

# Appendix F

## Navigation Studies

United States Army Corps of Engineers  
Lower Passaic River Navigation Analysis



MEMORANDUM TO: Thomas J. Hodson, J.D. Ph.D; Chief, Plan Formulation Branch

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Date: 20 March 2007

Subject: **Lower Passaic River Navigation Analysis**

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The Lower Passaic River has been a Project under a number of differing Corps authorities. Beyond its initial navigation purpose, the Corps has two ongoing flood damage reduction studies.<sup>1</sup> This memorandum has been prepared to assist the New York District and other partner agencies in assessing the status of and potential for commercial navigation on the Lower Passaic River. The report uses information on the past and current uses of the waterway and its abutting landside facilities to determine whether, and to what extent, commercial navigation and commerce on the waterway may be limited/impacted if possible early remedial alternatives are implemented on the River. These potential remedial alternatives may include dredging, capping and combinations therein. The approach to answering that question involves:

- Description of the area to be studied;
- Description of past and current waterborne commerce in the area; and
- Discussion of the present and most likely future operations of the shippers using the River both with and without implementation of dredge and/or cap alternatives considered within EPA's Focused Feasibility Study (FFS).

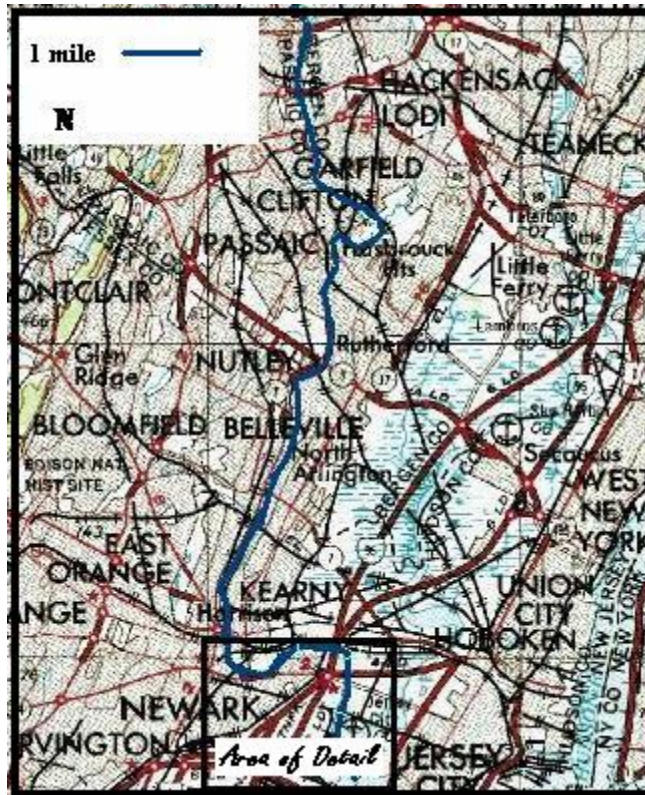
Information for this memorandum was gathered from multiple sources, including physical surveys, *Waterborne Commerce Statistics*, census information, U.S. Army Corps of Engineers (USACE) policy guidance, bridge opening logs, and telephone interviews with people currently engaged in the conduct of maritime operations on this waterway or who might possibly be engaged in such operations in the future.

#### **A. *The Lower Passaic River***

The Lower Passaic River is the tidally influenced, lower 17-miles of the Passaic River waterway. The river runs through Essex, Bergen, Hudson, and Passaic counties. The part of the Passaic River that could be navigable by cargo carrying commercial vessels is that part that lies between the mouth of the river at the head of Newark Bay and the Dundee Dam in Garfield, New Jersey, as shown in Figure 1, below.

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<sup>1</sup> These are the Peckman River Basin and Harrison Floodwall Studies.



*Figure 1: Lower Passaic River*

Most, but not all of that part of the river has been deepened as a result of various navigation projects. The navigation projects can be divided into four segments, extending from Mile 0.0 upstream to Mile 15.4 in Wallington, New Jersey.

There are four segments<sup>2</sup> at different depths in the commercially navigable portion of the Passaic River. These are:

- River Mile 0.0 upstream to River Mile 2.5 (Junction Light in the Newark Bay Turning Basin to 600 feet seaward of the General Pulaski Skyway Bridge), the authorized and constructed depth is 30 feet mean low water (MLW). The mean tide range in this segment of the river is 5.5 feet.
- From River Mile 2.5 upstream to River Mile 4.6 (600 feet seaward of the General Pulaski Skyway Bridge to Jackson Street in Harrison), the authorized and constructed depth is 20 feet MLW.
- From River Mile 4.6 to River Mile 7.1 (Jackson Street in Harrison to the Naim Linoleum Works facility in Kearny), the authorized depth is 20 feet MLW; however, the project was only constructed to 16 feet MLW.
- From River Mile 7.1 to River Mile 8.1 (the Naim Linoleum Works facility in Kearny to

<sup>2</sup> There is an approximate .2 to .3 mile discrepancy between the Corps Operation and Maintenance Surveys and the Lower Passaic River Restoration Project base maps. To look at these maps on the same scale, add .3 miles to the Lower Passaic River Restoration Project's base maps. This may account for the perception of a "missing mile" between the Passaic River and Newark Bay Federal Channels.

the Montclair and Greenwood Lake/Erie Railroad Bridge in Arlington), the authorized and constructed depth is 16 feet MLW.

- From River Mile 8.1 to 15.4 in Passaic, New Jersey, the authorized and constructed depth is 10 feet MLW.

The 30 feet and 20 feet MLW segments can best be characterized as fully industrially developed on the right bank of the river in Newark, NJ. The left bank of the river in Harrison, NJ is occupied by the railroad tracks of the Port Authority Trans Hudson (PATH) system and by an intermodal container-handling facility. Upstream of the Jackson Street Bridge is a transitional area on both sides of the river. The right bank is dominated by McCarter Highway (NJ Rt. 21), and Joseph G. Minish Waterfront Park, a current collaborative effort of the Corps, New Jersey Department of Environmental Protection, and the City of Newark. The left bank is being re-developed as a combination of residential and recreational uses. Redevelopment transition can be seen at Clay Street in Newark on the right bank, where a complex of storage tanks appears to be in the process of being dismantled. McCarter Highway continues north along the right bank of the River to Dundee Dam (the 16-foot to 10-foot MLW segments). The left bank of the River along the aforementioned segments is characterized recreational parkland, containing at least one small public marina and a few private docking facilities for recreational craft. A recent examination of the river from adjacent roads revealed no storage tanks, manifolds, or facilities for commercial cargo vessels upstream of the tanks at Clay Street described in the previous paragraph.

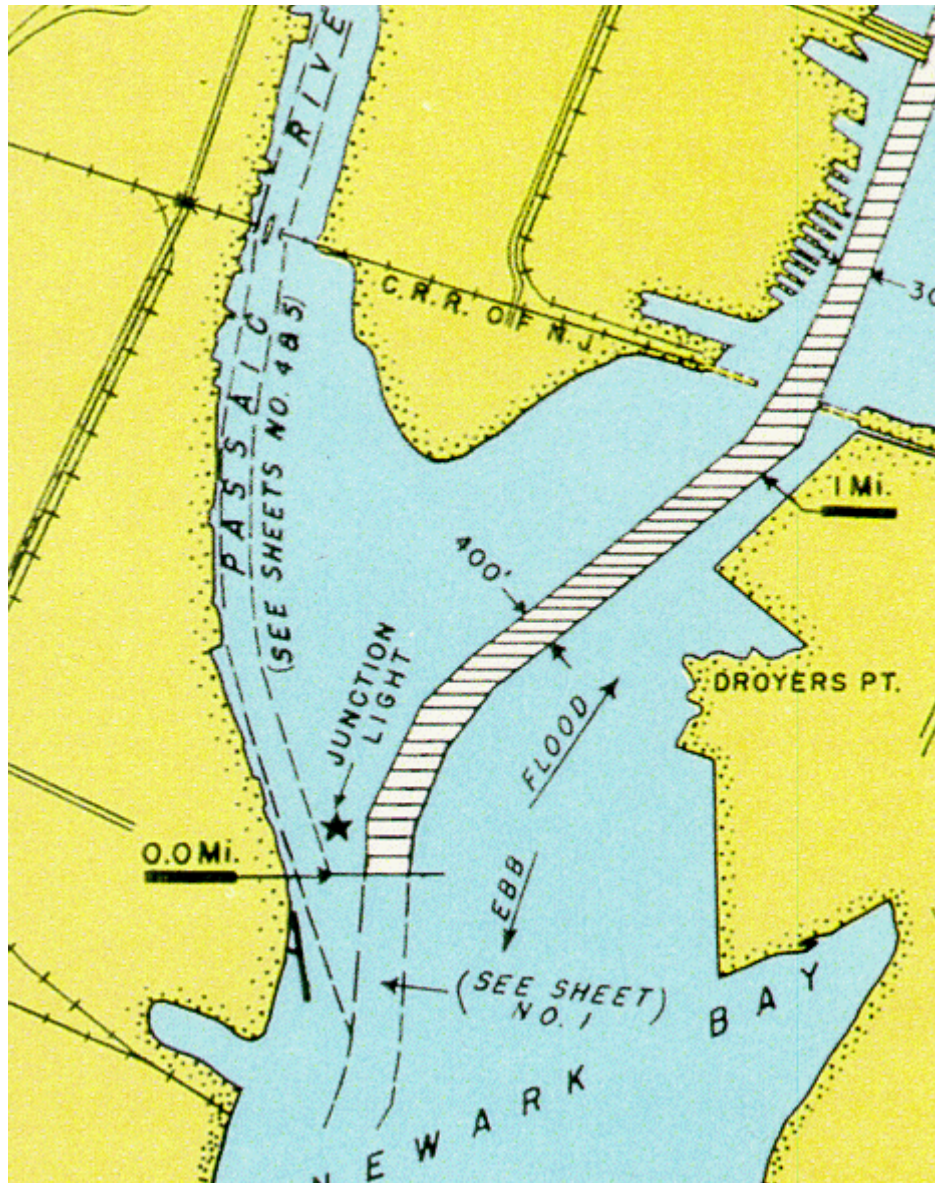
### **Physical Constraints<sup>3</sup>**

USACE survey information has shown that the Lower Passaic Federal Channel has width constraints. The abutments of a formerly utilized railroad freight bridge lie as approximately River Mile 1.2. These abutments limit channel width to 145 feet (see USACE Operations Division November 2006 Survey). Because safe navigation requires channel width to be five times the beam of the vessel for two-way traffic, and three times the beam of the vessel for one-way traffic; the largest vessel that could safely pass Kearny Point, just beyond River Mile 1.0, would be, at a maximum, 48 feet in beam.<sup>4</sup> At River Mile 2.5 lies the Point-No-Point Swing Bridge which limits vertical clearance to 16 feet at high water, requires four hours notice to open, and limits channel width to 103 feet.

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<sup>3</sup> Corps Guidance is found in EM 1110-2-1613, Hydraulic Design of Deep Draft Navigation Channels

<sup>4</sup> Beam is defined as the width of a vessel in a transverse horizontal direction at its widest points, usually midship.



**Figure 2: Area of Detail from Figure 1**

If we assume the greatest depth vessel to reach or pass mile 2.5 must draw 27 feet or less (assuming 3 feet of underkeel clearance) and have a beam of 45 feet or less, (34 feet or less beyond Point-No-Point) there are a number of inferences that can be drawn:

1. Of the three principal types of ocean-going cargo carrying vessels – containerships, car carriers, and bulk carriers – only bulk carriers could potentially be used efficiently on this waterway. This is because there just aren't any such vessels in the container fleet or the car carrying fleet. Such vessels would not be built because these specifications do not allow for car carriers or containerships that could operate in an economically efficient manner.
2. The number of bulk carriers/tankers that could be used is rapidly diminishing because



they cannot be operated in an economically efficient manner with such low payload. Recent interviews with barge operators in the area suggested that a tank barge with a 70-foot beam is considered small for efficient transport of fuel-based products. Unless intended for a specific physically-constrained waterway, a barge operator would not use or order a 70-foot beam vessel (which is at least two times the beam width of any vessel that could currently utilize the Passaic in a safe manner, even under one-way traffic conditions). Current fuel terminal operations use 60K barrel barges, which are light loaded, and therefore not being used optimally.

