treatment Level 3) than was currently provided by the Central Sewage Treatment Plant. The NBMUA was provided with two options: conduct detailed water quality modeling of the receiving stream to contest the higher discharge criteria or upgrade the facility to achieve the higher level of treatment. In 1989 NBMUA secured the funding necessary to undertake the required studies of the receiving stream and is now proceeding with that work.

Additionally, financing was secured for several other projects designed to address outstanding violations noted by the NJDEP and to correct other known deficiencies in the systems. These projects include:

Extension of the sewage collection system along River Road to connect the waterfront area.

Construction of a sewer along the New York Susquehanna and Western Railroad from Paterson Plank Road to 12th Street to eliminate direct discharges, to prevent surcharges and to obviate the need for the 8th Street Pumping Station.

Construction of a sewer along Secaucus Road and Dell Avenue from Grand Avenue to 29th. The purpose of this project is to prevent North Bergen flows from entering the Jersey City system and to eliminate problems in the North Bergen system.

Repair cracks and breaks in the outfall sewer from the Woodcliff Sewage Treatment Plant.

Construct a new sewer from the intersection of Union Turnpike and Paterson Plank Road, along Paterson Plank Road and then north along West Side Avenue to the Central Plant. This project will eliminate direct discharges of raw sewage to the Cromakill Creek and will provide service to an area currently unsewered.

4.216 D.P.W. Facilities

Municipal Garage (6002 Tonnelle Avenue)

The municipal garage is actually a complex of three buildings on a five acre site. It is used both for repair and storage of vehicles and equipment for the Police and Fire Departments, Department of Public Works and the autonomous Municipal Utilities Authority. The Parks Department has its own storage facility elsewhere.

Plans are currently being drawn up for an 8500 sq. ft. building for storage of MUA, sanitation and recycling vehicles as well as for a mechanical shop for maintenance and repair.

Recycling Center (6002 Tonnelle Avenue)

The site also includes the Township recycling center on an open portion of the land north of the garage. A 2000 sq. ft. building is being planned to accommodate a recycling office, locker rooms and a drop-off center for the recyclables.

D.P.W./Traffic Department Garage (436 73rd Street)

D.P.W. operates an additional garage which houses safety equipment and street cleaning equipment such as pushbarrels. The 3500 square foot building is full. The 5000 square foot site has no room for expansion.

4.217 Other Facilities

Several other buildings are owned or leased by the Township and operated for public purposes. They are the following:

North Bergen Department of Health and Welfare (1116 43rd Street)

This two-story building is owned by the Township and is occupied by the Department of Health and Welfare. The first floor was fully renovated in 1992 (following the departure of the ambulance service) to create a health clinic. The program provides both diagnostic and preventative care.

The second floor is occupied by the administrative offices of the department which deal with general administration, vital statistics, complaint investigation, animal control and health inspections. Presently, the facility is adequate.

Nutrition Center #1 (1110 14th Street)

This converted 2-family house is owned by the Township and is operated by the Council of Mayors as a recreation center for handicapped adults and senior citizens. It is also used for meetings.

Nutrition Center #2 (1445 45th Street)

Unlike the first nutrition center, this facility is a large hall which can seat up to 200 people. Known as the 45th Street Senior Citizen Center, it is owned by the Township and functions more as a community center. In addition to lunch service for seniors, it is also used by various organizations for meetings and is occasionally rented out for private affairs.

Senior Shuttle Service (6121 Grand)

The Mayor's Office of Public Affairs offers senior citizens free transportation to doctors' offices and hospitals 9am - 3pm Monday through Friday. The three senior shuttle buses belonging to the Mayor's Office of Public Affairs are housed in this facility which is part of the Lawler Towers senior citizen center owned by the North Bergen Housing Authority.

Ambulance (6299 Granton)

North Bergen's volunteer First Aid Squad operates out of a masonry building built for the ambulance squad in 1991 on the site of Culum Towers. The Housing Authority leases the building to the Township while the Department of Public Safety maintains the building and provides the ambulances. The structure includes a garage for the two ambulances and a dayroom for the volunteers.

Since the late 1970's, the state's Department of Education has required each local Board of Education to prepare a "Long-Range Facilities Plan" every five years. The most recent plan, prepared by Mayo, Lynch and Associates and Vandor & Vandor, covers the years 1990 through 1994.

The report details the numbers and demographic characteristics of the school population and makes projections for the period 1995-1999. It also describes the existing physical conditions of the school facilities and recommends additions and/or improvements. Since the document is an officially adopted plan of the North Bergen Board of Education, it is summarized below for descriptive purposes.

4.221 Elementary Schools

There are six elementary schools (Fulton, Franklin, Lincoln, Kennedy, Horace Mann and McKinley), five of which were constructed between 1915 and 1929. The newest was built in 1965. As of October 1992, they housed 4113 students (K-8) within their capacity of 3635-4660 seats.

The Long-Range Facilities Plan had projected elementary grade enrollment of around 3700 for the 1992 school year. Although it properly recognized the regional demographic trend of growing immigration of young Latino families, the provisional birth data for 1989 was misleading. The number provided by the state was 663 while in reality it jumped to 770 in the official report. In addition, the N.J. Department of Labor had also estimated population counts for both North Bergen and Guttenberg (which sends its eighth grade graduates to North Bergen High School) at levels lower than those found by the 1990 Census.

Nonetheless, the Plan had projected increased growth (albeit at a slower rate) which would put pressure on a school plant already overcrowded despite capacity figures to the contrary. State programs have forced most school districts to convert every available space to instructional use often at the expense of specialized programming such as physical education, music and art. When the Plan was written, the director of the bi-lingual program was hoping to lease a vacant parochial school to provide 450 seats to free up 14 classrooms scattered throughout the system.

4.222 High School

The only high school is North Bergen High School, built in 1960 for 1420-1700 students. It has operated at a level over capacity for many years. In 1992, its enrollment was 2140 students.

The Plan recommended building a 16-room annex above the existing parking lot. It was not included in the 5-year plan because of budgetary considerations. A \$750,000 capital improvements budget has been allocated in 1993.

4.231 History of North Bergen

In the early 1600's, North Bergen was settled by the Dutch who were attempting to establish accessible trading routes to the interior. The area, with its remarkable Palisades ridge, was called "weehawken" by the native Lenni-Lenape Indians, but the Dutch called it "bergen" meaning "the place on the hill." Bergen Woods was held as a "commons" and was exploited for its good supply of oak which was soon depleted by the demands of the construction and shipbuilding activities of Manhattan and western Long Island. By the late 1600's, the Dutch had been substantially displaced by the British.

A century later, when the colonists began to rebel, several area locales were considered strategic and became sites of actions or battles in the war.

Paulus Hook in Jersey City had been identified by the Dutch as the terminus for a great many overland Indian trails which used the spot as a launching site to cross the Hudson. A fort was subsequently built there and became a strategic point for command of the harbor. After Revolutionary troops were forced to abandon it by the British, Major "Light Horse" Harry Lee prepared a daring raid to recapture it in 1779. He met with road guides at the Three Pigeons Inn on Hackensack Plank Road which connected Hackensack with Paulus Hook. The site is now 43rd Street and Bergen Turnpike in North Bergen. Major Lee's attempt to recapture the fort failed but he captured 160 British soldiers before retreating to Hackensack.

Bull's Ferry Block House, located at what is now 72nd Street east of Boulevard East, was the site of a Revolutionary War battle in 1780. Erected by Tories in 1779-80 as a base of operations for harvesting wood, it commanded a high point above a ravine on the north side of Guttenberg. As rebel armies marched southward from New England to join the Continental Army in Philadelphia, local residents joined in. General Anthony Wayne tried but failed to secure this strategic joint against the British.

By 1843, North Bergen had become a distinct municipality. At that time it included not only present day North Bergen but Hoboken, Hudson City, Weehawken, Guttenberg, West Hoboken, Union City, West New York and Secaucus. By 1849 Hoboken had seceded followed by each of the other towns (in the order listed) until by 1900, when Secaucus seceded, North Bergen reached its present configuration.

Through the years, many churches were built including the Reformed Church for the Dutch, the Evangelical Church of the Germans and various Baptist, Presbyterian and Episcopal churches. It was not until 1851 that Catholics first met for worship.

4.232 Historic Sites

Although the Municipal Land Use Law allows for the establishment of a historic preservation commission by the governing body, North Bergen does not have one. Consequently, there are no locally designated historic site/ landmarks or districts.

The state of New Jersey's Department of Environmental Protection and Energy's (NJDEPE) Division of Parks and Forestry, Office of New Jersey Heritage has funded comprehensive historic site surveys throughout the state. According to its records, there are only two designated historic sites in North Bergen. The two sites, listed on New Jersey's Historic Sites Inventory were described in the introduction above and are identified below:

Three Pigeons Inn Site (NJHSI #2224.1)
43rd Street and Bergen Turnpike
currently occupied by modern buildings.

Bull's Ferry Blockhouse Site (NJHSI #2224.2)
72nd Street east of Boulevard East
currently occupied by Hudson Towers apartments.

The only possible archaeological resource within the Township is along the boundary with Ridgefield as identified in a Northeast Corridor track improvement project. There are no sites listed on the National Register of Historic Places.

4.233 Future Designations

Until July 1991, the M.L.U.L. required formal *designation* of historic sites in a master plan. Now they need only be *identified* in the land use plan element or community facilities plan element. After July 1, 1994, designation and regulation of historic sites and districts must be based on identification in an Historic Preservation Plan Element.

Municipalities may, however, designate historic sites or districts at any time without a basis in a master plan element, provided that the governing body approves such an action by a majority of its members and officially records the reasons for its actions.

The zoning ordinance may be used to designate and regulate historic sites or designations and provide design criteria and guidelines therefor. After 1994, identification must be based on the Historic Preservation Plan Element.

Although neither the governing body nor the Planning Board has taken any official action to identify, designate or regulate any type of landmark in the past, this Community Facilities Plan Element has identified sites designated by others and will identify potential sites as well. If the governing body or the Board should choose to act in the future, it will then have a list with which to begin.

In 1978, a cultural resources survey of the area was prepared for the Hudson County Sewerage Authority's proposed sewer alignments (pursuant to their 201 Wastewater Facilities Plan).

The firm preparing the survey, Historic Conservation & Interpretation, Inc. (HCII) of Newton, NJ, compiled local, county, state and federal lists and surveys of cultural resources. They then applied the standards for National Register eligibility (as defined in 36 CFR 800) to these sites to further identify "potential NRHP sites." These are identified below (full description of these sites as well as the NJHSI sites are in Appendix 4.0).

Bergen Turnpike District
Bergen Tpke. between Liberty Ave. and 46th St.
late 19th century commercial/ residential district

Fritz Reuter Altenhiem & Schutzen Park
Schutzen Park, Bergen Tpke.
social welfare institution

Historic Inn
junction of Union Tpke. and Paterson Plank Road
19th Century Crossroads Inn

New Durham Baptist Church
47th St. and Tonnelle Ave.
19th century church

4.24 Recreational Facilities

4.241 Standards

The open areas within a community provide a multitude of benefits to the residents of a community. The psychological effects of parks and open space upon the residents result from the enjoyment of both active and passive recreational pursuits in a fast-paced urban setting. Parks can also provide economic benefits since land near or adjacent to well-maintained parkland often has a higher value. The most significant benefit, however, is from conservation - conservation of scarce commodities in an urban setting such as pure air, natural vegetation, and space. The role of parkland as a noise attenuator, buffer, air purifier and temperature moderator has clearly been established.