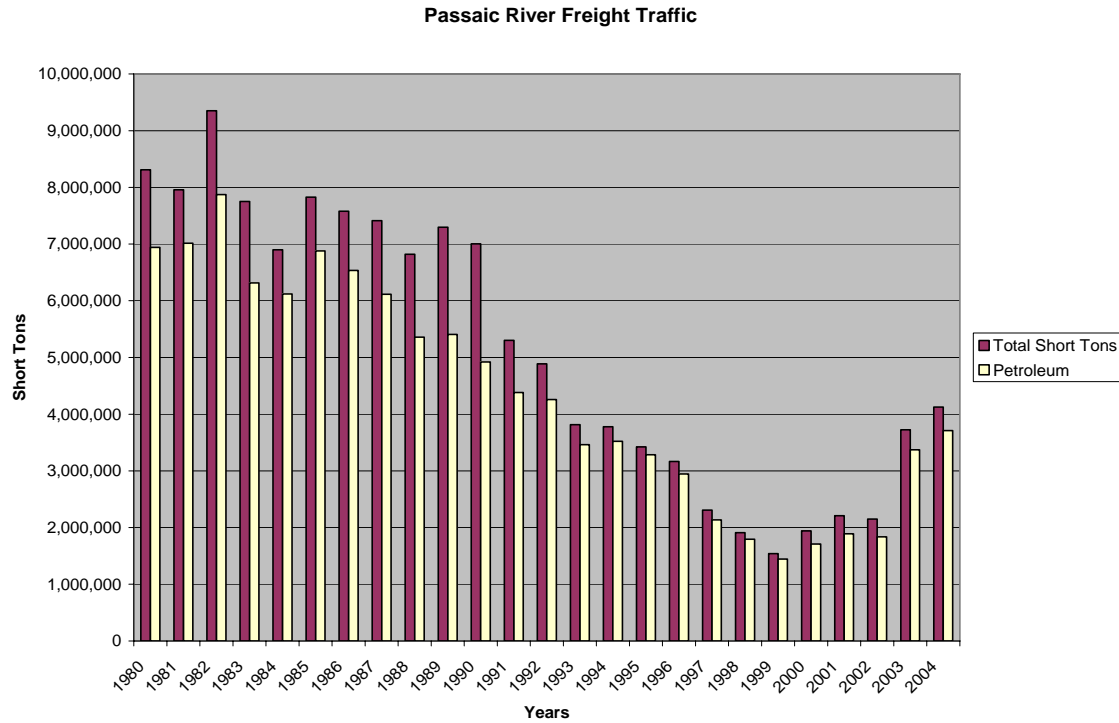
Another important physical condition that limits traffic would be the requirement that turning basins have a diameter of at least 1.2 times the length of the design ship and preferably 1.5 times the length of the ship. This specification further limits the number of ships that could use the Passaic River.

## ***B. Operational Information***

### **Types & Volumes of Commodity Flow**

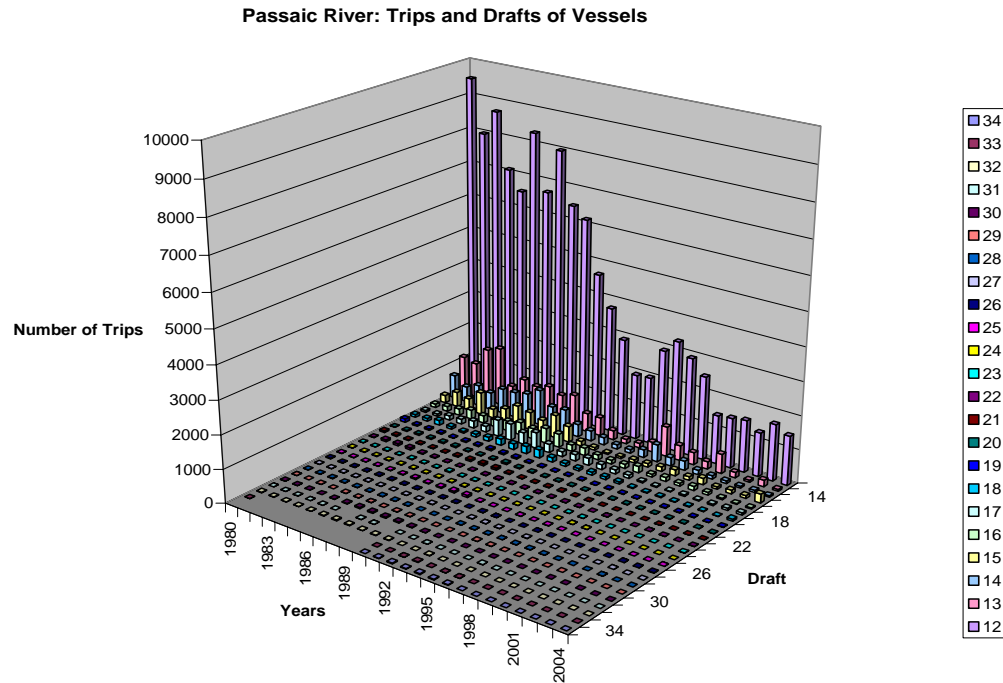
*Waterborne Commerce of the United States* reveals several interesting characteristics of the waterborne commerce conducted on the Passaic River over the 1980 – 2004 period. These statistics are displayed in Figures 3 and 4, below. For purposes of the present inquiry, the most salient of these statistical facts are:

1. From 1980 to 1999, the trend in the volume of commerce (measured in short tons) was generally down, peaking at roughly 9.5 million tons in 1982 and reaching a trough of about 1.5 million tons in 1999. Since 1999, the volume of commerce has been rising, reaching just over 4 million tons in 2004.
2. Throughout this period, the overwhelming bulk of this commerce consisted of petroleum and petroleum products. This has been especially so in recent years, in which petroleum and petroleum products have accounted for more than 90 percent of the total tonnage. The remainder is mostly gypsum and gypsum related items (*e.g.*, gravel and sand).



***Figure 3: Passaic River Freight Traffic***

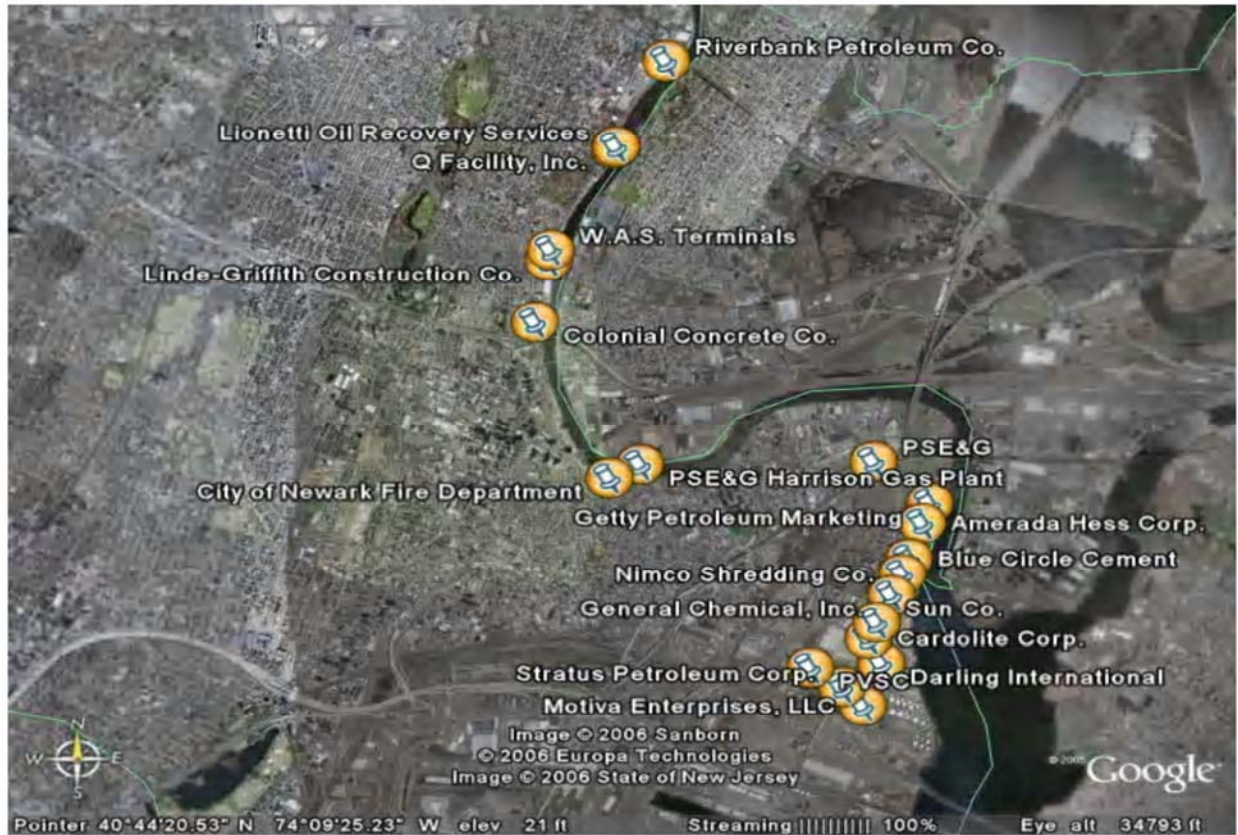
3. The carriage of this commerce is dominated by vessels whose loaded draft is 13 feet or less; however, there is some record of barges needing 26 feet, specifically 13 in 2004. This is accounted for by fuel deliveries by barge to facilities at River Mile 0.0, which lies just to the west of the Newark Bay turning basin.



***Figure 4: Passaic River Trips and Drafts of Vessels, by Year***

## Interviews

The volume of commerce is, essentially, fully accounted for by two categories, petroleum products and stone and aggregates, and for that reason only a small number of interviews (fewer than ten) are necessary in order to gain a complete view of current and future operations of the shippers using the River. To locate appropriate interview subjects, an examination of commercially available listings of firms by Standard Industrial Classification (SIC) code (*e.g.*, 5171 Petroleum Bulk Stations and Terminals, 5172 Petroleum and Petroleum Products Wholesalers, Except Bulk Stations and Terminals, 3272 Concrete Products, Except Block and Brick) generated candidate firms. A letter requesting an interview was sent to each of these firms. Attachment 1 provides basic information about these firms. Figure 5, below, depicts their locations.



*Figure 5 Candidate Commercial Entities Based on Review of SIC Codes*

**A. Stone and Aggregate**

The interview conducted in September 2006 with two officials of Colonial Concrete was particularly revealing. Although Colonial has used barges to bring stone and aggregate to their Newark facility in the past, they indicated that they have not done so in more than ten years and are, “99.9 percent sure” that their firm will not use that method of transportation in the future. At present, they produce all their transportation using trucks. They acknowledged that waterborne transportation is substantially less expensive than truck transportation on a per ton-mile basis, but pointed out that there are other costs associated with getting stone and aggregate from their supplier to their production processing equipment.

One such cost is that of operating and maintaining the crane that is necessary to move stone and aggregate from a docked barge to their premises. They indicated that a crane is not necessary when transportation is produced by trucks and that the cost of operating and maintaining a crane more than overcomes the saving in transportation cost that would be generated by using barges instead of trucks. This point was amplified and confirmed by the fact that Colonial is in the process of dismantling the crane at their Newark facility and does not plan to replace it.



They went on to point out that even if the crane operation costs could be substantially reduced, they would still not be likely to return to using waterborne transportation methods. The reason for this stems from the fact that, inevitably, moving stone and aggregate by crane from a barge results in some the material being spilled into the water in the berthing area. Eventually, this will render the berthing area unusable without maintenance dredging which, they pointed out, has become so expensive as to render waterborne transportation uneconomic relative to truck transportation at current prices, or any likely future prices.

*B. Petroleum and Petroleum Products*

In light of the initial paucity of responses from firms in the petroleum line of business to the direct request for information, a different strategy was pursued. The production of refined petroleum products in this area is dominated by a single refinery, so there is a high probability that each of the firms using waterborne commerce on the Passaic is a customer of this particular refinery. Therefore, an official of the refinery was asked to supply more specific contact information regarding these firms, and he agreed to do so. This official reports that there are currently no petroleum operations occurring north of the Stickle Bridge, at mile 6.0.

Interviews with officials at oil facilities at Delancey Street provided further illumination about the petroleum related operations in the area.



Public Service Electric & Gas (PSE&G) operates the Essex Generating Station that can be seen from the PATH Train at approximately mile 2.5. The local redevelopment agency has told the Corps that coal used to be barged into this facility along the Passaic River, but this practice stopped about 30 years ago and now the facility uses natural gas turbines. Natural gas arrives at the site via pipeline. Many of the oil tanks at the site are unused.

## *Bridge Openings*

Data collected by Essex County and Hudson County data indicate that in 2004, a total of 384 bridge openings were reported at the Jackson Street, Clay Street, Bridge Street and Avondale locations. In 2005, there were 230 bridge openings at the above locations. Bridge openings were limited due to necessary repair work. At any rate, these bridges lie upstream of the Point-No-Point Conrail Bridge – which, by virtue of its width constraints, limits vessel access – bridge openings are of little relevance to the commercial navigation of the Passaic studied here.

### **C. *Changes to Channel Operations***

In general, Corps' cost-sharing in navigation improvements is conditioned upon a showing of net National Economic Development (NED) benefit, or net monetary benefits to the nation. These benefits are generally derived through the reduction of transportation costs. Because the Lower Passaic River is depth - and more importantly – width constrained, additional benefits could not be derived through the employment of larger vessels.

Similarly, channel maintenance must be economically justified. The Executive Branch, acting through the Office of Management and Budget, requires that net benefits to the nation of navigation channels be calculated and arrayed against each other in order to determine funding priorities. As there is very little commerce on this portion of the Passaic River, it is unlikely that dredging the Lower Passaic would be a funding priority.

Changes to the authorized dimensions can be accomplished through §216 of USACE ER 1105-2-100, which reads:

***Review of Completed Projects.*** *Section 216 of the River and Harbor and Flood Control Act of 1970 authorizes investigations for modification of completed projects or their operation when found advisable due to significantly changed physical or economic conditions and for improving the quality of the environment in the overall public interest. Initial appraisal reports are prepared under Section 216 using operations and maintenance (O&M) funds. The cost of preparing the initial appraisal report is limited to \$20,000. Results from this report can be used to support initiation of a reconnaissance study through normal budgetary process. Following the initial appraisal, the 216 study process is of the same as a normal General Investigations study. A feasibility study under Section 216 authority would be appropriate for large scale ecosystem restoration projects linked to existing Civil Works projects, but whose costs would be too large for Section 1135, Section 206, or Section 204 authorities. Additional guidance can be found in [ER 1165-2-119](#).*

This would be due to changed conditions and does not constitute a design deficiency. It would require Congressional authorization, as a feasibility-level decision document.

## **Conclusions**

The overwhelming bulk of the tonnage moving on the Passaic River is accounted for by

petroleum and petroleum products (see Figure 1), and nearly 100 percent of that cargo (indeed, all cargos) is carried in vessels loaded to less than 13 feet (see Figure 2). Moreover, almost all of the firms receiving these shipments of petroleum or petroleum products are located in that part of the river for which the authorized and constructed depth is 30 feet MLW and are between Mile 0.0 and Mile 1.2 (see Figure 2).

Following the findings of the *New York and New Jersey Harbor Feasibility Study* of 1999, an operational requirement of three feet of underkeel clearance will be assumed. For example, a vessel loaded to a depth of 13 feet would require 16 feet of water depth to ensure safe passage. Given the 5.5 foot tidal range in the lower 2.5 miles of the river and assuming that the channel is maintained to its authorized depth, a remedial alternative that reduced the authorized channel depth at MLW by more than 14 feet would affect this commerce by adding an operational requirement that it be conducted so as to coincide with high tide. Dredge and cap alternatives that reduced the channel depth at MLW by less than 14 feet may impose operational limitations as to the timing of the passage of this commerce as some degree tide delay could be incurred.

## Summary

- Commercial navigation on the Lower Passaic River may or may not be depth limited; however, beyond the abandoned freight bridge that crosses the River at Mile 1.2, channel width becomes the limiting factor for vessel transit.
- Although there are facilities on the Passaic River that may have at one time had oil deliveries by barge, many of these facilities are no longer in use or have changed their operations to use of other types of energy and/or move oil by truck when necessary.
- Federal navigation channels may be modified through §216 of USACE ER 1105-2-100.

**New Jersey Department of Transportation**  
**New Jersey's Position on the Future Navigational Use on the**  
**Lower Passaic River, River Miles 0 – 8**



**State of New Jersey**

**New Jersey's Position on the  
Future Navigational Use on the Lower Passaic River  
River Miles 0 – 8**

*March 29, 2007*



### **ACKNOWLEDGEMENTS**

This position paper was prepared with input from the following Divisions within NJDOT and NJDEP:

**New Jersey Department of Transportation**

Division of Environmental Resources and Context Sensitive Solutions

Office of Statewide Planning

Freight Planning and Intermodal Coordination

Office of Maritime Resources

Project Planning and Development

Office of the Commissioner

**New Jersey Department of Environmental Protection**

Office of the Commissioner

Prepared by the Division of Environmental Resources and Context Sensitive Solutions

## **1.0 BACKGROUND**

The Lower Passaic River is a 17-mile tidal stretch from Dundee Dam to the confluence with Newark Bay. The river has a long history of industrialization, which has resulted in degraded water quality, sediment contamination, loss of wetlands and abandoned or underutilized properties along the shore.

The U.S. Environmental Protection Agency (USEPA), U.S. Army Corps of Engineers (USACE) and New Jersey Department of Transportation (NJDOT) have formed a partnership with the New Jersey Department of Environmental Protection (NJDEP), National Oceanic and Atmospheric Administration (NOAA) and U.S. Fish and Wildlife Service (USFWS) to carry out the Lower Passaic River Restoration Project. The agencies are bringing together the authorities of the Superfund Program, the Water Resources Development Act, the Clean Water Act and other laws to improve the health of the river. The primary goals of the Lower Passaic River Restoration Project are to remediate contaminated sediments, improve water quality, restore degraded shorelines, restore and create new habitats and enhance human use.

Since December 2005, USEPA in consultation with the Partner agencies, have been evaluating potential early action alternatives through the development of a Focused Feasibility Study (FFS). NJDOT and NJDEP have worked collectively to determine the State's position on future navigational use of the Lower Passaic River to aid in the development of the FFS. The FFS has evaluated dredging and capping scenarios for the lower 8 miles of the River. A critical component of the remedy may include capping the Target Areas with a 2-3 ft sand cap, with armor (rock) in erosional zones. Therefore, a determination of the resulting depth at the top of the cap is critical to the future use of the river and maintenance of cap integrity.

This memorandum reflects the State of New Jersey's position on reasonably anticipated future use of the Lower Passaic River related to the municipalities planning efforts and the State's pursuit of economic revitalization in the region. This report is limited to the analysis of navigational use and does not address other issues (e.g., flooding, contamination, etc.) associated with the evaluation of remedial alternatives.

The current authorized depths of the channel are as follows (Figure 1):

River Mile (RM) 0.0 - 2.5 (Point No Point Bridge): 30 feet

RM 2.5 to 4.6 (Jackson St. Bridge): 20 ft

RM 4.6 to 7.1: 20 ft, however only constructed to 16 ft

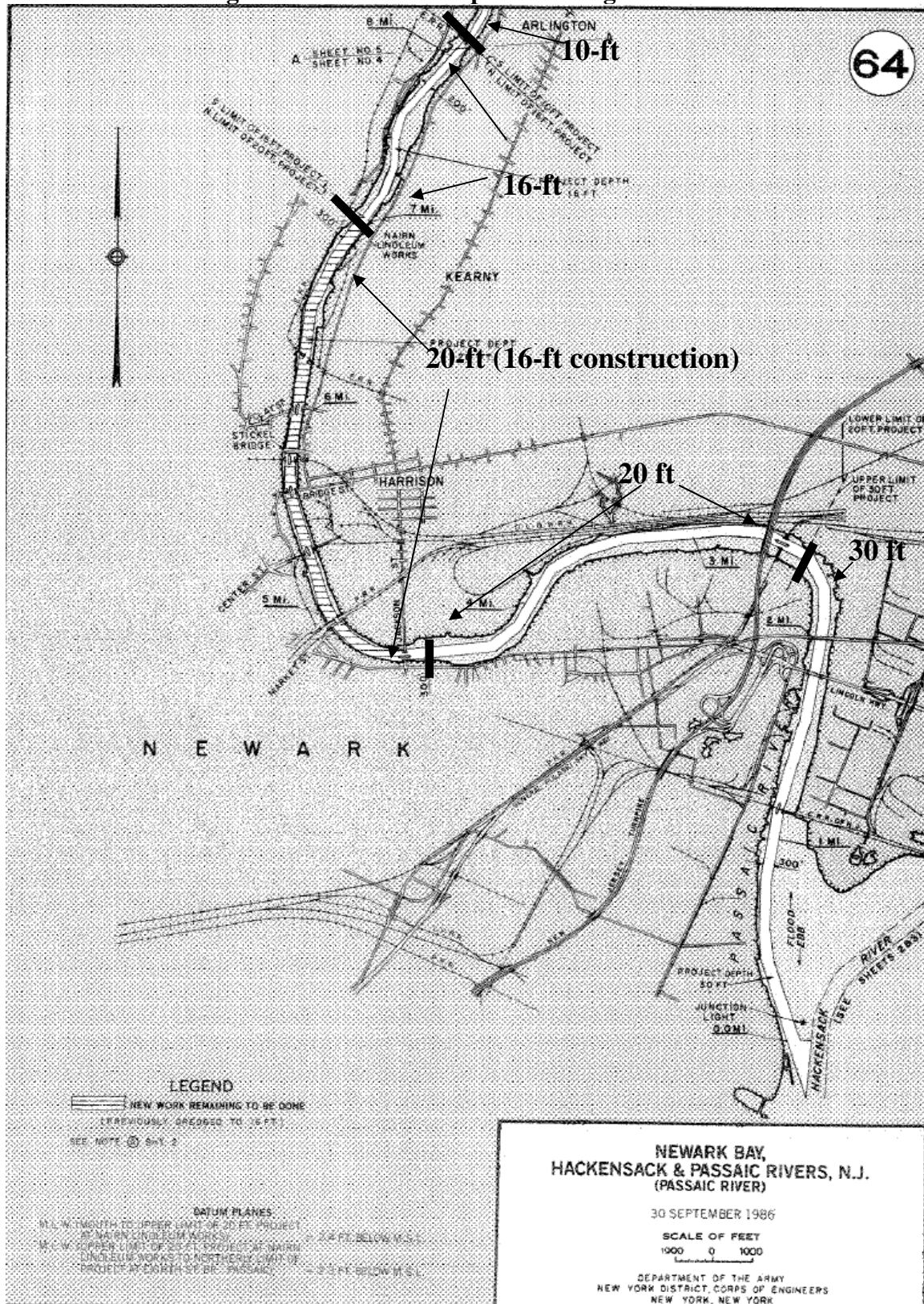
RM 7.1 to 8.1: 16 ft

RM 8.1 to 15.4: 10 ft

The potential selected early remedial action could result in a modification of the current authorized depth of the above river reaches. The State's position is based on the following three key pieces of information in order to recommend a minimum depth requirement in each of the river reaches necessary for future navigation. This minimum depth would require maintenance in the future to preserve the uses stated within.



Figure 1: Authorized Depths of Navigation Channel



- 1) **Municipality Surveys for Future Use and Master Plans:** Over 70 surveys were mailed to representatives (Mayors, Assemblymen, Senators, Congressmen) involved in planning for approximately 17 municipalities within the 17-mile study area. A total of 13 surveys were returned covering areas within Clifton, Rutherford, Nutley, East Rutherford, Belleville, Bloomfield, Kearny, East Newark, Harrison, Bayonne and Elizabeth. In addition to the surveys, master plans from Newark, Harrison, Kearny and Belleville have also been obtained to identify potential redevelopment initiatives in the future. All surveys will be utilized for the overall FS and restoration planning for the entire 17-mile study area.
- 2) **USACE-NY District Lower Passaic River Navigation Analysis:** The USACE conducted an analysis of past, current and potential use of commercial entities located on the Passaic River. This study did not attempt to predict future use by the commercial facilities.
- 3) **Additional NJDOT/NJDEP Considerations:** The navigational recommendations must be supportive of the goals and objectives for many Statewide programs including: Brownfield Development, Portfields Initiatives, Smart Growth Initiatives, Comprehensive Statewide Freight Planning, the Long Range Transportation Plan, Transportation Choices 2030, State Development and Redevelopment Plan and the Liberty Corridor Initiative. These programs are important considerations for the future economic revitalization and development of the region which may be constrained by the future authorized depth of the channel.

## 2.0 RESULTS

### 2.1 Municipality Surveys on Future Use and Master Plans

Surveys and master plans outline current and proposed land use patterns which are related to the overall depth required for such designated uses. This memorandum attempts to translate proposed plans for future use with minimum draft requirements necessary within each river segment. It should be noted, that all individual property owners must apply for appropriate development permits and are required to comply with NJDEP Coastal Zone Management Regulations NJAC 7:7et.seq.

A summary of the results of the future use surveys for the majority of municipalities are presented in Table A (Attachment 1). The surveys indicated that the communities in the Upper 9 miles of the Study Area reflect their objectives to enhance public access, preserve open space and improve the recreational uses (e.g., boating, fishing, ecotourism, parks/fields) along the river. In addition, the Passaic River Boat Club (among other non-profit organizations) are working to improve waterfront access (e.g., locations, adequate depths, overcoming bridge limitations for boating), provide facilities (e.g., marinas, docks, anchorages, restaurants to attract and support boating), and spearhead recreational regional events (e.g., Spring Fishing Tournament, Fall Boat and Maritime Festival, Eco-tours) (Personal Communication with Edward Marchese, 3/1/07). The Lower Passaic and Saddle River Alliance has also proposed a Water Kayak and Canoe Trail from Pompton River (RM

32) to the confluence with Newark Bay and up the Hackensack River (Personal Communication with Alliance, 4/13/07). Receipt of master plans and visioning with these municipalities is necessary to ensure that all planning initiatives are considered. This information will also be considered for the overall FS and the Comprehensive Restoration Plan (CRP).