What has not been clearly established is a widely agreed on standard for the appropriate amount of park acreage per 1000 population. Shown below are the standards of four different organizations and the acreage North Bergen would be required to have in 1993 with a population of 48,414 under each set of standards:

<u>ORGANIZATIONS</u>	<u>ACRES/1000 POP.</u>	<u>NORTH BERGEN'S REQUIREMENT</u>
National Park Service	65.0	3147 A
N.J. Division of State & Regional Planners	8.0	387 A
Regional Plan Ass'n	5.6	271 A
N.Y.C. Department of City Planning	2.5	121 A

Thanks largely to the presence of Hudson County's Braddock Park (with 174 acres), North Bergen has a total of just under 240 acres of parks, playgrounds and open space, or approximately 5.0 acres per 1000 people. The current acreage is therefore slightly under the Regional Plan Association's standard.

Strategies for the future will be discussed in Section 4.4. The inventory of parks, playgrounds and indoor facilities follows.

4.242 Parks and Playgrounds

The Department of Parks and Public Property, like such departments in other municipalities, actively seeks state and federal funds for acquisition, development and rehabilitation of recreation facilities. Detailed reports known as Recovery Action Plans (RAP) are now a prerequisite to funding under the federal Urban Parks and Recreation Recovery program (UPARR). Such a report was prepared in early 1992 by the firm of Dean Marchetto & Associates and Kasler Barovick & Associates.

The report is a highly detailed inventory and analysis of public recreation facilities, their conditions and policy goals to meet future need. The document therefore serves as the primary source of information for the Recreation Plan Element so as not to repeat or conflict with an adopted policy document.

The RAP agreed with the statement in the 1987 Township of North Bergen Master Plan that:

In most cases, the parks tend to take advantage of sloped terrain. The parks are admirably well spaced from each other and serve specific neighborhoods. Most of the parks are within walking distance to areas they serve. The primary disadvantage of the parks is the age of the facilities. Although new equipment has been added, several of the parks have facilities originally built by WPA in the 1930's. Rehabilitation of these parks would greatly facilitate their utilization. In addition, the excessive slope within some parks requires soil erosion control measures.

The RAP concluded that the greatest asset of North Bergen's parks was accessibility due in large part to their location in densely populated neighborhoods where they are "totally bordered by housing on all sides".

The parks, shown by ownership and neighborhood, are listed in Table PK-1. The table does not include school play yards and other open space.

Overall, because North Bergen and its municipal neighbors are very densely settled, the main problem with the parks is that they are undersized and overutilized. The facilities suffer twice over from this underlying condition in that they are overused and vandalized. Maintenance is a major concern.

The major weakness of the park system is lack of suitable open space for expansion due in part to inadequate planning but also due to the presence of the Palisades Ridge. Almost 75% of North Bergen's land area is characterized by sharp, steep hills unsuitable for parkland.

Downtown: the downtown area is served by 5.7 acres in two parks, 10th Street Park and 28th Street Park. Because Union City and Jersey City are immediately adjacent to these areas, the facilities are shared by those neighbors. The parks' playground equipment and basketball courts are heavily used. Since the portion of North Bergen served by these play areas is 30 blocks and is home to families with many children, the municipality is focussing on creating more recreational opportunities for the neighborhood.

Central: the next 30 block area is served by seven parks totalling 16.0 acres. They are located at: 38th Street, 43rd Street, 46th Street, 50th Street, 64th Street, 67th Street and 71st Street. The residents have demographic characteristics similar to those downtown and also share their facilities somewhat with Union City. Most of the parks are equipped as standard playgrounds while 46th Street and 64th Street are relatively large open areas allowing for "unstructured and semi-structured activities".

Uptown: the balance of the township houses moderate income families in detached housing in the northwest section while the northeast section has the highest percentage of apartment dwellers and North Bergen's best housing stock. The uptown area has by far the lion's share of acreage of parkland - 177.68 acres including the 174 acre Braddock Park owned by Hudson County. There are three park/ playgrounds at 76th Street, 82nd Street and 88th Street. Seventy-sixth Street Park is large enough for a baseball/ softball field complete with bleachers and concession area while the other two parks have standard play equipment and basketball courts.

Boulevard East Pocket Park is a small sitting area north of Boulevard East, east of 74th Street. Fredman Park, east of Boulevard East and east of 74th Street, is an "overlook park" above the Hudson used for passive recreation.

Two facilities located within Hudson County's Braddock Park are leased by North Bergen. One is Bruins Stadium which includes a football field, track, locker rooms and bleachers. Within the stadium are playground equipment, a gazebo and tables and bleachers.

The second facility is the Wildlife Preserve and Bird Sanctuary. Its current use was proposed by the 1987 Master Plan which described the area as follows:

In addition to the listed parks, there is a neglected seven acre portion of James J. Braddock Park separated from the main park by Boulevard East. It was once accessible via several stairs which led to a lookout which offered a spectacular view of Manhattan. The tract is heavily wooded and has a well-documented population of wildlife. A stream runs through it cascading over ground that varies from relatively flat to steeply sloped. This potential "waterfront" park would be different from all the others in that it offers the opportunity for walking, hiking and bird-watching in an area undisturbed by active play areas. It should be opened up and the pathways restored. It can be extended fully to River Road through dedication of a Township owned lot as parkland.

The County agreed to lease the land to North Bergen for 25 years. The Town is renovating the site, using Green Acres funds, to create woodchip-covered pathways, wooden benches, railings, fences and signs.

4.243 Indoor Facilities

Indoor facilities are very limited: school gyms and yards, the Pop Warner building in the 64th Street Park and the town swimming facility. A former firehouse in the downtown area intended for use as a youth center has been given over to senior citizen uses.

The Pop Warner building, "constructed in the late 60's by members of the volunteer recreation community", is used for structured recreation activities. No unstructured play is permitted there.

The swimming pool is located within the Meadowlands industrial area west of Tonnelle Avenue. Although crossing guards are provided, it remains dangerous and inconvenient to reach the facility. Nonetheless, the pool, managed by a semi-autonomous pool commission appointed by the local governing body, is well-maintained and very well used.

Thanks to the joint efforts of the Department of Parks and Recreation, the Board of Education, the Housing Authority and various Hudson County agencies a "high level of integration and interaction" ensures the use and availability of facilities with minimal conflict. As described in the RAP:

Parks Department and school activities often overlap and require the sharing of physical resources. The North Bergen Department of Recreation uses North Bergen Schools for a wide variety of activities including the following: cheering practices and competition, twirling practices and competitions, mens, girls, teen and Bidy basketball, teen and adult volleyball, soccer, the Summer Fun Program, music programs, wrestling and benefit basketball games.

The North Bergen Board of Education utilizes Department of Parks facilities for football, soccer, track, baseball, softball, and physical education classes. There continues to be a strong relationship between the Parks Department and the Board of Education, enabling the Township as a whole to provide a wide range of services and activities to the Township's residents. In addition, the Township's Cultural Council conducts annual exhibitions and contests in cooperation with county agencies.

There is also a strong interaction between Township, Housing and Board of Education agencies with various Hudson County agencies. Local athletic programs are conducted by the Board of Education and by the Township in conjunction with the County Department of Recreation, using County parks facilities, located within North Bergen. These activities take place at Hudson County-Braddock Park.

The Township has clearly made a great and on-going effort to maintain and improve its recreational facilities. It has spent \$3,548,000 since 1987 on improvements to its parks/ playgrounds (64th St., 67th St., 46th St., 50th St., 71st St., 82nd St., 38th St., 43rd St., Fredman Park, and Wildlife Sanctuary), and its other facilities (Bruins Stadium, pool, Little League building). A soccer field is being constructed adjacent to the football stadium.

4.3 PLAN

The Recovery Action Planning Report produced a series of detailed recommendations which will not be repeated here. The Township would like to press HMDC to create nature trails in the portion of the Meadowlands within North Bergen's boundaries.

The Township is also making plans to create as much of a connecting "linear park" as possible to join Fredman Park and the Wildlife Sanctuary. Officials are hoping to have plans ready by October of 1993 in order to meet the next Green Acres funding cycle. Such an effort makes good use of strategically located town-owned land (a portion of a parcel acquired by tax default).

Open space in the vicinity of Braddock Park has been reduced by the dedication of significant Park areas to defined recreational activities, e.g., baseball fields, since the previous issue of the Master Plan. At the same time, however, there has been initial development of the "Nature Preserve" at Boulevard East between 79th Street and Bull's Ferry Road.

This development, together with the rehabilitation of Fredman Park requires completion by the Park development of the Palisades viewing area between 74th and 79th Street. In part, this has been accomplished to 78th Street, and the remaining block requires completion. When this is done, a chain of parks beginning at Weehawken will have been completed through North Bergen, thereby creating one of the great avenues providing vistas of Manhattan, and a world-class view.

TABLE F-1

LOCATION AND CONDITION OF FIREHOUSES, North Bergen, 1992

Fire Company	Location	Condition	Need
H.Q./Engine #5	43rd St. & JFK Blvd. (Town Hall)	built 1926; very poor condition	needs complete renovation or relocation to new site on 43rd St. off Tonnelle with room for apparatus, administration and training
Engine #1	62nd St. & JFK Blvd.	built 1915, renovated 1991; new kitchen, elec., bthrm, locker room; overhead door	floor work, widening of front door; close Engine #1 or Engine #3
Engine #2	10th St. & Pat. Plank Road	built 1910, renovated 1987; gutted & refurbished	paint
Engine #3/ Rescue #1	61st St. & Tonnelle Ave.	bought 1971 (newly renovated at acquisition)	new kitchen, modernization of electrical system, ceilings, upgraded bathrooms or close Engine #3 and convert to maintenance facility
Engine #4	75th St. & Hudson Ave.	built 1991 to replace earlier one	nothing
Truck #1	83rd St. & JFK Blvd.	built 1915, renovated 1988; gutted & refurbished	minor

Source: North Bergen Fire Department
 "Fire Service Evaluation for the Township of North Bergen, N.J."
 Prepared by Carroll Buracker & Associates, Inc.

TABLE S-1

SCHOOL PLANT DATA, North Bergeri, 1992

School	Construction Data	Rehabilitation Date	Site Area (Acres)
<i>Elementary</i>			
Fulton (#2)	1926	1982	1.26
Franklin (#3)	1919	1982	0.63
Lincoln (#5)	1915	1989	0.92
Kennedy (#7)	1965	1982	1.29
Horace Mann (#9)	1929	1982	1.03
McKinley (#10)	1919	1982	1.38
Secondary			
N.B. High School	1960	N/A	11.80

Source: Long Range Facilities Plan, 1990-1994
 Mayo, Lynch & Associates, Inc.
 Vandor & Vandor

TABLE S-2

SCHOOL CAPACITY & ENROLLMENT, North Bergen, 9/92

School	Grades	Capacity	Total Enrollment
<i>Elementary</i>	K-8	3635-4660	4113
Fulton		920-1100	882
Franklin		520-650	639
Lincoln		440-600	547
Kennedy		500-700	573
Horace Mann		965-1200	1146
McKinley		290-410	326
<i>Secondary</i>	9-12	1420-1700	2140
N.B. High School		1420-1700	2140
<i>District</i>	K-12	5055-6360	6253

Source: Long Range Facilities Plan, 1990-1994
 Mayo, Lynch & Associates, Inc.
 Vanor & Vandor

INVENTORY OF PARKS & PLAYGROUNDS, *North Bergen, 1992

Neighborhood	Location/Map. No.	Acreage
<i>Municipal Parks</i>		
Downtown	10th Street 1	0.889
	28th Street 2	4.820
Central	38th Street 3	0.699
	43rd Street 4	0.627
	46th Street 5	4.340
	50th Street 6	0.590
	64th Street 7	9.620
	67th Street 8	0.115
Uptown	71st Street 9	0.057
	76th Street 10	1.378
	82nd Street 11	0.941
	88th Street 12	0.900
	Blvd. East Pocket Park 13	0.077
	Fredman 14	0.390
<i>County Parks</i>		
Uptown	Braddock Park 15	167.000
	(Bruins Stadium, soccer field)	
	Wildlife & Bird Sanctuary 16	7.000
<i>Total Acres</i>		199.443

Source: Final Update of Recovery Action Planning Report, February 10, 1992
 Dean Marchetta & Associates
 Kasler Barovick & Associates

* Inventory does not include school play yards or other open space

Name: Bull's Ferry Blockhouse site

Location: 72nd St. east of present Boulevard East, North Bergen

Type of Resource: Revolutionary War blockhouse

Historic Designation: NJHSI (2224.2)

Description: Erected during the winter of 1779-80 by a band of Tories who used the structure as a base of operations for harvesting wood. It was situated on a high point above a ravine extending from the Hudson River on the north side of Guttenberg. Site of a battle in 1780, the site is now occupied by the Hudson Towers, Inc., an apartment building.³

Researcher: BHM

Date: Feb. 1978

CULTURAL RESOURCE SURVEY
HUDSON COUNTY SEWERAGE AUTHORITY
201 WASTEWATER FACILITY PLAN, PLANNING AREA I

Base Map Reference	4*
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Page 1 of 1 pages

Name: New Durham Baptist Church

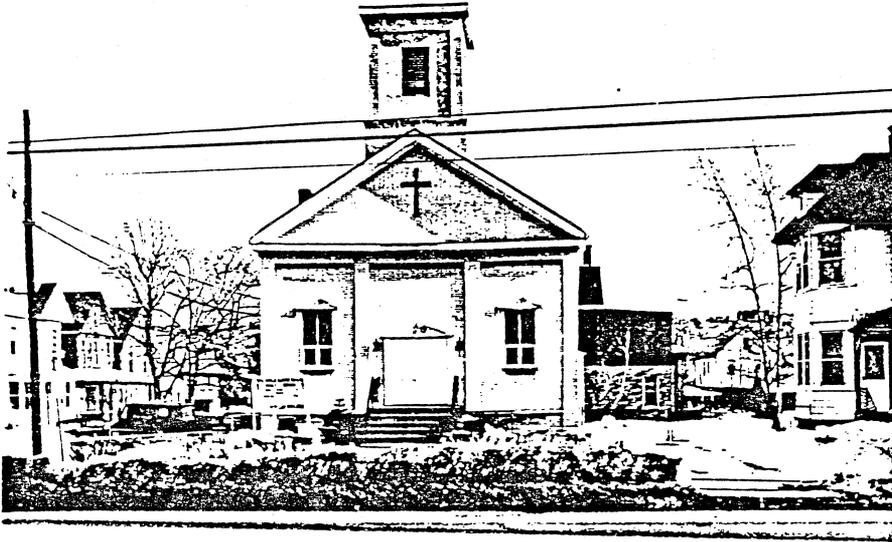
Location: 47th and Tonnelle Ave., North Bergen

Type of Resource: 19th-century church

Historic Designation: Potential NRHP site

Description: Located on what was the Hackensack Plank Road, a church is shown in this location on the 1873 Atlas. On Mar. 3, 1978, the church celebrated its 145th anniversary. It is a simple 1-story gable-ended wood frame structure with pilasters separating the two flanking windows from the entranceway. A square bell tower rises from the roof ridge.

David Abramson, photographer.



Researcher: DA

Date: Mar. 1978

Name: Historic inn

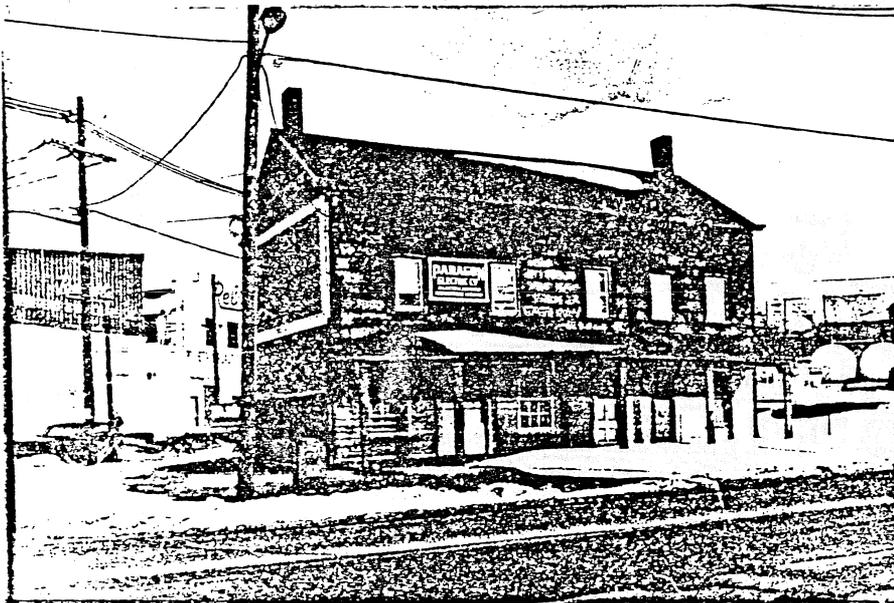
Location: At junction of Union Turnpike and Paterson Plank Road, North Bergen

Type of Resource: 19th-century crossroads inn

Historic Designation: Potential NRHP site

Description: This inn, located at the intersection of two major 19th-century routes, was constructed c. 1860 (the 1873 Atlas shows a "hotel" here). It is a 2-story, 5-bay gable-roof structure with a front shed porch and two end chimneys at the gables. It is typical of the crossroads inns of the period.

David Abramson, photographer.



Researcher: DA

Date: Mar. 1978

Name: Fritz Reuter Altenheim & Schutzen Park

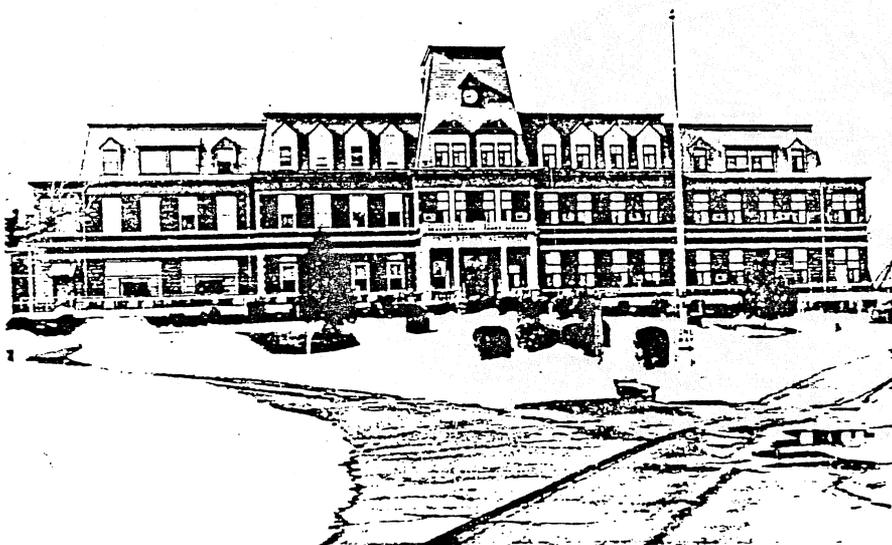
Location: Schutzen Park, Bergen Turnpike, North Bergen

Type of Resource: Social welfare institution

Historic Designation: Potential NRHP site

Description: One of North Bergen's most important landmarks, culturally and architecturally, the altenheim is a massive structure--4 stories, red brick, stone trim, mansard roof, with a large central entrance tower capped by a high mansard roof. It is a fine example of the French Second Empire style. It was constructed in a number of building campaigns beginning in 1894. The United Schutzen Association is a welfare-type organization founded in 1874 by immigrants, most of whom came from northern Germany.

The Altenheim (David Abramson,
photographer).



Researcher: DA

Date: Mar. 1978

CULTURAL RESOURCE SURVEY
HUDSON COUNTY SEWERAGE AUTHORITY
201 WASTEWATER FACILITY PLAN, PLANNING AREA I

Base Map Reference	Q*
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Page 1 of 1 pages

Name: Gates Avenue site, north

Location: Close to Newark Bay shore, from Gates Avenue north, Jersey City

Type of Resource: Prehistoric site

Historic Designation: NJPSI

Description: Smith No. 28-Hd-11, Atlas No. 26-23-2-7-9,6,
Source: ISS. Peter L. Gantiosa, Apr. 27, 1936.

Researcher: BHM & PV

Date: Feb. 1978

Name: Bergen Turnpike District, North Bergen

Location: On Bergen Turnpike between Liberty Ave. and 46th St., North Bergen

Type of Resource: Commercial/residential late 19th-century district

Historic Designation: Potential NRHP site

Description: The buildings in the district date to the last quarter of the 19th century. They are 2-story structures that served commercial and residential functions (first and second floors, respectively). The Bergen Turnpike was chartered in 1802 and from the time of its completion served as one of the major north-south corridors. It was also a focus for commercial and residential development.

View of the Bergen Turnpike at 46th St. (David Abramson, photographer).



Researcher: DA

Date: Mar. 1978

CULTURAL RESOURCE SURVEY
HUDSON COUNTY SEWERAGE AUTHORITY
201 WASTEWATER FACILITY PLAN, PLANNING AREA I

Base Map Reference	6*
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Page 1 of 1 pages

Name: Bergen Turnpike-Hackensack Plank Road

Location: North Bergen, Union City, Weehawken

Type of Resource: Early 18th-century road; early 19th-century turnpike

Historic Designation:

Description: The Bergen Turnpike-Hackensack Plank Road was laid out, at least in part, in 1718. It initially extended between the Weehawken ferry and the area of present-day Ridgefield, Leonia, and Englewood. In 1804, the route was improved as a major turnpike and was lengthened so as to connect the Hoboken ferry and Hackensack.⁴

Researcher: ESR & BHM

Date: Mar, 1978

CULTURAL RESOURCE SURVEY
HUDSON COUNTY SEWERAGE AUTHORITY
201 WASTEWATER FACILITY PLAN, PLANNING AREA I

Base Map Reference	5*
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Page 1 of 1 pages

Name: Three Pigeons Inn site

Location: 43rd St. and Bergen Turnpike, North Bergen

Type of Resource: Site of Colonial inn

Historic Designation: NJHSI (2224.1)

Description: Site of Colonial inn on Hackensack Plank Road, which connected Hackensack with Paulus Hook. Road guides met "Light Horse" Harry Lee here in 1779 for the attack on Paulus Hook. Site is now occupied by several modern buildings.