The information provided for the lower 8 miles was obtained from surveys and/or master plans provided by Kearny, East Newark, Harrison, and Newark. A compilation of both sources provides insight on future navigational use within the Target Areas for the FFS. Future proposed land use and planning efforts are summarized in Figure A and Table A (Attachment 1).

#### Eastern Bank

Kearny (RM 0-3.2 and 6.1-8.5), Harrison (RM 3.2-5.6) and the Borough of East Newark (5.6-6.1) have plans for redevelopment that include residential, commercial (office/retail), warehousing and waterfront access.

#### **Kearny**

Kearny's master plan (Heyer, Gruel & Associates, 2002) and survey indicated a focus on 2 areas designated as Kearny Urban Enterprise Zones (KUEZ) which has introduced new economic, residential and recreational opportunities to former industrial areas. The Passaic Avenue Redevelopment Plan (above mile 6.1) calls for the transformation of the industrial and commercial properties along the Passaic River into a regional, mixed use, urban entertainment destination featuring new housing, shopping (i.e., commercial retail) and recreational activities with public connections to a riverfront walkway. Plans for RM 7 to 8 include green acres, town parks and a hockey rink. In addition, a boat ramp at RM 7 (Bergen and Passaic Aves) and dock at RM 8 (Kearny Board of Education Crew Program) are focal points for public access.

Although not included in Kearny's current master plan or survey, the use of water taxis, water tours and smaller ferries could be effective in optimizing waterfront usage within areas of the river above RM 4.8 (see Newark's plan). Enhancing already planned waterfront access points (e.g., marinas, boat docks) in upstream river segments would provide benefits to waterfront revitalization opportunities in the region. These commercial services could provide an opportunity for local residents to have access to areas downstream (NJ PAC in Newark, Stadium in Harrison, etc) and provide surrounding residents with access to the proposed urban entertainment destination.

The Kearny Redevelopment Area under the jurisdiction of the New Jersey Meadowlands Commission within the Harrison Reach (RM 2.5 to 3.6) is slated for open space and passive recreation. Much of this riverfront is occupied by the railroad tracks of the Port Authority Trans Hudson (PATH) system. Therefore, the future plans of the town of Kearny above mile 2.5 would require navigational depths suitable for recreational uses and commercial services (e.g., water taxis/ferries).

South Kearny (RM 0-2.5) peninsula has plans for light industrial, manufacturing activities, warehousing and intermodal activities due to its location and access to Newark Bay. A 27 acre area (SKM-1) has been identified as a Portfields site in order to support operations within the Port of NY and NJ. The plans for Kearny Point also include public access and a waterfront walkway. In addition, a resolution has been passed by Mayor Santos that supports the implementation of Bulking and Tiering Wetland Systems along the banks of Kearny on a trial basis for the purposes of restoration (Resolution, 2006-(R)-543; Attachment 1).

### **Harrison**

Harrison's Waterfront Redevelopment Plan includes an area approximately 250 acres along the Passaic River on the southern portion of the Town. The proposed plans indicate land use planning that will accommodate residential, office commercial (e.g., offices, retail, hotels, retail, restaurants, etc), a new stadium, the USACE's floodwall and levee system, and a waterfront walkway and park from Interstate 280 to Jackson St. Bridge. The Park/Walkway District will provide a public promenade for the Town with open space parallel to the water's edge for active and passive recreation. A bridge is also planned from Harrison (Cape May Street/Parkway) to Newark (Brill Street) in order to provide an auto/pedestrian connection to the proposed Stadium (Heyer, Gruel & Associates. 2003).

### **East Newark Borough**

The Borough of East Newark has future plans for commercial and residential development along Passaic Avenue. A recent resolution for the East Newark Planning/Zoning Board (12/06) stated "The Passaic River waterfront needs to be planned for commercial re-use. While the concrete plant may want to stay because of the benefits of its location, the success of the hotel down river in Harrison argues well for this type of use along the East Newark Riverfront. Newark is planning great things on its shoreline; so should the Borough of East Newark.". This resolution provides the directive to re-examine the East Newark's master plan dated 1992.

### **Western Bank**

#### **Newark**

Recent planning meetings held by the City of Newark indicate advancement in the preparation of a waterfront master plan within the next two years. This master plan would likely have components similar to those outlined in the available planning documents (personal communications with Carol Johnston, 2/1/07 and Joel Sonkin, 2/21/07). The Passaic Riverfront Revitalization Plan (12/15/99; RM 3.6-5), Passaic Riverfront Redevelopment Plan (1/22/04), Ironbound Open Space and Recreation Plan (May 2002; RM 2.4-5) and Land Use Element of the Master Plan for the City of Newark (12/06) provide a comprehensive picture of what has been considered for the waterfront downstream of RM 6.1.

All four plans primarily focus on the redevelopment upstream of the "Industrial Zone" located below RM 3.6. These plans outline mixed use commercial development that provide recreational and entertainment uses including marinas, pleasure and dinner boating, crew racing, river festivals, and water taxis (to New York City or Jersey City). In addition, open space, parks and recreational ball fields (buffer between industrial zone and upstream) are of high priority for the waterfront. A key component of the plans, include a waterfront walkway

corridor that begins at the boundary of the industrial zone and links the region to Patterson. Public access would be provided throughout as a result of the connectivity of the walkway to city streets.

Water taxis have been identified as an activity that would be the primary influencing factor for the recommendations for minimum depths in the areas downstream of the Amtrak's Dock Bridge (RM 5). In addition, ferry service may also be considered as a potential future opportunity. NY Water Taxis' vessels with a capacity of up to 149 passengers (length: 72.2 ft) have a vessel draft of 4.3 ft. (<http://www.nywatertaxi.com>). Recent additions to the NY Water Taxi fleet include larger Durst-class vessels with a draft of 5.6 ft. Ferries generally draft 5 to 7 feet depending on their size and vessel type. Typically, a 350 to 400 passenger ferry draws approximately 6-ft of water with beams of approximately 35-ft. Vessels that would likely be utilized on the river would be smaller passenger propeller or waterjet vessels that could easily operate within 7-ft depth (Personal Communication, John Koenig, consultant for Derecktor's Shipyard and former President of NY Fast Ferry Service, 2/16/07). Seastreak vessels, the largest used in the Harbor, have capacities of 400 passengers, are 140-ft in length and draft 6.4-ft of water ([www.seastreak.com](http://www.seastreak.com)). A 90-ft long Catamaran ferry, a member of NY Waterways fleet, has a draft of 5-ft (Bruno et. al., 2002). Based on vessel draft information for water taxis and ferries currently in operation in the NY/NJ Harbor, an authorized depth of 10-ft would satisfactorily accommodate this commercial service within the Lower Passaic.

An additional concern with this commercial use of the river may possibly result in enhanced prop wash that may impact cap integrity. This issue is likely addressed through the preliminary dredging requirements for cap construction where there is additional depth added below the authorized depth. At least 5-ft depth would be included above the cap to include advanced maintenance dredging and buffer for cap protection. Thus, a total of 15-ft to the top of cap could exist due to preliminary dredging requirements. Therefore, the future plans of Newark above RM 3.6 could be accommodated with navigational depths suitable for recreational/commercial service uses (minimum of 10-ft).

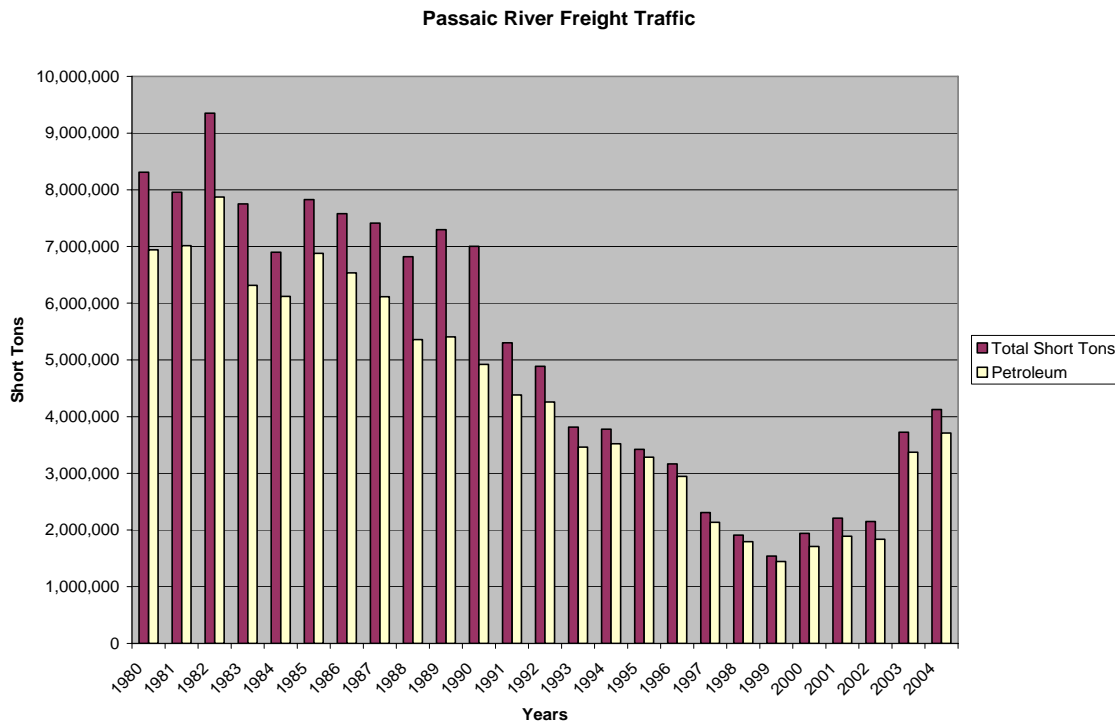
Plans for the current "Industrial Zone", downstream of Sherwin Williams (60 Lister Avenue) call for continued industrial use, and the area would provide additional non-residential uses following remediation of upland sites. The industrial zone includes an active Brownfield Development Area (BDA) [Lister Avenue BDA], with three of its five sites located on the waterfront in the Harrison Reach, downstream of RM 3.6. Also in the vicinity and on the waterfront is a priority Portfield Site (Blanchard Street/Fairmont Chemical Development Area). Warehousing, brownfield redevelopment and continued industrial uses will provide significant jobs and ratables for the revitalization of the region. Currently, plans for operations of these facilities between RM 3.6 and 2.5 would be access via truck transportation. However, given State and private resources directed at Brownfield redevelopment and economic revitalization, along with the anticipated increase in port activity over time, this industrial zone may provide additional access to waterborne transportation as is experienced currently in stable industrial areas in Newark downstream of RM 2.5. It should be noted that Newark's Passaic River Revitalization Plan (1999) indicates

a desire for a public walkway (minimum 30-ft width) adjacent to industrial property with a natural edge.

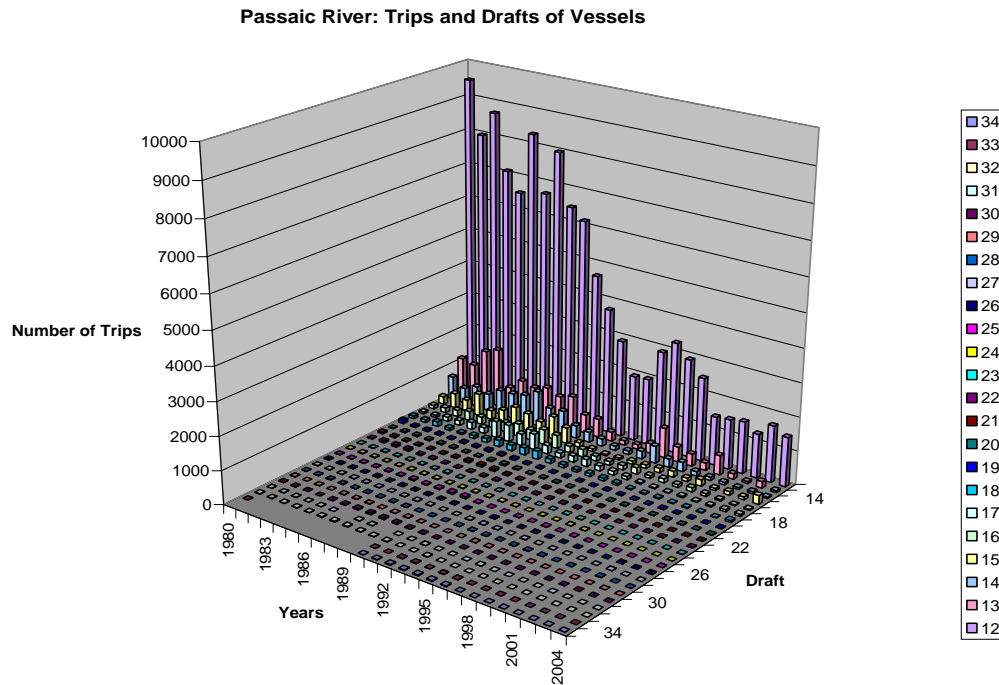
## 2.2 USACE-NY District Lower Passaic River Navigation Analysis

The results established by the USACE (USACE, 2007) are based on statistics of usage between 1980 and 2004 from Waterborne Commerce of the US (Figure 2). More than 90% of the commodities coming to the Passaic are petroleum products with the remainder being gypsum products (e.g., sand and gravel).

**Figure 2: Passaic River Freight Traffic from 1980 – 2004 (USACE, 2007)**



**Figure 3: Trips and Drafts of Vessels on the Passaic River from 1980-2004 (USACE, 2007)**



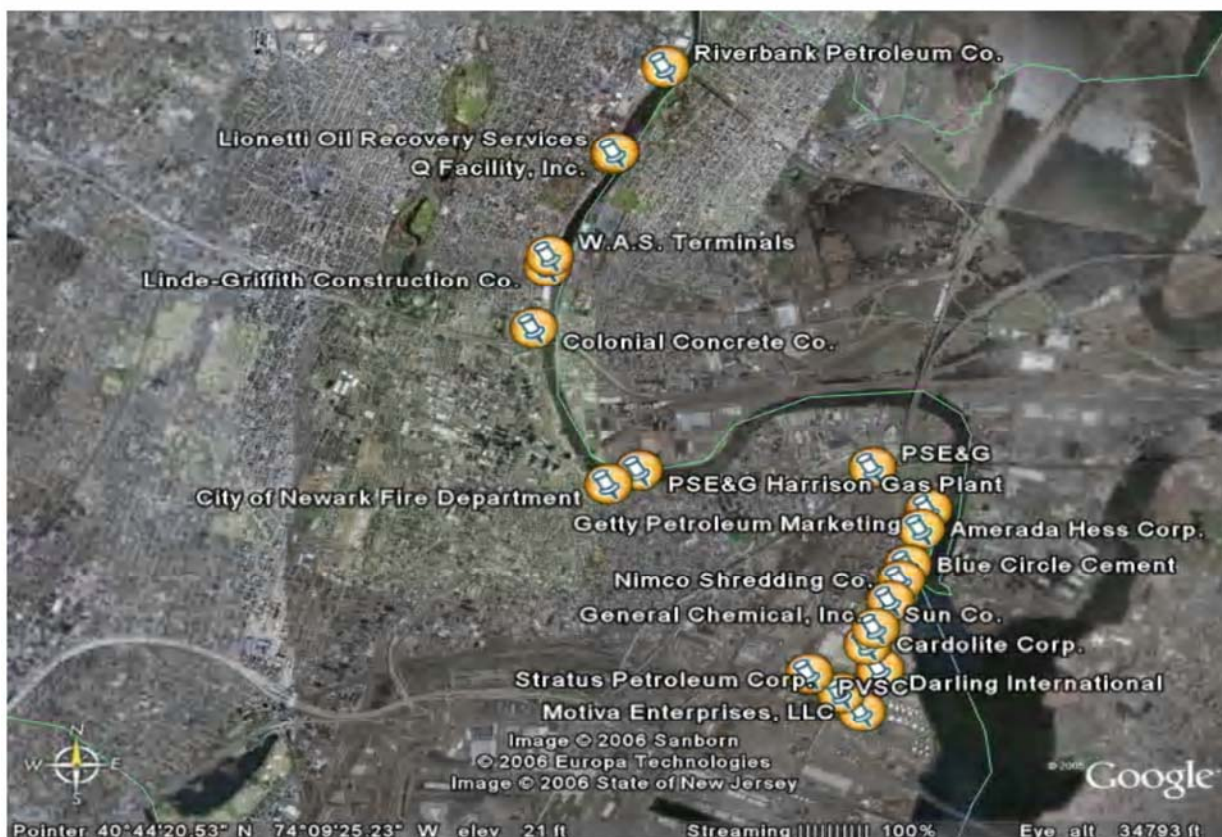
The Passaic river trips and drafts of these vessels by year (Figure 3), illustrate commerce is dominated by vessels whose loaded draft is 13-ft or less. However, there are records of barges needing 26-ft in 2004. These barges arrived at facilities near RM 0.0, just west of the Newark Bay turning basin. USACE identified facilities currently located on the waterfront using Standard Industrial Classification (SIC) codes. The majority of these active facilities are located below RM 1.2 (Figure 4).

The USACE analysis also highlights that use by facilities above RM 2.5 would be limited due to the width/beam restrictions of the Point No Point Bridge (103-ft wide) and the abutment of a formerly utilized railroad freight bridge (145-ft wide) at approximately RM 1.2. The horizontal clearance through these abutments may be navigational constraints according to the USACE's guidance for safe navigation (USACE, 2006: Engineering Manual- EM 1110-2-1613). However, the Coast Guard does not limit the passage of vessels through these bridges as long as the vessel operator has clearance assuming all liability.

The USACE has determined that current navigational use of the river could be accommodated by a depth of 16-ft (vessels drafting 13-ft vessels), within RM 0 to 2.5. However, the use of 26-ft draft vessels in the Passaic and existing dredging permits at berths (e.g., Motiva, 35-ft; Darling International, 31-ft; Hess, 25-ft; Stratus Petroleum, 23-ft) indicate that existing and future use of the river require depths similar to that authorized (30-ft) below RM 1.2.



**Figure 4: Commercial/Industrial Entities Present on the River (based on SIC Codes, USACE, 2007)**



### 2.3 Additional NJDOT/NJDEP Considerations

The area within Newark's Industrial Zone adjacent and downstream of RM 3.6 is a prime location for the State of New Jersey to support mixed-use economic growth and revitalization. This area has been identified as such due to existing densities, infrastructure capacities, disturbed areas and current impervious surfaces. Newark's unparalleled transportation network and large amount of industrially-developed land which is far removed from residential areas, will allow it to continue to retain or even attract new industrial users (particularly the heavy industrial users), to these areas of the City (City of Newark Department of Economic & Housing Development, et. al., 2004).

The area within this zone has been designated as the Lister Avenue BDA slated for remediation and reuse (Figure A). Specifically in the area between RM 3.6 and 2.5, Blanchard Street/Fairmont Chemical Redevelopment Area has been identified as a potential site in the Portfields Program. This property would be used to support Port operations through the placement of much needed warehouse distribution operations (Personal Communications with Joel Sonkin [Newark Office of Economic and Housing Development], Mike Collins [New Jersey Economic Development Authority] and Peter Zantall [Port Commerce, Port Authority of NY/NJ] 2/20/07 and 2/21/07).



Other areas within the BDA (e.g., Sherwin Williams, the Diamond Alkali Superfund Site, Hilton Davis) are in earlier stages of planning with uncertainties associated with their specific redevelopment. The former Diamond Alkali property has undergone an Interim Remedial Measure (IRM) and long term plans remain unknown. Therefore, based on these uncertainties, the significant private investment in Brownfield redevelopment, and the State's alignment of programs encouraging Brownfield redevelopment, the future growth potential for this area should be preserved on all fronts to the extent possible. Similarly, Brownfield, Portfield and industrial use opportunities continue downstream to Newark Bay in Newark and Kearny serving as important locations for continued and future development of commercial and industrial use within the river corridor and the region as a whole.

Many State entities and efforts are aligned to provide remedial support and investment in future land uses that spur economic revitalization in the region. The minimum depth requirements should not limit the potential for the future uses identified above. Several divisions within NJDOT (Statewide Planning, Freight Planning and Intermodal Coordination, Office of Maritime Resources and Project Planning and Development) have determined that the recommendations contained herein support the goals and objectives of the draft Long Range Transportation Plan, Liberty Corridor Initiative, Transportation Choices 2030, and the Urban Supplement for Newark. In addition, the recommendations support the goals, policies and strategies of the State Development and Redevelopment Plan and compliment Smart Growth Initiatives.

### **3.0 CONCLUSIONS**

The information above provides a basis for the following recommendation of minimum depth requirements in the lower 8-miles of the Passaic River. A summary of these conclusions are presented in Table 1. A single minimum depth requirement within each segment of the river is proposed below to represent the State's interest.

**River Miles 0-2.5 (Newark and Kearny):** The USACE has determined that current navigational use of the river could be accommodated by an authorized depth of 16-ft (vessels drafting 13-ft), within RM 0 to 2.5. United State's Waterborne Commerce data and current dredging permits have indicated use by vessels requiring 26-ft. Based on the recent polling of existing users and examination of current permitted berth dredging, it appears that there is need for commercial drafts of at least 26 feet today, specifically near the confluence of Newark Bay. Since current users of the river are located in the lower 1.2 miles of the river reach, the depth requirements for this reach could be divided into two segments.

- 1) RM 0-1.2: Facilities that are currently using the river justify maintaining the current authorized depth of 30-ft. The State does not recommend modification of the existing authorized depth of 30-ft in this segment.
- 2) RM 1.2-2.5: The depth should not be less than 16-ft based on future industrial users, brownfields and portfields sites. Additional discussions need to take place among the State and the City of Newark and Kearny for this upper reach.

**River Miles 2.5 -3.6 (Newark and Kearny):** Although Newark's Industrial Zone above RM 2.5 does not currently utilize the river for waterborne transportation purposes, the future plans for this segment may result in complete redevelopment of the area. The minimum depth requirement will be determined by future land use patterns following upland remediation. The State's recommendations for depth of the Passaic should not preclude the possibility of navigational use of the river for the Lister Avenue BDA, consistent with the Liberty Corridor Initiative, or for a use not yet identified. Therefore, a minimum of 16-ft depth would be required in this segment in order to preserve the potential for future navigational use and economic revitalization of the region.

**River Miles 3.6 – 4.6 (Newark and Harrison):** Depths upstream of Newark's Industrial Zone and downstream of the Jackson Street Bridge should be a minimum of 10-ft. This depth should be more than adequate to accommodate recreational and commercial services (e.g., water taxis/ferries proposed at RM 4.8) in the river. This recommendation would accommodate activities and plans outlined in master plans and municipality surveys.

**River Miles 4.6 – 8 (Newark, Kearny and East Newark):** A primary goal of the Lower Passaic Restoration Project is to improve public access and enhance recreational use of the river (e.g., boating, fishing, etc). River depths between Jackson Street and Amtrak Bridges should accommodate proposed water taxis/ferries within the river stretch. In addition, river reaches upstream of the Amtrak Bridge must accommodate future recreational uses and the possibility of commercial services (e.g., water taxis/ferries). Most recreational vessels (e.g., powerboats, sailboats, fishing) less than 30-ft in length have drafts of less than 3-ft (<http://www.nauticexpo.com/index.html> and <http://www.gradywhite.com>). A minimum of 5-ft would be necessary to accommodate nearly all recreational vessels on the Passaic River. A minimum of 7-ft should accommodate all reasonably anticipated recreational uses. In addition, if commercial services considered a route upstream of the Amtrak Bridge, a depth of 10-ft would accommodate this potential need. It should be noted that limited bridge openings are a constraint for optimizing recreational use in the upstream reaches of the river.

**Table 1: Summary of Current and Recommended Navigational Depths**

<b>Reach (RM)</b>	<b>Authorized Depth (ft)</b>	<b>Constructed Depth (ft)</b>	<b>Existing Depth (ft) Average and Range</b>	<b>Min. Depth for Anticipated Future Use (ft)</b>	<b>Comments</b>
0-1.2	30	30	Avg: 17.2 9.5-20.9	30	Maintain existing and future Industrial Use
1.2-2.5	30	30	Avg: 19.7 14.8-24.7	16	Preserve future potential Industrial Uses/Brownfields/Portfields
2.5-3.6	20	20	Avg: 15.2 13.0-18.4	16	Preserve future potential Industrial Uses/Brownfields/Portfields
3.6-4.6	20	20	Avg: 16.4 11.9-22.1	10	Future Recreational/commercial services (e.g., water taxis/ferries)
4.6-8	20 (4.6-7) 16 (7-8)	16	Avg: 15.7 5.1-21.9	10	Future Recreational/commercial services (e.g., water taxis/ferries)

#### **4.0 REFERENCES**

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Personal Communication between Joel Sonkin, Newark Office of Economic and Housing Development and Lisa Baron, NJDOT. 2/21/07.

Personal Communication between Mike Collins, New Jersey Economic Development Authority and Lisa Baron, NJDOT. 2/20/07.

Personal Communication between Peter Zantall, Port Commerce, Port Authority of NY/NJ and Lisa Baron, NJDOT. 2/20/07.

Personal Communication between Ed Marchese, Passaic River Boat Club (President) and Lisa Baron, NJDOT. 3/1/07.

Personal Communication between Lower Passaic and Saddle River Alliance, Watershed Management Area 4 and Lisa Baron, NJDOT. 4/13/07.