Researcher: BHM

Date: Feb. 1978

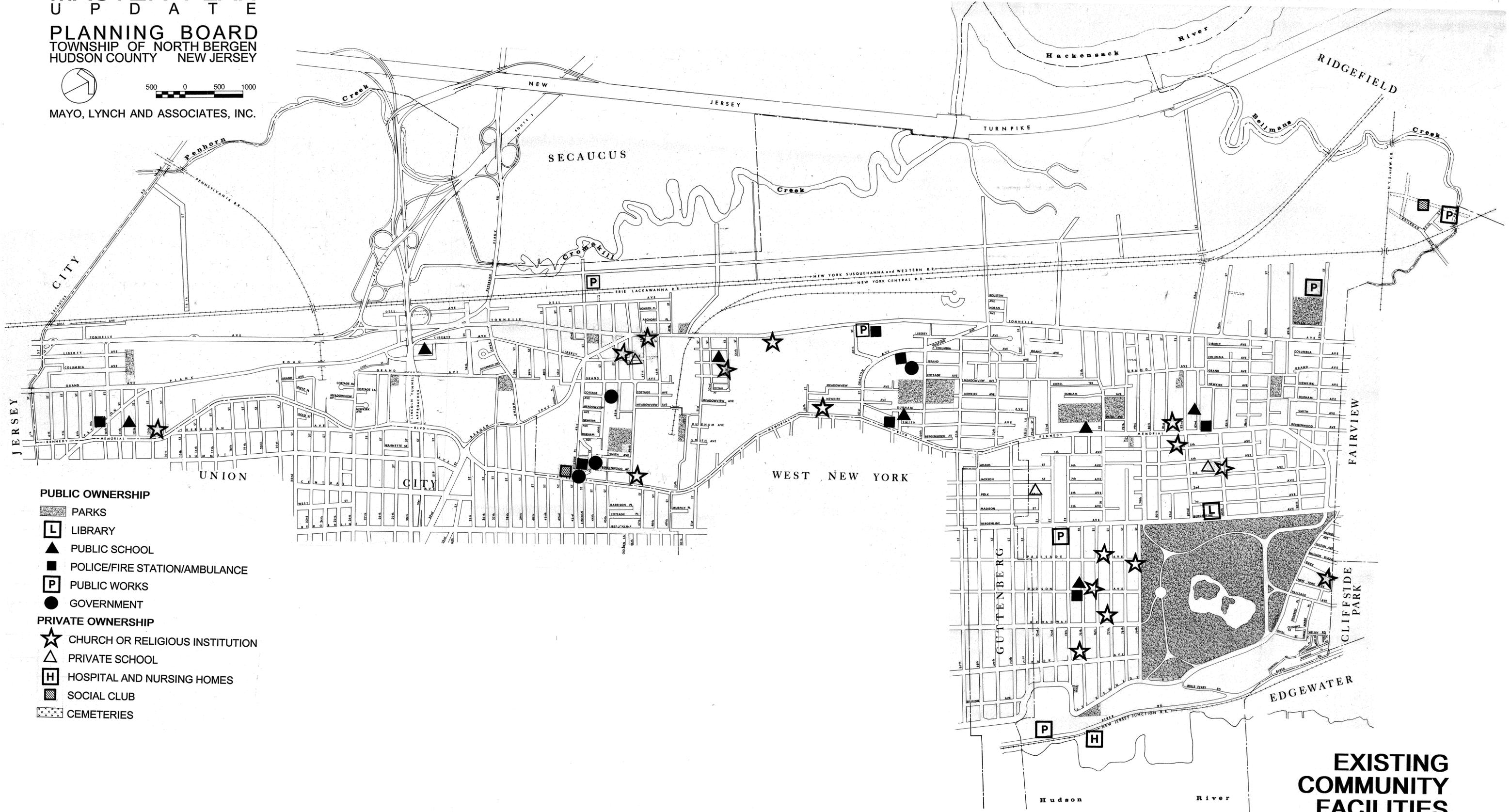
HISTORIC CONSERVATION &
INTERPRETATION, INC.

Box 111, RD 3

Newton, N. J. 07860

D-68

**MASTER PLAN
UPDATE**
PLANNING BOARD
TOWNSHIP OF NORTH BERGEN
HUDSON COUNTY NEW JERSEY



PUBLIC OWNERSHIP

- ▤ PARKS
- L LIBRARY
- ▲ PUBLIC SCHOOL
- POLICE/FIRE STATION/AMBULANCE
- P PUBLIC WORKS
- GOVERNMENT

PRIVATE OWNERSHIP

- ☆ CHURCH OR RELIGIOUS INSTITUTION
- △ PRIVATE SCHOOL
- H HOSPITAL AND NURSING HOMES
- ▨ SOCIAL CLUB
- ▤ CEMETERIES

**EXISTING
COMMUNITY
FACILITIES**

MASTER PLAN
UPDATE
PLANNING BOARD
TOWNSHIP OF NORTH BERGEN
HUDSON COUNTY NEW JERSEY

500 0 500 1000
 MAYO, LYNCH AND ASSOCIATES, INC.



- 1 TENTH STREET
- 2 TWENTY EIGHTH STREET
- 3 THIRTY EIGHTH STREET
- 4 FORTY THIRD STREET
- 5 FORTY SIXTH STREET
- 6 FIFTIETH STREET
- 7 SIXTY FOURTH STREET
- 8 SIXTY SEVENTH STREET
- 9 SEVENTY FIRST STREET
- 10 SEVENTY SIXTH STREET
- 11 EIGHTY SECOND STREET
- 12 EIGHTY EIGHTH STREET
- 13 BOULEVARD EAST POCKET PARK
- 14 FREDMAN
- 15 BRADDOCK PARK (NORTH HUDSON PARK)
- 16 WILDLIFE & BIRD SANCTUARY

**PARKS AND
 RECREATION**

RECYCLING PLAN ELEMENT



SECTION 5.0

5.0 RECYCLING PLAN ELEMENT

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5.0 RECYCLING PLAN ELEMENT

5.1 STATUTORY REQUIREMENTS

5.11 State Recycling Act

On April 20, 1987, the New Jersey state legislature adopted the Statewide Source Separation and Recycling Act. It had determined that by removing certain materials from the municipal solid waste stream, it would be possible:

- . to decrease the burden on existing sanitary landfill facilities and reduce required capacity in proposed facilities;
- . to conserve and recover valuable resources;
- . to conserve energy in the manufacturing process; and
- . to increase the supply of re-usable raw materials for the state's industries.

To effectuate these goals, the Act, also known as the State Plan, mandated counties and municipalities to develop plans for recovering 25% of the municipal solid waste stream within a certain time frame.

Within six months of the effective date of the state legislation, each county was to adopt a "district recycling plan" as an amendment to the district solid waste management plan. Excerpts of the plan's requirements are found in Section 3 of P.L. 1987, chapter 102, contained in Appendix 5. For the first year following adoption of the district plan, the recovery target was set at 15% of the prior year's total municipal solid waste stream. It was to reach 25% in the second year.

Within 30 days of the effective date of the state law, each municipality was to appoint a municipal recycling coordinator. Within six months of the adoption and approval of the county's plan, each municipality was to provide a "collection system" for those recyclable materials identified in the district plan. No later than 30 days after the municipality had entered into contracts or agreements to market the recyclables, an ordinance was to be adopted requiring generators of municipal solid waste to source separate the designated materials. Following the adoption of the ordinance, the governing body was mandated to revise its Master Plan to include a Recycling Plan Element which would be reviewed and, if necessary, revised every three years to

.....reflect changes in state, county and municipal objectives concerning the collection, disposition and recycling of designated recyclable materials. (P.L. 1987, C. 102. Sec. 6.c)

In April of 1990, Governor Florio's administration concluded that due to lack of coordinated statewide planning and management, several counties had been forced to send their solid waste to out-of-state disposal facilities ("at great cost and questionable reliability") because of insufficient disposal capacity within the state. Through Executive Order #8, he established the Emergency Solid Waste Assessment Task Force to analyze existing methodology, capacity and achievement levels in recycling programs statewide and to project needs for the next 20 years.

The Task Force was asked to make recommendations concerning the following:

- . a program to minimize generation of solid waste and maximize reuse, recycling and composting;
- . alternatives for disposal of solid waste that cannot be removed from the waste stream through source reduction and reuse, recycling or composting;
- . the benefits of and a process for regionalizing solid waste disposal facilities;
- . the need for revision of environmental or other standards for resource recovery or other solid waste disposal facilities; and
- . legislative and regulatory changes which are necessary to achieve the Task Force recommendations.

On December 2, 1992, the State Plan was amended to revise district recycling plan recovery targets as follows:

- 3.b.(4)(c) The recycling of at least 60% of the total municipal solid waste stream, including yard waste and vegetative waste, by December 31, 1995; and
- 3.b.(5) Designation of countywide recovery targets to achieve the maximum feasible recovery of recyclable materials from the total solid waste stream which shall include, at a minimum, the recycling of at least 60% of the total solid waste stream by December 31, 1995.

The Hudson County Solid Waste Plan has been appropriately amended and has been sent to the state for approval.

5.12 Municipal Land Use Law

The Municipal Land Use Law (N.J.S.A. 40:55D-2) was amended to say that it is the intent and purpose of the act:

....to promote the maximum practicable recovery and recycling of recyclable material from municipal solid waste through the use of planning practices designed to incorporate the state recycling goals and to complement municipal recycling programs.

According to N.J.S.A. 40:55D-28, a Recycling Plan Element must incorporate the state recycling plan goals and provide for:

collection, disposition and recycling of materials designated in the municipal ordinance generated by existing development as well as the...

collection, disposition and recycling of designated materials generated by proposed construction of:

50 or more units of single-family housing;

25 or more units of multi-family housing; or,

1,000 square feet or more of land area used for commercial or industrial development.

Standards must be established for the provision of storage and pick-up of recyclables from new development so that the subdivision and site plan requirements in the zoning ordinance can be subsequently amended to conform to the municipal recycling ordinance.

5.2 EXISTING PLANS

5.21 District Recycling Plan

In February of 1987, Hudson County adopted its district recycling plan. The plan incorporated the goals of the State Recycling Plan and was given final approval by the state in February of 1989. The district plan was subsequently revised to incorporate the new goals of the 12/92 amendment to the state plan, reflecting the 60% recovery target set by the governor's task force and signed into law.

North Bergen's recycling program is described below according to a checklist issued by the Hudson County Improvement Authority (HCIA).

5.22 North Bergen Recycling Plan

North Bergen's recycling program began in October 1988 (within 5 months of adoption of a municipal ordinance which will be described below and is contained in the Appendix) with collection of newspapers. By December, after adding color separated glass food and beverage containers and aluminum cans, 140 tons of recyclables had been collected.

In 1989, the first full year, 1077 tons of material were recycled.

Changes were made to the program in January of 1990 with the addition of plastic bottles and bi-metal (tin) cans. Recycling became more efficient and convenient for residents through a change in the collection method from separated to commingled (glass, aluminum, tin and plastic). By the end of the year, collection had increased to 2006 tons.

The year 1991's collections rose to 2247 tons and 1992 year-to-date (through October) totals equal 2036 tons.

The Township anticipates the acquisition of several additional collection vehicles, which will enable it to pick up weekly instead of bi-monthly. It is hoped that this increased frequency will provide incentive to more residents to recycle once they no longer have to store the materials for more than a week.

With additional vehicles, the recycling coordinator hopes to begin collection of mixed paper as well.

All of the above changes should make the 60% recovery target readily achievable.