USACE, 2007. Lower Passaic River Navigation Analysis. CENAN-PL-F Memorandum to Thomas J. Hodson, Chief, Plan Formulation Branch

USACE, 2006. Engineering and Design - Hydraulic Design of Deep Draft Navigation Projects (Chapter 8). Publication Number: EM 1110-2-1613, CECW-CE.

Wallace, Roberts & Todd. 2002. Expanding Recreation Opportunities: The Ironbound Community Recreation and Open Space Plan, Phase I Report: Analysis and Recommendations. Prepared for the Ironbound Community Corporation, Community Planning Steering Committee and Ironbound Community.

### **Municipality Surveys:**

Bayonne/Hudson County (RM 0): James Monkowski, City of Bayonne, Municipal building, 630 Ave C., Bayonne, NJ 07002.

Belleville Township/Essex County (RM 8-10): Thomas Herits, 429 Stephens St. Belleville, NJ 07109. (11/10/06)

Borough of East Newark/Hudson County (RM 5.6-6.1): Robert B. Knapp, Acting Borough Clerk, 34 Sherman Avenue, East Newark, NJ 07029

City of Clifton, Passaic County: (RM 11-13 and RM 17): Ms. Macil Homza, Secretary, Clifton Environmental Protective Commission, City Hall, 900 Clifton Avenue, Clifton, NJ 07013. (10/13/06)

Elizabeth (south of RM0): Oscar Ocasio, Department of Planning & Community Development, 50 Winfield Scott Plaza, Elizabeth. (10/11/06)

East Rutherford/Bergen (RM 13): James Cassella, Mayor, 1 Everett Place, East Rutherford, NJ 07073 (10/20/06).

Essex (Third River): Lawrence Ferchak, Essex County Division of Mosquito Control, 99 W. Bradford Avenue, Cedar Grove, NJ 07009.

Passaic County (Clifton/Nutley line to Dundee Dam): Anthony DeNova, County of Passaic, 401 Grand Street, Paterson, NJ 07505. (10/26/06)

Rutherford Borough/Bergen County (RM12&13): Timothy Stafford, Borough Administrator, 176 Park Avenue, Rutherford, NJ 07070. (10/25/06)

Town of Harrison/Hudson County (RM 3.5 to 5.6): Peter Higgins, Harrison Redevelopment Agency, 600 Essex Street, Harrison, NJ 07029. (2/13/07)

Town of Kearny (RM 0.0-8.0): Michael J. Martello, Construction Code, 402 Kearny Avenue, Kearny NJ 07032. (1/26/07)

Township of Nutley Essex (RM 8-11): Dominic Ferry, 1 Kennedy Dr. Nutley, NJ 07110.

Township of Bloomfield, Essex County (Third River): Paul D. Lasek, P.E., Township Engineer, 1 Municipal Plaza, Bloomfield, NJ 07003 (10/25/06)

**ATTACHMENT 1**

**SUMMARY OF MUNICIPALITY FUTURE USE QUESTIONNAIRES  
AND MASTER PLANS**

**TABLE A**

**MUNICIPALITY FUTURE USE QUESTIONNAIRE SUMMARY**

**Future Use Questionnaire Summary  
Table A**

<b>Municipality</b>	<b>Affiliation</b>	<b>River Miles</b>	<b>Current Use (mile)</b>	<b>River Impact Use?</b>	<b>Master Plan</b>	<b>* Future Use (mile)</b>	<b>Additional Restoration Actions</b>
City of Clifton, Passaic County	Clifton Environmental Protection Commission	11.3-12.7 16.7-17.4 3 <sup>rd</sup> River	Commercial Industrial Open Space/Preserved: (Dundee Island Preserve 17) Wetlands (11, 17) Residential (3 <sup>rd</sup> River, 11)	Need better access for recreational uses	Yes	Open Space/Preserved/ River Access/Wetland Creation (Dundee Island Preserve Expansion 17; 3 <sup>rd</sup> river)	1-Expand Dundee Island Preserve (walkway, nature study area, boat ramp, fishing pier (17)) 2- Wetland enhancement at Anderson Tract Route 3/3 <sup>rd</sup> river 3- Lower 3 <sup>rd</sup> river greenway from Anderson Tract to confluence
Rutherford Borough/Bergen County	Borough Administrator	11.6- 13.4	Residential Open space/preserved, river access: Nereid (12) Recreational/parks (13)	View is Rt 21and industries	No	* Same as current	Continued renovations on Nereid Boat Club
County of Passaic	County Administrator	11.3-17.4 Clifton/Nutley line to Dundee Dam	Commercial (City Motors) Open Space/Preserved (Dundee Island) River Access (Passaic City) Residential	Limited Access due to river walls and private ownership	No	* Same as current River Walk	None
East Rutherford/Bergen	Mayor	13.4-13.9	Commercial Recreational Open space/preserved Residential Parks/Walkways	No	No	* Bike Path, Recreational/fields parks, Open space	1-Better recognition of historical points 2-Navigation is a problem due to low bridges and do not open. 3-Reduce the time it takes to get through permitting process for parks and open space.
Township of Nutley, Essex	Mayors' office	10-11.3	Recreation/Fields/Parks: Third River Public Access (11)	No	No	* Recreation/Fields/Parks/ River Access Points (11) Recreation/Fields/Parks/ Open Space/Preserved (3rd River)	None



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Belleville Township, Essex	Township Engineer (Senator Rice)	8-10	Commercial (9) Industrial (8,10) Residential (8-10) NJ State Hwy 21 (prevents access)	Yes- Need public access for recreation	Yes	* Commercial	Clean and navigable PR
Township of Bloomfield, Essex	Township Engineer	Third River Only (miles from confluence)	Commercial (5.7-5.9) Industrial (4.9-5) Recreational/Fields/Parks (4.1-4.4; 5-5.4; 5.5-5.7; 6.2-6.7) Open Space (6.7-7.1) Residential (5.4-5.5; 5.9-6.2)	No	Yes	* Recreational/Sports Fields/Parks (4.9-5; 5.9-6.2) Open Space/Preserved (4.9-5; 5.9-6.2) Residential (4.9-5; 5.9-6)  These sites are currently abandoned/underutilized industrial areas for township re-development	
Essex	Essex County Division of Mosquito Control	Third River Only	“3 <sup>rd</sup> River for Obstructions”	No	No	Ensure free flow condition and minimize any mosquito habitats developing.	
Kearny	Construction Code and Zoning Office	0-4 6.3-8.8	Commercial retail (6-7) Industrial warehousing/storage (1-3) Recreational/Parks (7-8) Open Space (7 and 8) River Access (7 and 8)	Yes- cleanup, improve smell and routine debris removal	Yes	-Commercial retail (6-7)  Passaic Ave Redevelopment Plan: -River walkway (6-7) -Residential (6-7)  Arlington Reach would be used more by recreational boating if water was marked and maintained.	Kearny Point plans for warehousing and distribution (restoration and public access is inconsistent). Although, waterfront walkways are proposed.
Borough of East Newark/Hudson	Acting Borough Clerk	5.8-6.3	Industrial	Yes- could impact anticipated redevelopment	Yes (in process- Passaic Ave)	Commercial Residential  Remediation would enhance redevelopment plans.	

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Town of Harrison/ Hudson County	Harrison Redevelopment Agency	3.4 - 5.8	Commercial Industrial	No	Yes	-Recreational/Fields/Parks /Open Space/Preserved Residential  Authorized depths would enable river access points to be incorporated in future open space planning.	None in addition to Master Plan
Bayonne/Hudson County	City of Bayonne	0	Recreational/Fields/Parks, Open Space/Preserved, River Access, Wetlands, Residential	-	No	* Recreational/Fields/ Parks/Open Space/Preserved Residential	Recently constructed 13-acre Park w/wetlands etc. should be example
Elizabeth	Dept. of Planning & Community Development	South of 0	All uses are within the shores of the Arthur Kill	Yes- Passaic brings sediment into AK need for dredging	Yes- Arthur Kill	* Recreational Fields/Parks Residential	NA
<b>Master Plans</b>							
Newark	Passaic Riverfront Revitalization (12/15/99)	~3.6-6.1 (west bank from Clay and Brill Street), Second River				<ul style="list-style-type: none"> <li>- Mixed use commercial development</li> <li>-Recreational and entertainment uses: pleasure and dinner boating, marinas, floating restaurants, crew racing/ kayak centers, river festivals and water taxi services (downtown Newark to Manhattan and Jersey City)</li> <li>- Recreational facilities along riverfront and pedestrian access from Ironbound neighborhoods.</li> <li>- Linear park system along banks from Newark to Paterson (20 miles).</li> <li>- Extend city's streets to connect with river walk.</li> <li>- Extend Ironbound neighborhood to river's edge and maintain low rise scale.</li> <li>- Joseph G Minish Park and linkage to commercial and residential development. Expand Minish with minimum width 60 ft.</li> <li>- Connection of NJPAC to waterfront, Riverfront</li> </ul>	

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Newark	Passaic Riverfront Revitalization [cont.] (12/15/99)	~3.6-6.1 (west bank from Clay and Brill Street), Second River					<p>Stadium and waterfront development having sports theme.</p> <ul style="list-style-type: none"> <li>- Renovate Riverbank Park</li> <li>- All future development requires construction to have public access way along river creating "continuous river corridor open space system".</li> <li>- sprint rowing course between Penn Station and Bridge Street (w/ boat houses)</li> <li>- Navigation channel: "the regulated width of the channel should be reduced to reflect needs of recreational boating."</li> <li>- I280-Belleville: industrial sites expected to relocate, and land becomes open space and residential uses.</li> <li>- Second River Corridor as passive open space connection to waterfront (from Broadway to confluence).</li> <li>- Eastern shoulder (Diamond) will remain an industrial zone providing jobs (future non-residential use after cleanup).</li> <li>- Installation of open space buffer between Terrell Homes and Industrial zone.</li> <li>- Public Walkway (minimum 30 ft width) adjacent to industrial property with natural edge.</li> <li>- New Essex County Park (stacked containers)</li> <li>- Extend Minish Park to RM 2.5 (NJ Turnpike)</li> </ul>
Newark	Passaic Riverfront Redevelopment Plan (1/22/04)	Jackson St. to Bridge St (4.6-5.7)					<ul style="list-style-type: none"> <li>- Proposed Park (Ironbound Community Corps) including environmental education center, stage barge, docking for the "Odyssey" educational ferryboat</li> <li>- Consensus Plan: Access to NJPAC, creation of Minish Park, pedestrian upland connections to waterfront, 60ft minimum view corridors, access for large marine vessels, water taxi, tour boats, Odyssey Educational Boat (~RM 4.6), boathouses and rowing clubs (~RM 5.1), Pedestrian bridge (~RM 5), Wetlands Parks (~RM 4.9)</li> </ul>

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Newark	Land Use Element of Master Plan for the City of Newark (12/04)	0-8.3					<ul style="list-style-type: none"> <li>- Mixed-use environment with strong residential, open space and recreational component.</li> <li>- Continued Industrial development in Industrial Zone (up to RM 3.6).</li> <li>- Minish Restoration and Historic Area Park project</li> <li>- Park space between Mott Street and Brill Street w/ active recreation (baseball, soccer fields, tennis and in-line hockey rink)</li> <li>- Coordination with Passaic Riverfront Revitalization Study</li> <li>- Office buildings/Hotel</li> </ul>
Newark	Ironbound Community Recreation and Open Space Plan (May 2002)	2.4-8.3					<ul style="list-style-type: none"> <li>- Entire riverfront as a park (Raymond Blvd to river and Penn Station to Chapel St)</li> <li>- Pedestrian corridors linking parks, playgrounds, etc</li> <li>- Minish Park</li> <li>- Riverbank Park</li> <li>- Recreational fields from Sherwin Williams west (containers removed)</li> </ul>
Harrison	Harrison Waterfront Redevelopment Plan (Oct 2003)	3.4-5.8					<ul style="list-style-type: none"> <li>- Waterfront Walkway (from I 280 to Jackson St Bridge) and Park</li> <li>- Bridge to Newark (with pedestrian walk/link to proposed Stadium)</li> <li>- USACE Harrison Flood Control Project (floodwall and levee system)</li> <li>- Public access points</li> <li>- Residential, Stadium, Office Commercial</li> </ul>
Kearny	Town of Kearny Master Plan Reexamination (July 2002)	0-3.5 6.3-8.8					<ul style="list-style-type: none"> <li>Kearny Urban Enterprise Zones (south RM 0-2.5 and RM 6.1- 8)</li> <li>- South RM 0-2.5 (South Kearny Industrial South (SKI-S): Portfields site (SKM-1) for warehousing and manufacturing center</li> <li>- Passaic Avenue Plan: mixed-use, urban entertainment destination new housing, shopping and recreational activities with riverfront walk. Park and open space system.</li> <li>- Upgrade of boat launch at Passaic Ave and Bergen</li> </ul>

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Kearny	Town of Kearny Master Plan Reexamination [cont.] (July 2002)					Ave. - Meadowlands District and Redevelopment Area (RM 2.5 to 3.5): - New commercial, light industrial mixed use and recreational uses. - Kearny Marsh remediation/restoration	
Belleville	Reexamination Report, Belleville Master Plan (April 2007)	8.3-10.2				- Redevelopment within the Valley from Industrial reduced and replaced by commercial, retail and residential. - Bike path along 2 <sup>nd</sup> River - State Historic Register consideration: Passaic River Valley Historic District near the Passaic River's west bank and the Second River's north bank.	