5.221 Recyclables

In addition to leaves (including tree waste processed through a wood chipper), North Bergen chose three materials for recycling in the original 1988 ordinance: glass food and beverage containers, aluminum beverage cans, and newspapers. In 1989, high-grade paper (various office papers) and corrugated cardboard were added to the list of recyclables.

The most recent agreements are available in Appendix 5.

5.222 Collection System

The Municipal Utilities Authority (MUA) conducts curbside collection from residences. The weekly schedules are shown in the brochures reproduced in Appendix 5. Leaves are picked up from September 1st through December 31st and are taken to the Jersey City compost site.

A drop-off site at 61st Street and Tonnelle Avenue is available for old motor oil, bottles and cans and cardboard.

Large items such as appliances, sofas, mattresses and televisions are picked up by appointment.

In addition to the recycling coordinator, superintendent and program aide, the manpower for the program is provided by three supervisors, eight drivers and 18 loaders (a truck carries one driver and two loaders).

The vehicles devoted to recycling include:

- . 3 pick-up trucks
- . 1 25-yard compactor
- . 1 Ford Eager Beaver (4 compartments)
- . 1 Ford mini roll-off
- . 2 10-yard containers
- . 2 12-yard containers

5.223 Promotion

The recycling coordinator must publish collection schedules and other details in the Hudson County Dispatch or the Jersey Journal for a continuous period of at least 7 days at least 15 days prior to initiation of the collection schedule. He may also send flyers and newsletters indicating designated dates and collection or pick-up sites to each dwelling unit, public or private institution and commercial and industrial establishment in the township. See Appendix for 1992 recycling schedules and promotional materials.

When grants are made available from HCIA, additional promotional materials will be produced.

5.224 Strategy

Under the terms of the municipal ordinance, all owners, lessees or occupants of dwelling units; business, commercial and/or industrial establishments; private, public and governmental institutions and facilities; except those physically disabled, must separate and recycle those items designated in section 5.221.

It is not required to participate in the municipal recycling program if a party prefers to hire a private contractor. However, tonnage must be reported to the township for verification monthly.

5.225 Enforcement

The Police Department, the Health Department, the Recycling Coordinator, the Board of Commissioners and/or the Director of Public Works as well as the Municipal Utilities Authority (if so designated by the Township) are authorized to enforce the municipal recycling ordinance. The following infractions may be punished:

pickup of recyclables (placed in designated collection sites) by any person unauthorized by the municipality or its designated agents; each such collection shall be considered illegal and shall constitute a separate and distinct offense;

violation of or failure to comply with the ordinance (or any regulations promulgated pursuant thereto); such violations shall be subject to fines up to \$1000 (with certain limitations);

individuals may form or join private recycling "programs" but failure to submit tonnage reports within 20 days of the end of the month may result in termination of the program.

5.3 PLAN

5.31 Municipal Recycling Ordinance

Recycling is mandated by New Jersey Statute P.L. 1987, C.102 and by Municipal Ordinances 237-88 and 320-89 of the Township of North Bergen, all of which are herein incorporated by reference.

All residents, businesses and institutions must participate in this program (note: the physically disabled are excepted).

All dwelling units, businesses, commercial and/or industrial establishments, and private, public and governmental institutions and facilities shall be required to source separate leaves (for the purpose of composting); newspapers; corrugated cardboard; glass food and beverage containers; aluminum beverage cans; and high-grade paper.

Any dwelling unit, residence, commercial establishment or institution not serviced by the MUA is required to have an authorized private recycler collect their recyclables.

The program, whose establishment and promotion was described in the previous chapter, has several components. The major components of the program include:

1. City-wide curbside collection of source separated recyclables.
2. Mandatory recycling for all commercial and industrial establishments.
3. Mandatory recycling for all residents and institutions.

The Township may use municipal personnel or enter into agreements with qualified persons or businesses to pick up recyclable materials from officially designated spots.

Private programs must submit annual tonnage and market reports to the coordinator or risk having the program terminated.

5.32 Collection in Existing Development

The ordinance does not require special containers or provision of storage areas. Recyclables are required to be placed at curbside according to the appropriate schedule as follows:

- . Glass Food and Beverage Containers
bottles and jars made entirely of glass, devoid of metal caps and rings used only for food and beverages
- . Aluminum Beverage Cans
beverage containers made entirely of aluminum
- . Newspaper
newspapers (black and white, comic and magazine sections)
- . Leaves
vegetative crop residue such as plant stalks, hulls, leaves and tree wastes processed through a wood chipper
- . Corrugated Cardboard
cardboard containers used primarily for packaging, boxing and/or transporting of products of any type
- . High Grade Paper
white office paper, white copy paper, white computer printout paper, white bond and white typing paper

Glass bottles and jars, plastic bottles and all metal cans can be commingled in reusable containers. Newspapers are to be tied with string or twine. Cardboard is to be flattened and tied with string. No recyclables are collected if placed in plastic bags

5.33 Collection in New Development

The Municipal Land Use Law (N.J.S.A. 40:55D-28) now requires provision for the "collection, disposition and recycling" of designated recyclables in any new development of:

- . 50 or more units of single-family housing;
- . 25 or more units of multi-family housing; or
- . 1,000 square feet or more of land area used for commercial or industrial use.

Sections 40:55D-41 and 40:55D-38 respectively require that provisions be incorporated into the ordinances governing subdivision and site plan approval. Such provisions are to establish "standards and requirements relating to recycling" that ensure "conformity with (the) municipal recycling ordinance."

It is proposed that a developer affected by these requirements submit a recycling plan to the Planning Board which answers the following questions:

- . What materials will be collected?
- . Where will materials be stored?
- . Where will materials be picked up?
- . Who will pick up the materials?
- . How often will the materials be picked up?
- . How much material will be generated?
- . How much storage area is required for each material?

Whether or not the developer plans to use the municipal recycling program, he should make provision for 1-2 weeks storage both in individual units and for overall building storage of recyclables.

5.331 Residential Projects

The following standards can be used to project the average generation rates of recyclables:

<u>Recyclable</u>	<u>Pounds/Person/Week</u>
. Glass	1.25-1.75 lbs.
. Aluminum	0.10 lbs.
. Tin Cans	1.50 lbs.
. Newspapers	2.00 - 2.50 lbs.
. Corrugated	variable

The average densities or volumes of some of the above materials are approximately as follows:

. Glass	600 lbs. = 1 cubic yd.
. Aluminum	74 lbs. = 1 cubic yd.
. Tin cans	150 lbs. = 1 cubic yd.
. Newspapers	600 lbs. = 1 cubic yd.
	30-35 lbs. = 1 (12") stack

The guidelines developed by the state suggest that storage space be located under the kitchen sink, in a closet, or, in the case of a single-family house, in the laundry room, basement or garage.

The state estimates that a space of three square feet would accommodate a commercially available 3-tier stacking unit or three or four 5-gallon buckets. Such an arrangement would adequately hold a week's accumulation of recyclables.

Multi-family housing should also provide a central location for the occupants to drop off their recyclables. This should be near the refuse receptacles or near the common laundry room. A space on each floor produces the highest participation rates. Bins should be clearly labelled to distinguish them from the trash receptacles. In a development which plans for public or private hauling, the central location should facilitate pick-up of materials for delivery to markets.

5.332 Non-Residential Projects

Commercial, office and industrial establishments must also provide storage for a minimum of a week's accumulations. Since it is likely that they will use private contractors and may arrange for pick-up of materials not covered in the municipal ordinance, they should identify the additional recyclables in their plan. Private haulers may have different requirements for the condition of the recyclables. For example, crushed glass may be acceptable or flattened cans may be required. If so, this should be specified in the plan since crushed, flattened or compacted materials occupy less space.

The weight-to-volume ratios for recyclables likely to be generated by non-residential projects are given below.

Glass

loose, whole	600 lbs. = 1 cu. yd. 175 lbs. = 55 gal. drum
semi-crushed	1000 lbs. = 1 cu. yd. 300 lbs. = 55 gal. drum
crushed	1800 lbs. = 1 cu. yd. 550 lbs. = 55 gal. drum

Newspaper

stacked	600 lbs. = 1 cu. yd. 30-35 lbs. = 1 (12") stack
---------	--

Aluminum Cans

whole	74 lbs. = 1 cu. yd. 1.5 lbs. = 1 grocery bag 21 lbs. = 1 lg. plastic garbage bag
flattened	250 lbs. = 1 cu. yd.

If non-residential uses generate a large volume of recyclables, the loading dock area should be designed to hold small dumpsters, 55 gallon containers or 4'x4'x4' Gaylord containers or hampers which can be picked up by fork lift. If a non-residential use is not large enough to require a loading dock under the provisions of the zoning ordinance, the recycling plan should provide for pick-up times frequent enough to make large storage areas unnecessary.

5.34 Subdivision and Site Plan Requirements

The North Bergen Subdivision and Site Plan Review Ordinance mandates site plan review for virtually every type of project except single-family homes and minor alterations.

The local ordinance does not need to be any stricter than the State's requirement. That is, recycling plans should be required where a project produces 50 or more single-family homes, 25 or more multi-family units or commercial or industrial buildings using 1000 square feet or more of land area.

The local ordinance should therefore be amended to require plans for such projects.

5.35 Master Plan Re-Examination

A recent amendment to the Municipal Land Use Law has added the recycling plan to the list of items in 40:55D-89 which must be examined every six years. The re-examination statement must show to what extent there have been significant changes in the policies with regard to

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

It is worth noting that the state legislation, P.L. 1987, c.102, Sec.6c, requires review every three years in order to make necessary revisions to the master plan and development regulations regarding recycling.

...EC : CUMING TUMINGE BREAKDOWN

1992

MONTH	COMMINGLED	CORRUGATED	LEAVES	OIL	NEWS	WHITE GOODS	MTHLY TOTAL	YEAR TO DATE
JAN	118.41	2.22	.00	.00	85.32	16.99	222.94	222.94
FEB	88.68	2.13	.00	.88	66.84	16.95	175.48	398.42
MAR	89.72	2.49	.00	.00	82.21	15.63	190.05	588.47
APR	86.79	4.62	.00	.00	81.57	17.71	190.69	779.16
MAY	104.27	4.17	.00	.00	78.93	31.50	218.87	998.03
JUN	98.36	4.61	.00	.00	89.47	24.47	216.91	1214.94
JUL	98.64	5.68	.00	.00	61.05	20.62	185.99	1400.93
AUG	104.76	4.47	.00	.00	77.37	16.46	203.06	1603.99
SEPT	99.18	8.87	.00	.00	74.11	19.89	202.05	1806.04
OCT	108.38	11.47	5.00	1.40	84.81	19.16	230.22	2036.26
NOV								
DEC								
TOTALS								

RY-1

RECYCLING TONNAGE BREAKDOWN

1991

MONTH	NEWS	CORR	COM'D	FERR	LEAVES	OIL	MTLY TOT	YR TO DATE
JAN	70.78	2.18	84.76	21.27	0.0	0.00	178.99	178.99
FEB	62.21	6.38	80.47	13.73	0.0	1.40	164.19	343.18
MAR	73.23	2.17	77.80	16.01	0.0	0.00	169.21	512.39
APR	66.86	3.43	79.55	20.70	0.0	0.00	170.54	682.93
MAY	77.00	3.02	87.92	20.63	0.0	0.00	188.57	871.50
JUN	89.86	2.93	96.37	22.23	0.0	0.00	211.39	1082.89
JUL	67.03	2.36	80.58	21.71	0.0	0.00	171.68	1254.57
AUG	77.60	3.32	90.42	22.47	0.0	0.00	193.81	1448.38
SEPT	72.08	5.75	78.57	16.42	0.0	0.00	172.83	1621.21
OCT	74.39	2.53	80.76	19.90	16.50	.81	194.89	1816.10
NOV	88.99	2.45	86.71	15.41	68.50	0.00	262.06	2078.16
DEC	70.97	2.69	62.95	17.27	15.50	0.00	169.38	2247.54
TOTAL	891.00	39.21	986.86	227.76	100.50	2.21	2247.54	OK!

RY-3

RECYCLING TONNAGE BREAKDOWN

1990

MONTH	NEWS	CORR	COMM'D	FERROUS	MTH TOT	YR TO DATE
JAN	57.36	-0-	45.33	19.17	118.27	118.27
FEB	68.50	-0-	55.88	8.85	133.23	251.50
MAR	62.67	-0-	55.95	24.64	143.26	394.76
APR	67.45	0.78	66.86	16.61	151.70	546.46
MAY	88.08	2.25	73.76	20.29	185.43	731.89
JUN	75.89	2.89	85.14	21.62	188.04	919.93
JUL	60.21	2.79	66.22	11.30	140.52	1060.45
AUG	59.64	1.62	84.99	27.50	173.75	1234.20
SEP	79.45	2.76	88.63	28.68	200.15	1434.35
OCT	73.08	3.53	72.74	21.90	183.75	1618.10
NOV	82.99	2.46	78.62	8.25	246.82	1864.92
DEC	59.06	2.71	58.26	9.12	141.65	2006.57
TOTAL	834.38	21.79	832.38	217.93	2006.57	(OKAY)

THE FIGURES BELOW ARE INCLUDED IN THE CHART TOTALS

LEAVES

OCTOBER 12.50 TONS
 NOVEMBER 74.50 TONS
 DECEMBER 12.50 TONS

MOTOR OIL

MAY 1.05 TONS
 SEPT .63 TONS

FERROUS SCRAP

JUNE 2.50 TONS

RY-3

RECYCLING BREAKDOWN 1989

MONTH	NEWS	COMM'D	SCRAP	OIL	LEAVES	TOTAL
JAN	43.32	11.68	0.00	0.00	0.00	55.00
FEB	44.06	20.30	9.98	0.00	0.00	74.34
MAR	54.90	19.33	5.62	0.00	0.00	79.85
APR	69.54	24.03	24.91	0.00	0.00	118.48
MAY	56.43	24.10	8.44	0.00	0.00	88.97
JUN	78.32	23.07	12.36	0.00	0.00	113.75
JUL	40.68	26.47	15.06	0.00	0.00	82.21
AUG	49.25	25.88	43.14	0.00	0.00	118.27
SEPT	60.76	22.46	20.87	0.00	0.00	104.09
OCT	43.24	21.85	0.00	.18	0.00	65.27
NOV	46.84	30.15	30.10	0.00	30.94	138.03
DEC	26.95	9.69	2.92	0.00	0.00	39.56
TOTALS	614.29	259.01	173.40	.18	30.94	1077.82

RY-4

5-15

NEWSPAPER

MONTH	1989	1990	1991	1992
JAN	43.32	57.36	70.78	85.32
FEB	44.06	68.50	62.21	66.84
MAR	54.90	62.67	73.23	82.21
APR	69.54	67.45	66.86	81.57
MAY	56.43	88.08	77.00	73.93
JUNE	78.32	75.89	89.86	89.47
JULY	40.68	60.21	67.03	61.05
AUG	49.25	59.64	77.60	77.37
SEPT	60.76	79.45	72.08	74.11
OCT	43.24	73.08	74.39	84.81
NOV	46.84	82.99	88.99	
DEC	26.95	59.06	70.97	
TOTALS	614.29	834.38	891.00	

WHITE GOODS

MONTH	1989	1990	1991	1992
JAN	0.0	19.17	21.27	16.99
FEB	9.98	8.85	13.73	16.95
MAR	5.62	24.64	16.01	15.63
APR	24.91	16.61	20.70	17.71
MAY	8.44	20.29	20.63	31.50
JUNE	12.36	21.62	22.23	24.47
JULY	15.06	11.30	21.71	20.62
AUG	43.14	27.50	22.47	16.46
SEPT	20.87	28.68	16.43	19.89
OCT	0.0	21.90	19.90	19.16
NOV	30.10	8.25	15.41	
DEC	2.92	9.12	17.27	
TOTALS	173.40	217.93	227.76	

RY-5

COMMINGLED

<i>MONTH</i>	<i>G & A 1989</i>	<i>COMM'D 1990</i>	<i>COMM'D 1991</i>	<i>COMM'D 1992</i>
<i>JAN</i>	11.68	45.33	84.76	118.41
<i>FEB</i>	20.30	55.88	80.47	88.68
<i>MAR</i>	19.33	55.95	77.80	89.72
<i>APR</i>	24.03	66.86	79.55	86.79
<i>MAY</i>	24.10	73.76	87.92	104.27
<i>JUNE</i>	23.07	85.14	96.37	98.36
<i>JULY</i>	26.47	66.22	80.58	104.67
<i>AUG</i>	25.88	84.99	90.42	99.18
<i>SEPT</i>	22.46	88.63	78.57	108.38
<i>OCT</i>	21.85	72.74	80.76	
<i>NOV</i>	30.15	78.62	86.71	
<i>DEC</i>	9.69	58.26	62.85	
<i>TOTALS</i>	259.01	832.38	986.86	

CORRUGATED

<i>MONTH</i>	<i>1989</i>	<i>1990</i>	<i>1991</i>	<i>1992</i>
<i>JAN</i>		0.00	2.18	2.22
<i>FEB</i>		0.00	6.38	2.13
<i>MAR</i>		0.00	2.17	2.49
<i>APR</i>		.78	3.43	4.62
<i>MAY</i>		2.25	3.02	3.28
<i>JUNE</i>		2.89	2.93	4.61
<i>JULY</i>		2.79	2.36	5.68
<i>AUG</i>		1.62	3.32	4.47
<i>SEPT</i>		2.76	5.75	8.87
<i>OCT</i>		3.53	2.53	11.47
<i>NOV</i>		2.46	2.45	
<i>DEC</i>		2.71	2.69	
<i>TOTALS</i>		21.79	39.21	

RY-6

5-17

1 3. (New section) a. Each county shall, within six months of
2 the effective date of this amendatory and supplementary act and
3 after consultation with each municipality within the county, pre-
4 pare and adopt a district recycling plan to implement the State
5 Recycling Plan goals. Each plan shall be adopted as an amendment
6 to the district solid waste management plan required pursuant to
7 the provisions of the "Solid Waste Management Act," P. L. 1970,
8 c. 39 (C. 13:1E-1 et seq.).

9 b. Each district recycling plan required pursuant to this section
10 shall include, but need not be limited to:

11 (1) Designation of a district recycling coordinator;

12 (2) Designation of the recyclable materials to be source sepa-
13 rated in each municipality which shall include, in addition to
14 leaves, at least three other recyclable materials separated from
15 the municipal solid waste stream;

16 (3) Designation of the strategy for the collection, marketing
17 and disposition of designated source separated recyclable ma-
18 terials in each municipality; and

19 (4) Designation of recovery targets in each municipality to
20 achieve the maximum feasible recovery of recyclable materials
21 from the municipal solid waste stream which shall include, at a
22 minimum, the following schedule:

23 (a) The recycling of at least 15% of the prior year's total
24 municipal solid waste stream by the end of the first full year
25 succeeding the adoption and approval by the department of
26 the district recycling plan; and

27 (b) The recycling of at least 25% of the "[prior]" "second
28 preceding" year's total municipal solid waste stream by the
29 end of the second full year succeeding the adoption and
30 approval by the department of the district recycling plan.

31 For the purposes of this paragraph, "total municipal solid
32 waste stream" means the sum of the municipal solid waste
33 stream disposed of as solid waste, as measured in tons,
34 plus the total number of tons of recyclable materials recycled.

1 6. (New section) Each municipality in this State shall, within
2 30 days of the effective date of this amendatory and supplemen-
3 tary act, designate one or more persons as the municipal recycling
4 coordinator. Each municipality shall establish and implement a
5 municipal recycling program in accordance with the following
6 requirements and schedule:

7 a. Within six months of the adoption by the county and ap-
8 proval by the department of the district recycling plan required
9 pursuant to section 3 of this amendatory and supplementary act,
10 each municipality shall provide for a collection system for the
11 recycling of the recyclable materials designated in the district
12 recycling plan as may be necessary to achieve the designated
13 recovery targets set forth in the plan in those instances where a
14 recycling collection system is not otherwise provided for by the
15 generator or by the county, interlocal service agreement or joint
16 service program, or other private or public recycling program
17 operator.

18 b. The governing body of each municipality shall, if it has
19 not already done so, within 30 days of the effective date of any
20 contracts or agreements entered into by the county or other
21 local government unit to market one or more of the specific desig-
22 nated recyclable materials as required pursuant to section 4 of
23 this amendatory and supplementary act, adopt an ordinance which
24 requires persons generating municipal solid waste within its mu-
25 nicipal boundaries to source separate from the municipal solid
26 waste stream, in addition to leaves, the specified recyclable ma-
27 terials for which markets have been secured and, unless recycling
28 is otherwise provided for by the generator, place these specified
29 recyclable materials for collection in the manner provided by the
30 ordinance.

31 c. The governing body of each municipality shall, within 30 days
32 of the effective date of the ordinance adopted pursuant to sub-
33 section b. of this section and at least once every 36 months there-
34 after, conduct a review and make necessary revisions to the
35 master plan and development regulations adopted pursuant to
36 P. L. 1975, c. 291 (C. 40:35D-1 et seq.), which revisions shall
37 reflect changes in State, county and municipal policies and ob-
38 jectives concerning the collection, disposition and recycling of
39 designated recyclable materials.

40 The revised master plan shall include provisions for the col-
41 lection, disposition and recycling of recyclable materials desig-
42 nated in the municipal recycling ordinance adopted pursuant to
43 subsection b. of this section, and for the collection, disposition
44 and recycling of designated recyclable materials within any de-
45 velopment proposal for the construction of 50 or more units of
46 single-family residential housing or 25 or more units of multi-
47 family residential housing and any commercial or industrial de-
48 velopment proposal for the utilization of 1,000 square feet or
49 more of land.