\* Respondents to Questionnaire indicated that the municipality would not use the river differently if authorized depths were maintained.

## Future Use Questionnaire Summary Table A

### References

#### **Municipality Surveys**

Bayonne/Hudson County (RM 0): James Monkowski, City of Bayonne, Municipal building, 630 Ave C., Bayonne, NJ 07002.

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East Rutherford/Bergen (RM 13): James Cassella, Mayor, 1 Everett Place, East Rutherford, NJ 07073 (10/20/06).

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Town of Harrison/Hudson County (RM 3.5 to 5.6): Peter Higgins, Harrison Redevelopment Agency, 600 Essex Street, Harrison, NJ 07029. (2/13/07)

Town of Kearny (RM 0.0-8.0): Michael J. Martello, Construction Code, 402 Kearny Avenue, Kearny NJ 07032. (1/26/07)

Township of Nutley Essex (RM 8-11): Dominic Ferry, 1 Kennedy Dr. Nutley, NJ 07110.

## **Future Use Questionnaire Summary Table A**

Township of Bloomfield, Essex County (Third River): Paul D. Lasek, P.E., Township Engineer, 1 Municipal Plaza, Bloomfield, NJ 07003 (10/25/06)

### **Master Plans**

Clarke Caton Hintz / Ehrenkrantz Eckstut & Kuhn. 1999. Passaic Riverfront Revitalization, Newark, NJ. City of Newark (12/15/1999).

Clarke Caton Hintz / Ehrenkrantz Eckstut & Kuhn Architects. 2004. Passaic Riverfront Redevelopment Plan, Newark, NJ. City of Newark (Presentation 1/22/04).

City of Newark Dept. of Economic & Housing Development and Phillips Preiss Shapiro Associates, Inc., Schoor DePalma. 2004. Land Use Element of the Master Plan for the City of Newark. Prepared for the Central Planning Board City of Newark (12/6/04)

East Newark Planning/Zoning Board, County of Hudson, State of New Jersey. 12/2006. Resolution Adopting the Borough of East Newark's Re-Examination of the Master Plan and Development Regulations as Prepared by Robert D. Cotter, PP, AICP, Planning Consultant.

Heyer, Gruel & Associates, 2002. Town of Kearny Master Plan Reexamination Report.

Heyer, Gruel & Associates. 2003. Harrison Waterfront Redevelopment Plan.

Master Plan Reexamination Subcommittee and Maser Consulting. 2007. Reexamination Report Belleville Master Plan, Township of Belleville, NJ (April 2007).

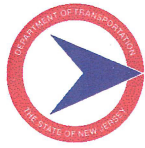
Wallace, Roberts & Todd. 2002. Expanding Recreation Opportunities: The Ironbound Community Recreation and Open Space Plan, Phase I Report: Analysis and Recommendations. Prepared for the Ironbound Community Corporation, Community Planning Steering Committee and Ironbound Community.

**FIGURE A**

**SUMMARY OF MUNICIPALITY FUTURE PROPOSED LAND USE  
AND PLANNING EFFORTS**

**RIVER MILES 0-8**





# new jersey department of transportation

## Lower Passaic River Restoration Project Municipality Plans for Future Use of River Miles 0 to 8

### Legend

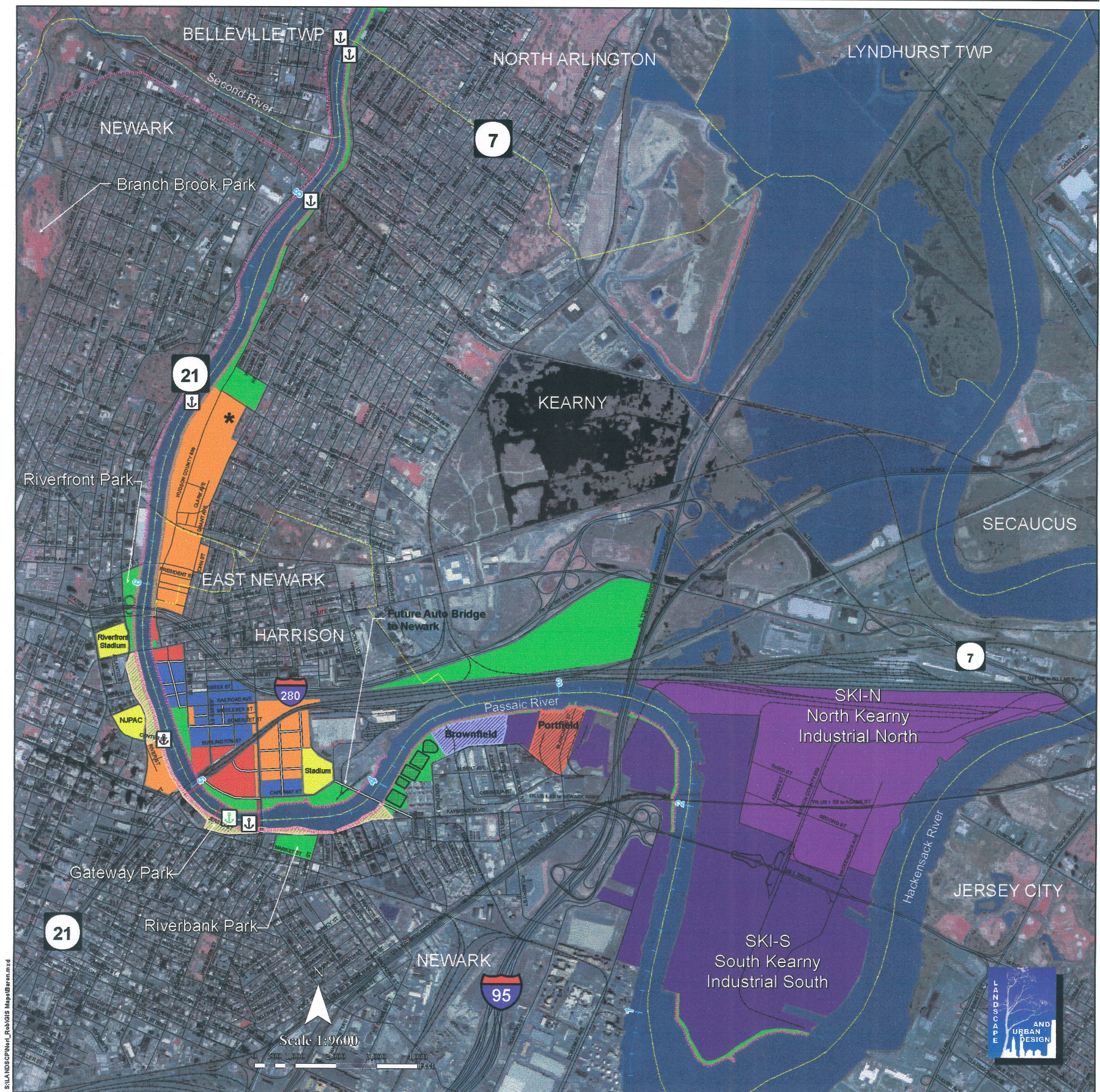
- |   |  |
|---|--|
| Lister Avenue Brownfield Development Area           | Entertainment                                      |
| Blanchard Street/Fairmont Chemical Development Area | Minish Park Boundary                               |
| Boating: Recreation/Commercial (marina, dock, ramp) | Open Space/Recreation                              |
| Bikepath/Walkway                                    | Industrial   |
| Proposed Street                                     | Mixed Use (Residential/Commercial [Retail/Office]) |
| Pedestrian Bridge                                   | Residential  |
| Athletic Fields                                     | Commercial   |

### Notes:

1. Aerial photograph is 2002 Orthophotography.  
These files are projected as 1983 New Jersey  
State Plane Coordinates in feet.

Boating area to include water taxi, tour &  
educational boats

\* Also includes recreation activities & entertainment  
destination





## **ATTACHMENT 2**

### **MUNICIPALITY FUTURE USE QUESTIONNAIRES**

Lower Passaic River Restoration Project  
Future Use Questionnaire

Municipality/County: \_\_\_\_\_

Name \_\_\_\_\_

Affiliation/Agency Representing: \_\_\_\_\_

Address \_\_\_\_\_

Phone/Fax numbers: \_\_\_\_\_

Municipality Location- Specific River Miles (see enclosed map): \_\_\_\_\_

The State of New Jersey (NJDOT and NJDEP) needs your help to understand what the communities and region envision for the future of the Lower Passaic River watershed. The information you provide in this questionnaire will be used with the other Partner agencies (US Environmental Protection Agency, US Army Corps of Engineers, National Oceanic and Atmospheric Administration and US Fish and Wildlife Service) for the Lower Passaic River Restoration Project to plan for the clean up and comprehensive restoration of the Lower Passaic River and its major tributaries (specifically Saddle River and Second and Third Rivers). Local municipalities and regional efforts are critical in the planning process for the future use of the river. Please submit your completed questionnaire by October 13, 2006 to:

Lisa Baron  
New Jersey Department of Transportation  
PO Box 837  
1035 Parkway Avenue  
Trenton, NJ 08625-0837  
609-530-4779

**Section 1: Current Uses**

1) Please indicate your municipality's current uses of the Passaic River, tributaries and waterfront areas (Please indicate river mile – see enclosed map):

- ☐ Commercial \_\_\_\_\_
- ☐ Industrial \_\_\_\_\_
- ☐ Recreational/Sports Fields and Parks \_\_\_\_\_
- ☐ Open Space/Preserved \_\_\_\_\_
- ☐ River Access points (e.g., marinas, boat ramps) \_\_\_\_\_
- ☐ Commuter/Recreational Transportation (e.g., water taxis, cruises) \_\_\_\_\_
- ☐ Wetlands or scenic landscape \_\_\_\_\_
- ☐ Residential \_\_\_\_\_

**Lower Passaic River Restoration Project**  
**Vision for Future Use**

( ) Other \_\_\_\_\_

2) Does the current condition of the Passaic River negatively impact your municipality's use of the Passaic River and waterfront areas? Yes/No \_\_\_\_\_ If yes, please describe. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

3) Please indicate any public access (including their condition) to the river and primary tributaries in your municipality (Please indicate river mile – see enclosed map):

- ( ) Marinas \_\_\_\_\_
- ( ) Boat ramps \_\_\_\_\_
- ( ) Walkways \_\_\_\_\_
- ( ) Parks \_\_\_\_\_
- ( ) Other \_\_\_\_\_

**Section 2 : Future Planning**

1) Does your municipality have a master plan or plan for future development of the Passaic River waterfront, tributaries or adjacent areas? Yes/No \_\_\_\_\_

If possible, please send to Lisa Baron at the above address at your earliest convenience.

2) Please identify the primary components currently included in the plan or any other plans for development currently under consideration in your municipality for the Passaic River, tributaries and waterfront areas (note river mile- see map):

- ( ) Commercial \_\_\_\_\_
- ( ) Industrial \_\_\_\_\_
- ( ) Recreational/Sports Fields and Parks \_\_\_\_\_
- ( ) Open Space/Preserved \_\_\_\_\_
- ( ) River Access points (e.g., marinas, boat ramp creation or rehabilitation) \_\_\_\_\_
- ( ) Commuter/Recreational Transportation (e.g., water taxis, cruises) \_\_\_\_\_
- ( ) Wetland Creation \_\_\_\_\_
- ( ) Residential \_\_\_\_\_
- ( ) Other \_\_\_\_\_

3) The federal navigation channel in the Passaic River has not been maintained since 1983 (lower 2 miles), 1937 (miles 2.6 to 4.6), or before the 1950s in specific upper reach locations. Would the Passaic River be used more or would your municipality's development plans change if the federal navigation channel in the

**Lower Passaic River Restoration Project**  
**Vision for Future Use**

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river were remediated and restored to its current authorized depth? Authorized depths are currently:

- Point No Point Reach (river mile 0 to 2.2) at 30 feet;
- Harrison Reach (river mile 2.2 to 7) at 20 feet;
- Arlington Reach (river mile 7 to 8) at 16 ft;
- Upstream (river mile 8 to 15) at 10 ft. (see enclosed map)

Yes/No \_\_\_\_\_ If yes, please specify.