AN ORDINANCE ESTABLISHING MANDATORY RECYCLING IN THE TOWNSHIP OF NORTH BERGEN; ESTABLISHING THE RULES AND REGULATIONS FOR THE SEPARATION OF LEAVES, GLASS, NEWSPAPERS, AND ALUMINUM BEVERAGE CONTAINERS FOR THE PURPOSE OF RECYCLING FROM THE SOLID WASTE STREAM; PROMULGATING RULES AND REGULATIONS FOR THE COLLECTION OF THESE MATERIALS AND PRESCRIBING PENALTIES FOR THE VIOLATION THEREOF

WHEREAS, pursuant to Public Law 1987, Chapter 102, the 1987 Statewide Mandatory Sources Separation and Recycling Act, and the Solid Waste Management Act, under which Hudson County has prepared and adopted the Solid Waste Recycling plan for Hudson County, each municipality is required to make provision for the recycling of at least three (3) recyclable materials; and

WHEREAS, the separation and removal of these certain designated acceptable materials, for the purpose of recycling, will serve the public interest by reducing solid waste and conserving our material resources; and

WHEREAS, it is in the best interest of the citizens of the Township of North Bergen to adopt a recycling ordinance which provides for the collection of newspapers, glass food and beverage containers, leaves, and aluminum cans for recycling; and

WHEREAS, it is necessary to establish the rules and regulations for the separation, collection, and disposal of said materials.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COMMISSIONERS OF THE TOWNSHIP OF NORTH BERGEN, County of Hudson, State of New Jersey, as follows:

SECTION I - DEFINITIONS

1. Glass Food and Beverage Containers - the term glass food and beverage containers as used herein shall be deemed to include all bottles and jars made entirely of glass, devoid of metal caps and rings and used in the storage of food and beverages. Specifically excluded are blue glass and flat glass commonly known as window glass, light bulbs and fixtures.

2. Aluminum Beverage Cans - the term aluminum beverage cans as used herein shall be deemed to include only those containers made entirely of aluminum and used solely for the packaging of beverages.

3. Newspaper - the term newspapers as used herein shall be deemed to include only newspapers, black and white and comic sections and magazine sections of newspapers only. Specifically excluded are magazines, telephone directories and junk mail.

4. Leaves - the term leaves as used herein shall be deemed to include such waste from vegetative crop residues as plant stalks, hulls, leaves and tree wastes processed through a wood chipper.

5. Designated Recyclable Materials - the term designated recyclable materials as used herein shall be deemed to include all materials designated by the municipality to be source separated from the solid waste stream for the purpose of recycling.

6. Dwelling Unit - the term dwelling unit as used herein shall be deemed to include any one-family, two-family, or multi-family home; apartment houses and high rises; condominiums and/or cooperatives.

7. Public or Private Institutions - the term public or private institutions as used herein shall be deemed to include all municipal and state government facilities; all religious, educational and health-care facilities; and all public and/or private civic organizations and all nonprofit or for profit organizations.

8. Commercial and Industrial Establishments - the term commercial and industrial establishments as used herein shall be deemed to include all public or private establishments, including but not limited to, those manufacturing, retailing and/or service establishments in business for the purpose of consumption on or off premises, as well as food distribution and/or processing and professional and/or nonprofit or for profit corporate entities.

9. Recycling - the term recycling as used herein shall be deemed to mean the process by which designated materials, which could other wise become solid waste, are separated, collected, processed and returned to the economic mainstream in the form of raw materials or products.

SECTION II - PURPOSE

Article 1. There is hereby established a mandatory source separation of glass food and beverage containers, aluminum beverage cans, newspapers and leaves from the solid waste generated within the Township of North Bergen for the purpose of recycling.

Article 2. All owners, lessees or occupants of dwelling units, except those physically disabled; and all owners, lessees and occupants, except those physically disabled of business, commercial and/or industrial establishments; and all owners, lessees and occupants, except those physically disabled of private, public and governmental institutions and facilities, shall separate glass food and beverage containers, aluminum beverage cans, newspapers and leaves from the solid waste and shall recycle these materials in the following manner:

A. GLASS FOOD AND BEVERAGE CONTAINERS

1. Glass food and beverage containers used for the storage of food and/or beverages shall be rinsed clean of all residue and shall have all caps and/or rings removed.

2. Glass food and beverage containers shall be placed in a container or receptacle having the capacity not to exceed five (5) gallons. No glass shall be deliberately broken for the purpose of filling any container or receptacle; however, accidentally broken glass will be accepted.

3. Containers or receptacles shall be placed for collection on the day/days to be established, at the designated collection or pick-up site(s) to be determined by the Township of North Bergen or its authorized agent for collection, in accordance with all applicable regulations.

4. Anything herein to the contrary, notwithstanding, any owner, lessee or occupant of a dwelling unit, as herein defined, may utilize glass food and beverage containers for the disposal of non-hazardous liquid wastes with other regular solid waste.

B. ALUMINUM BEVERAGE CANS

1. Aluminum beverage cans will be placed in containers or receptacles having a capacity not to exceed five (5) gallons.

2. Containers or receptacles shall be placed for collection on the day/days to be established, at the designated collection or pick-up site(s) determined by the Township of North Bergen or its authorized agent for collection, in accordance with all applicable regulations.

3. Anything herein to the contrary, notwithstanding, any owner, lessee or occupant of a dwelling unit, as herein defined may utilize aluminum liquid waste with other regular solid waste.

C. NEWSPAPERS

1. Newspapers shall be securely tied in bundles not to exceed 40 pounds in weight.

2. Newspapers shall be placed for collection on the day/days to be established at the designated collection or pick-up site(s) determined by the Township of North Bergen or its authorized agent for collection, in accordance with all applicable regulations.

3. Newspapers used for the purpose of wrapping other solid waste materials, such as food, may be disposed of with regular solid waste.

D. LEAVES

1. Leaves and grass clippings must be set out at curbside for separate pick up for composting at all times and specifically between September 1 and December 31 of each year.

2. Leaves and grass clippings piled at curbside must be free of other debris, such as wrappers, bottles, cans, etc.

3. Leaves may be piled or bundled in clear plastic bags, unless otherwise stipulated by the Township of North Bergen or its authorized agent, in accordance with all regulations.

4. Leaves will be placed for collection on the day/days to be established by the Township of north Bergen or its authorized agent, in accordance with all applicable regulations.

SECTION III - COLLECTION BY UNAUTHORIZED PERSONS PROHIBITED

Article 1. Recyclable material as defined herein shall be the property of the Township of North Bergen once placed at the designated collection or pick-up site(s) authorized by the municipality or its designated agent.

Article 2. The Township of North Bergen shall sell recyclable material if a market exists therefore pursuant to N.J.S.A. 40A:11-1 et.seq.

Article 3. It shall be a violation of this ordinance for any person unauthorized by the municipality or its designated agent to pick-up or cause to be picked up, said recyclable materials as defined herein. Each such collection will be illegal and in violation hereof and shall constitute a separate and distinct offense, punishable as hereinafter provided.

SECTION IV - DIRECT DISPOSAL OF RECYCLABLE MATERIALS BY OWNERS

Article 1. Anything herein to the contrary, notwithstanding, any owner, lessee or occupant of a dwelling unit, public or private institution or commercial or industrial establishment, may donate or sell said recyclable materials as defined herein, to any person, partnership or corporation, whether or not operating for profit. However, said person, partnership or corporation shall not pick-up said recyclable materials at curbside or at any designated collection or pick-up site(s) authorized by the municipality or its designated agent.

SECTION V - COLLECTION

Article 1. On and after the adoption of this Ordinance, the Recycling Coordinator of the Township of North Bergen shall establish the day/days of collection and the collection or pick-up site(s) designated for the collection of glass food and beverage containers, aluminum beverage cans, newspapers and leaves or any other designated recyclable materials, for the purpose of recycling.

Article 2. Notification of the designated collection or pick-up day/days and the designated collection or pick-up site(s) for glass food and beverage containers, aluminum beverage cans, newspapers and leaves or any other designated recyclable materials shall be published in the Hudson County Dispatch or the Jersey Journal for a continuous period of not less than seven (7) days, at least 15 days prior to the first scheduled collection/pick-up date. Notification may also be made by the mailing of a "flyer" or "newsletter" indicating the designated dates and collection or pick-up site(s) to each dwelling unit, public or private institution and commercial and industrial establishment with the Township of North Bergen.

SECTION VI - VERIFICATION OF PRIVATE RECYCLING TONNAGE

Article 1. Any owner, lessee or occupant of any dwelling unit, public or private institution and commercial or industrial establishment, actively participating in a recycling program within the Township of North Bergen or its authorized agent, shall submit monthly verification of the tonnage of materials recycled.

Article 2. The monthly verification shall be submitted to the Recycling Coordinator no later than 20 days following the end of the month after inception of this program. Failure to do so may cause the program to be terminated at the option of the Recycling Coordinator.

SECTION VII - ENFORCEMENT

Article 1. The Police Department, the Health Department, the Recycling Coordinator, the Board of Commissioners, and/or the Director of the Department of Public Works, and/or the delegated enforcement agency are hereby authorized and directed to enforce this Ordinance and amendments thereto.

SECTION VIII - DELEGATION

Article 1. The Township of North Bergen may delegate, by resolution of the Board of Commissioners, the North Bergen Municipal Utilities Authority as the enforcement agency for the performance of the duties specified herein.

SECTION IX - PENALTY

Article 1. Any person, firm or corporation violating or failing to comply with any provision of this Ordinance or any regulations promulgated pursuant thereto, shall be punishable by a fine not to exceed \$1,000; except that the maximum fine for failure to comply with Section II hereof and regulations issued pursuant thereto, shall not exceed \$100 for the first three (3) violations.

SECTION X

Article 1. If any section, subsection, sentence, clause or phrase of this Ordinance is, for any reason, held to be unconstitutional or invalid, such decision shall not affect the remaining portions of this Ordinance.

SECTION XI

Article 1. All Ordinances or parts of Ordinances inconsistent with this Ordinance are hereby repealed to the extent of such inconsistency.

SECTION XII

Article 1. This Ordinance shall take effect immediately upon final passage, approval, and publication as required by law.

Introduced:	May 5, 1988	<u>A. Cospito</u>	YES
Published:	May 9, 1988 & May 23, 1988	<u>M. Di Giovanni</u>	YES
Adopted:	May 23, 1988	<u>T. Liggio</u>	YES
		<u>N. Sacco</u>	YES
		<u>L. Gattoni</u>	YES

AN ORDINANCE TO AMEND AN ORDINANCE ENTITLED "AN ORDINANCE ESTABLISHING MANDATORY RECYCLING IN THE TOWNSHIP OF NORTH BERGEN, ESTABLISHING THE RULES AND REGULATIONS FOR THE SEPARATION OF LEAVES, GLASS, NEWSPAPERS, AND ALUMINUM BEVERAGE CONTAINERS FOR THE PURPOSE OF RECYCLING FROM THE SOLID WASTE STREAM; PROMULGATING RULES AND REGULATIONS FOR THE COLLECTION OF THESE MATERIALS AND PRESCRIBING PENALTIES FOR THE VIOLATION THEREOF"

WHEREAS, it is necessary to add instructional source separation of corrugated cardboard and high grade paper to the Township's Recycling Ordinance.

NOW THEREFORE, BE IT ORDAINED BY THE BOARD OF COMMISSIONERS OF THE TOWNSHIP OF NORTH BERGEN as follows:

Section I: Said ordinance shall and hereby is amended by the addition of the following:

High Grade Paper - the term high grade paper as used herein shall be deemed to include white office paper, white copy paper, white computer printout paper, white bond paper, and white typing paper.

Corrugated Cardboard - the term corrugated cardboard as used herein shall be deemed to include cardboard containers used primarily for packaging, boxing and/or transporting of products of any type.

SECTION II: Said ordinance shall and hereby is amended by the addition of the following:

E. Corrugated Cardboard

1. Corrugated cardboard, including boxes, cartons and crates shall be collapsed and securely tied in bundles and shall not to exceed two feet in length, height or width and 40 pounds in weight.

2. Corrugated cardboard shall be placed for collection on the day or days to be established at the designated collection pick-up site(s) to be determined by the Township of North Bergen or its authorized agent for collection in accordance with all applicable regulations.

F. High Grade Paper

1. High grade paper shall be placed in a container or receptacle having a capacity not to exceed ten gallons.

2. Containers or receptacles shall be placed for collection on the day or days to be established at the designated collection or pick-up site(s) to be determined by the Township of North Bergen or its authorized agent for collection in accordance with all applicable regulations.

SECTION III: If any section, subsection, sentence, clause or phrase of this ordinance is, for any reason, held to be unconstitutional or invalid, such decision shall not affect the remaining portions of this ordinance.

MUNICIPAL RECYCLING ORDINANCE 10/89

SECTION IV: All ordinances or parts of ordinances inconsistent with this ordinance are hereby repealed to the extent of such inconsistency.

SECTION V: This ordinance shall take effect immediately upon passage, approval, and publication as required by law.

Introduced: October 5, 1989

Published: October 10, 1989 & October 23, 1989

Adopted: October 19, 1989

Michael Di Giovanni YES

Thomas Liggio YES

Nicholas Sacco YES

Leo Gattoni YES

RECYCLING AGREEMENT

MARKETER:

GSP Recycling Corp.
Subsidiary of Garden State Paper Company Inc.
River Drive Center 2
Elrwood Park, New Jersey 07407

SUPPLIER:

Name: TOWNSHIP OF NORTH BERGEN
Address: 4233 Kennedy Blvd.
City: North Bergen
State: New Jersey Zip Code: 07047
County: Hudson
Telephone #: (201) 392-2000

AGREEMENT

GSP Recycling Corp., d/b/a Bruno & D'Elia Inc., hereinafter referred to as GSP Recycling, markets post consumer newspapers (hereinafter ONP) as the same is more specifically defined in the "Service Requirements" attached as exhibit A. The Supplier is the unit of government responsible for implementing newspaper recycling within its jurisdiction. The Supplier wishes to sell ONP to GSP Recycling under the terms and conditions of this Agreement for the marketing of ONP hereinafter (this "Agreement").

In consideration of the mutual covenants and agreements herein contained, it is hereby agreed between the parties as follows:

1. Subject to the other terms and provisions hereof, GSP Recycling agrees to purchase from the Supplier and the Supplier agrees to sell to GSP Recycling ONP for a period of five (5) years from the execution date of this contract.
2. GSP Recycling will provide necessary facilities for determining the net weight of the ONP. An adjustment will be made to the weight of the ONP for wet paper.
3. The Supplier shall deliver a minimum of 70 tons per month. The obligation on behalf of GSP Recycling to purchase all of the newspaper shall not exceed a maximum of 100 tons per month. However, GSP Recycling will have the right of first refusal of all tonnage produced in excess of this amount at the same purchase price listed below.
 - (a) At the beginning of the calendar year, after the first year of this Agreement, the Supplier and Marketer, if mutually agreeable, may increase or decrease the contractual tonnage obligation. It is expressly noted that all ONP supplied under this agreement is to be sourced from North Bergen.
 - (b) The Supplier shall be allowed variance (+/-) of up to twenty percent (20%) of the monthly contract tonnage to accommodate seasonal flow variations.
4. The Supplier shall deliver all ONP to the Marketer's plant in Hackensack, N.J. Receiving hours will be 7:00 A.M. to 4:00 P.M. Monday through Friday excluding holidays as specified annually by GSP Recycling.

RECYCLING AGREEMENT

TOWNSHIP OF NORTH BERGEN

(2)

5. The purchase price of ONP will be determined as follows:
- (a) The initial price shall be \$10.00 per (short) ton delivered as specified above for ONP.
 - (b) The initial price per ton shall be adjusted at the end of each calendar year following the first full year of this agreement. The price adjustment shall be 50 percent of the percentage change in the CPI-U (Consumer Price Index for All Urban Consumers 1982 -- 84 = 100) for the previous calendar year. (The CPI-U was 126.1 on December 31, 1989).

(Example: If an agreement were executed on July 12, 1990, the percentage change in the CPI from December 31, 1990 to December 31, 1991 would be multiplied by 50 percent and added to 1.0 to yield an escalation factor. The escalation factor would be multiplied by the price per ton for the previous year to yield the new price.

If the index were 127.5 on December 31, 1990 and it were to increase to 136.2 on December 31, 1991 this would equate to a 6.8 percent increase which would be multiplied by .5 to yield a 3.4 percent price increase or an escalation index of 1.034. An initial price of \$10/ton would become \$10.34 effective January 1, 1992 under this scenario.

- (c) However, in no event shall the price increase more than 5 percent from one year to the next during the life of this agreement.

6. All ONP shall be unbaled special news deink quality conforming to the attached GSP Service Requirements. ONP shall contain no prohibitive materials and not more than one Percent (1.0%) outthrows. Failure to conform shall result in punitive deductions or total load rejections.
7. Within fifteen (15) days after the end of each month, GSP Recycling shall determine the total weight of the ONP received during the preceding month. GSP Recycling shall calculate the sums due and shall remit to the Supplier on or before the 15th of the month following delivery.
8. If GSP Recycling shall be unable to purchase and use the Supplier's ONP due to consequences of fire, explosion, accidents, strikes, lockouts, combinations of workmen, flood, drought, embargoes, war, act of God, or any delay or failure or cause beyond the control of either party, GSP Recycling shall not be liable for failure to purchase the materials.
9. Any assignment of this contract shall not be made without prior notice and approval of GSP Recycling, and such consent shall not be unreasonably withheld.

RECYCLING AGREEMENT

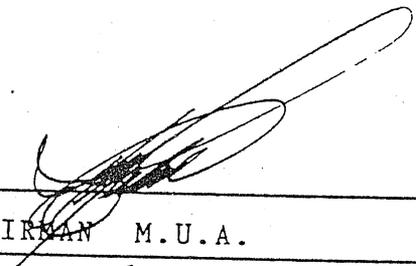
TOWNSHIP OF NORTH BERGEN

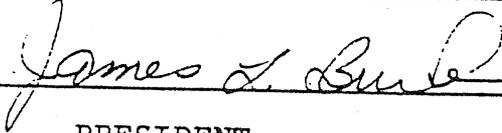
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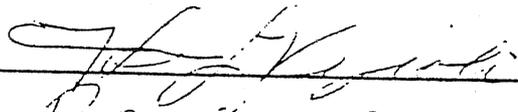
- 10. This agreement contains the entire agreement between the parties hereto and supersedes all prior and contemporaneous agreements, arrangement, negotiations and understandings between the parties hereto relating to the subject matter hereof. There are no other understandings, statements, promises or inducements, oral or otherwise, contrary to the terms of this Agreement. No representations, warranties, covenants or conditions expressed or implied, whether by statute or otherwise, other than as set forth herein have been made by any party hereto.
- 11. All notices shall be given by mailing same "registered mail return receipt requested" to the address of the parties as indicated above, or to such other address(es) as may be designated in writing. Notice of change of address shall be given in the same manner. Notices shall be deemed received three days from the date of mailing.
- 12. This Agreement shall be governed by the laws of the State of New Jersey, and any dispute hereunder shall be resolved in the Courts of the State of New Jersey.
- 13. This contract shall become effective on the first of the month following execution by GSP Recycling.

IN WITNESS WHEREOF, the parties have executed this Agreement through their authorized corporate officers. If the Supplier is a municipal corporation the Supplier warrants and covenants that the execution of this Agreement has been properly authorized by resolution by the governing body.

ATTEST:

Supplier: 
 Title: CHAIRMAN M.U.A. Date: 5/1/91

GSP Recycling: 
 Title: PRESIDENT Date: 5/9/91

Bruno & D'Elia: 
 Title: President of Corporation Date: 5/10/91

1992 RECYCLING INFORMATION

WHAT TO RECYCLE

CURBSIDE

- Newspapers — Tie with string or twine only. Do **not** put in plastic or paper bags.
- Bottles/Cans — Comingle glass bottles and jars, plastic bottles, and all metal cans. Place in reusable containers. Do **not** put in plastic or paper bags.

DROP-OFF SITE

The following items may be brought to our drop-off site located at 61st St. & Tonnelle Ave., Monday-Friday, 8:00 a.m. to 4:00 p.m.:

- Old Motor Oil - Pour in large drum marked "OIL".
- Bottles/Cans - Place in designated roll-off container.
- Cardboard - Flatten and tie with string and place in designated roll-off container.

APPLIANCES

For old refrigerators, stoves, washer/dryers and air conditioners, please call 866-5229 to schedule pick-up.

For other large items such as sofas, mattresses, and TV's, please call North Bergen DPW at 392-2128.

Recycling is easy...



WHAT NOT TO RECYCLE

Do not recycle ceramic cups or plates; plastic toys or other plastic items; window glass or other glass items; any other metal items. If you are not sure whether something can be recycled, please call us at 866-5229.

UPTOWN SCHEDULE

You are Uptown if garbage pick-up is Monday & Thursday mornings.

JANUARY 8th & 22nd	JULY 1st & 15th
FEBRUARY 5th & 19th	AUGUST 5th & 19th
MARCH 4th & 18th	SEPTEMBER 2nd & 16th
APRIL 1st & 15th	OCTOBER 7th & 21st
MAY 6th & 20th	NOVEMBER 4th & 18th
JUNE 3rd & 17th	DECEMBER 2nd & 16th

Please put recycling out after 6:00 p.m. the evening before your Wednesday pick-up.

DOWNTOWN SCHEDULE

You are Downtown if garbage pick-up is Tuesday & Friday mornings.

JANUARY 15th & 29th	JULY 8th & 22nd
FEBRUARY 12th & 26th	AUGUST 12th & 26th
MARCH 11th & 25th	SEPTEMBER 9th & 23rd
APRIL 8th & 22nd	OCTOBER 14th & 28th
MAY 13th & 27th	NOVEMBER 11th & 25th
JUNE 10th & 24th	DECEMBER 9th & 23rd

Please put recycling out after 6:00 p.m. the evening before your Wednesday pick-up.

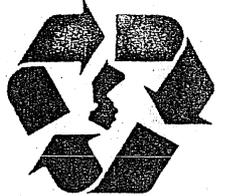
CLIP AND SAVE

Please Note: Recyclables put in plastic bags will no longer be collected. Please put recyclables in reusable containers & tie newspapers with string. Thank you for your cooperation!

Give Your Trash a Second Chance. Recycle!

Printed on Recycled Paper

Recycle.



1992 RECYCLING SCHEDULE

Bulk Rate
US POSTAGE
PAID
North Bergen, NJ 07047
Permit No. 327

M.U.A. Recycling Department
4233 Kennedy Blvd.
North Bergen, N.J. 07047

Recycling Saves Taxpayers Money and Protects Our Environment.

Recycling reduces the amount of garbage that must be dumped in landfills, incinerated or trucked out of state. That saves money and protects our environment.

Everyone must recycle — It's the Law!

Residents of one, two and three family homes should follow the recycling schedule printed inside. Residents of apartment buildings should call 866-5229 for more information.

Municipal Utilities Authority
Serving the residents of
North Bergen and Guttenberg

The Municipal Utilities Authority is an independent agency authorized by state law and charged with the responsibility of compliance with the Federal Clean Water Act, State Recycling Mandates and other federal and state environmental requirements.

M.U.A. Recycling Department
4233 Kennedy Boulevard
North Bergen, N.J. 07047
(201) 866-5229

Santo V. Grasso John Shaw
Executive Director Recycling Coordinator