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4) In the absence of a master plan, please indicate what additional development your municipality considers appropriate for the Passaic River, tributaries and waterfront areas (note river mile- see map):

- ☐ Commercial \_\_\_\_\_
- ☐ Industrial \_\_\_\_\_
- ☐ Recreational/Sports Fields and Parks \_\_\_\_\_
- ☐ Open Space/Preserved \_\_\_\_\_
- ☐ River Access points (e.g., marinas, boat ramp creation or rehabilitation) \_\_\_\_\_
- ☐ Commuter/Recreational Transportation (e.g., water taxis, cruises) \_\_\_\_\_
- ☐ Wetland Creation \_\_\_\_\_
- ☐ Residential \_\_\_\_\_
- ☐ Other \_\_\_\_\_

5) Before answering the final question, please review the attachments (DRAFT map of the vision for the river, goals and potential restoration actions):

If the draft map is not inclusive of any proposed actions or master plans for future development within your municipality or if there are additional restoration actions that you would like to see included on our list, please identify three (3) specific project or actions that you would like to see undertaken.

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Additional comments:

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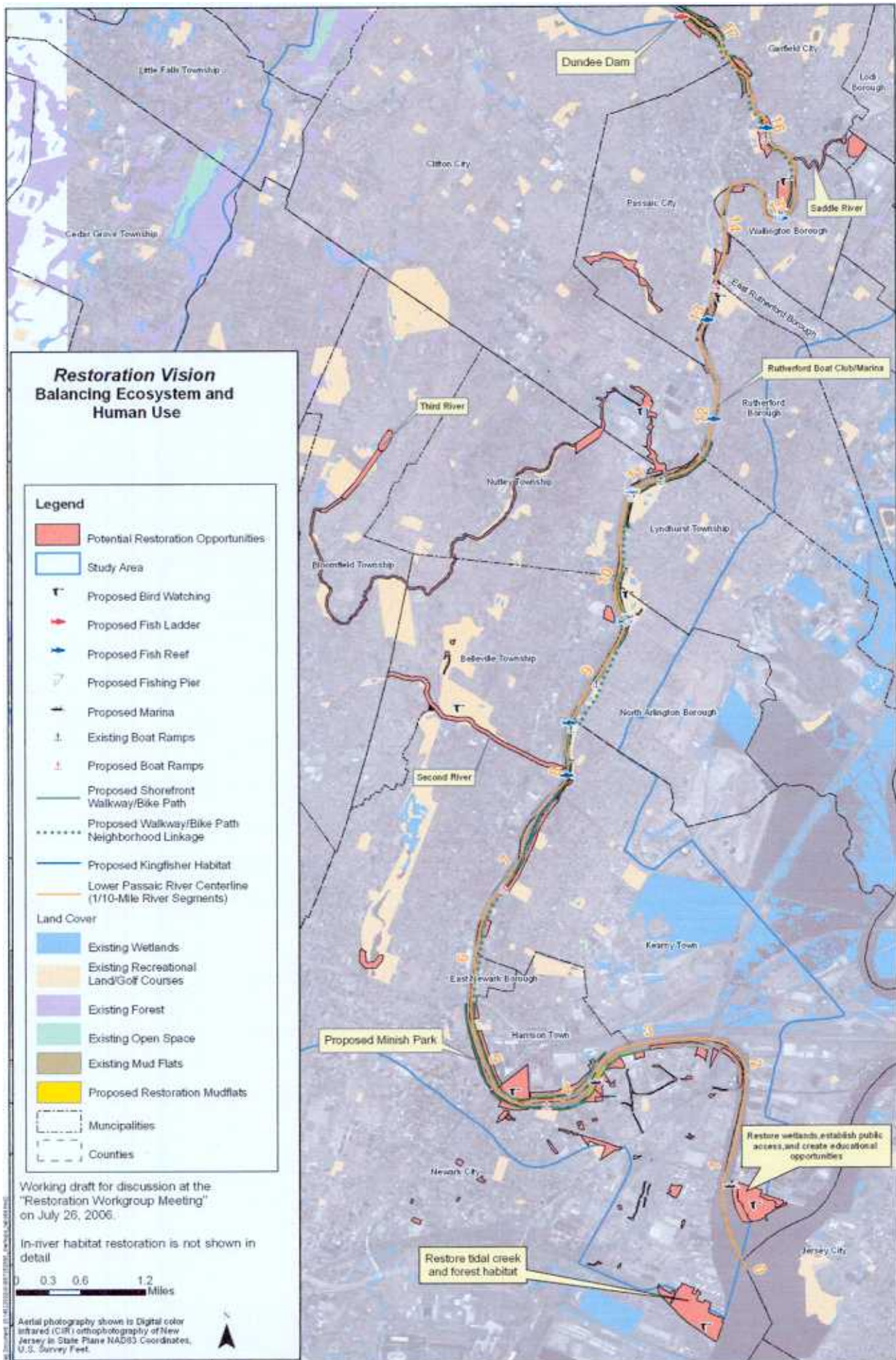
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**THANK YOU FOR YOUR TIME!**

**Attachment 1**

**DRAFT  
Map- Restoration of the Lower Passaic River**





## Attachment 2

### Project Goals

- ❖ Create, enhance and restore habitat (including subtidal, intertidal, riparian and upland).
- ❖ Improve water quality
- ❖ Enhance vegetative communities
- ❖ Enhance faunal communities (e.g., increase diversity and abundance of fish, birds, mammals, herpetofauna and benthic communities)
- ❖ Improve sediment quality
- ❖ Support human use
  - Economic Revitalization
  - Improve public access
  - Improve aesthetics
  - Improve public education opportunities
  - Improve navigation
  - Improve passive recreation opportunities
  - Improve recreational fishing opportunities
  - Improve flood storage and attenuation
  - Improve brownfield and greenfield development

Project Goals abridged for purposes of this questionnaire.

### Potential Restoration Actions

- ❖ Procure upland and wetland property
- ❖ Restore habitat
- ❖ Reduce sources of untreated storm water and sewer system outflows
- ❖ Add riparian forests, maritime forests, freshwater wetlands and salt marshes
- ❖ Restore contiguous areas (e.g., Oak Island Yards, Kearny Point, Tributaries)
- ❖ Green development (e.g., create green roofs, rain gardens and downspout connections)
- ❖ Build/rehabilitate fish piers
- ❖ Reduce floatables
- ❖ Remove obstacles to navigation
- ❖ Create bird watching access
- ❖ Implement Minish Park Mitigation Pilot
- ❖ Remove containers on river banks
- ❖ Establish river boat ecotourism opportunities
- ❖ Create small craft and non-motorized boat access points, information kiosks and public waterfront areas
- ❖ Create greenways/fields and parks
- ❖ Establish fish passage (ladder) /shad run
- ❖ Establish brownfield remediation and redevelopment
- ❖ Convert brownfields to greenfields
- ❖ Remove or modify constrained channels and connections between open waters



**City of Clifton, Passaic County**  
**10/13/06**

# ENVIRONMENTAL PROTECTIVE COMMISSION



CITY HALL  
900 CLIFTON AVENUE  
CLIFTON, NEW JERSEY 07013

MEETING THE 1<sup>ST</sup> WEDNESDAY  
OF THE MONTH AT CITY HALL

PHONE: 973-470-5754  
FAX: 973-470-9456

October 10, 2006

Ms. Lisa A. Baron  
Project Manager  
State of New Jersey  
Department of Transportation  
P.O. Box 837  
1035 Parkway Avenue, 3<sup>rd</sup> Floor MOB  
Trenton, New Jersey 08625-0837

RE: Lower Passaic River Restoration Project  
Future Use Questionnaire

Dear Ms. Baron:

Per your request, attached is a copy of the Lower Passaic River Restoration Project Future Use Questionnaire which has been filled out by the Clifton Environmental Protective Commission on behalf of the City of Clifton.

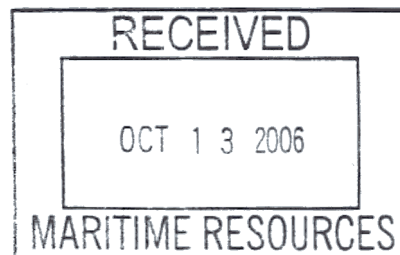
Should you need any additional information, do not hesitate to contact this office.

Very truly yours,

*Joseph A. Labriola*  
JOSEPH A. LABRIOLA *mh*  
COMMISSIONER

JAL:mh

Attachment



Lower Passaic River Restoration Project  
Future Use Questionnaire

Municipality/County: City of Clifton, Passaic County

Ms. Macil Homza, Secretary

Name: Clifton Environmental Protective Commission

Affiliation/Agency Representing: Clifton Environmental Protective Commission

Address: City Hall  
900 Clifton Avenue, Clifton, N.J. 07013

Phone/Fax numbers: (973) 470-5754

Municipality Location- Specific River Miles (see enclosed map): RM 11-to-13 and RM 17

The State of New Jersey (NJDOT and NJDEP) needs your help to understand what the communities and region envision for the future of the Lower Passaic River watershed. The information you provide in this questionnaire will be used with the other Partner agencies (US Environmental Protection Agency, US Army Corps of Engineers, National Oceanic and Atmospheric Administration and US Fish and Wildlife Service) for the Lower Passaic River Restoration Project to plan for the clean up and comprehensive restoration of the Lower Passaic River and its major tributaries (specifically Saddle River and Second and Third Rivers). Local municipalities and regional efforts are critical in the planning process for the future use of the river. Please submit your completed questionnaire by October 13, 2006 to:

Lisa Baron  
New Jersey Department of Transportation  
PO Box 837  
1035 Parkway Avenue  
Trenton, NJ 08625-0837  
609-530-4779

Section 1: Current Uses

1) Please indicate your municipality's current uses of the Passaic River, tributaries and waterfront areas (Please indicate river mile - see enclosed map):

- (☒) Commercial R.M. 11-13, RM 17, Third River
- (☒) Industrial R.M. 11-13, RM 17
- (☐) Recreational/Sports Fields and Parks
- (☒) Open Space/Preserved Dundee Island Preserve (NJDOT) RM 17
- (☐) River Access points (e.g., marinas, boat ramps)
- (☐) Commuter/Recreational Transportation (e.g., water taxis, cruises)
- (☒) Wetlands or scenic landscape RM 17, RM 11
- (☒) Residential Third River, below River Road vicinity RM 11

Lower Passaic River Restoration Project  
Vision for Future Use

Other \_\_\_\_\_

2) Does the current condition of the Passaic River negatively impact your municipality's use of the Passaic River and waterfront areas? ☒ Yes ☐ No \_\_\_\_\_ If yes, please describe. Need better access for recreational uses

3) Please indicate any public access (including their condition) to the river and primary tributaries in your municipality (Please indicate river mile - see enclosed map):

☐ Marinas \_\_\_\_\_

☐ Boat ramps \_\_\_\_\_

☒ Walkways NJDOT, Dundee Island Preserve, RM 17, Riverwalk at Third River vic RM 11

☒ Parks \_\_\_\_\_

☐ Other \_\_\_\_\_

**Section 2 : Future Planning**

1) Does your municipality have a master plan or plan for future development of the Passaic River waterfront, tributaries or adjacent areas? ☒ Yes ☐ No \_\_\_\_\_  
As part of City of Clifton Master Plan

If possible, please send to Lisa Baron at the above address at your earliest convenience.

2) Please identify the primary components currently included in the plan or any other plans for development currently under consideration in your municipality for the Passaic River, tributaries and waterfront areas (note river mile- see map):

☐ Commercial \_\_\_\_\_

☐ Industrial \_\_\_\_\_

☐ Recreational/Sports Fields and Parks \_\_\_\_\_

☒ Open Space/Preserved Dundee Island Preserve Expansion, RM 17, Anderson Tract along Third River

☒ River Access points (e.g., marinas, boat ramp creation or rehabilitation) Dundee Island Preserve, RM 17

☐ Commuter/Recreational Transportation (e.g., water taxis, cruises) \_\_\_\_\_

☒ Wetland Creation Dundee Island Preserve Expansion RM 17

☐ Residential \_\_\_\_\_

☐ Other \_\_\_\_\_

3) The federal navigation channel in the Passaic River has not been maintained since 1983 (lower 2 miles), 1937 (miles 2.6 to 4.6), or before the 1950s in specific upper reach locations. Would the Passaic River be used more or would your municipality's development plans change if the federal navigation channel in the

Lower Passaic River Restoration Project  
Vision for Future Use

river were remediated and restored to its current authorized depth? Authorized depths are currently:

- Point No Point Reach (river mile 0 to 2.2) at 30 feet;
- Harrison Reach (river mile 2.2 to 7) at 20 feet;
- Arlington Reach (river mile 7 to 8) at 16 ft;
- Upstream (river mile 8 to 15) at 10 ft. (see enclosed map)

Yes No \_\_\_\_\_ If yes, please specify.

Upstream to allow future boat ramps and fishing piers

4) In the absence of a master plan, please indicate what additional development your municipality considers appropriate for the Passaic River, tributaries and waterfront areas (note river mile- see map):

- ( ) Commercial \_\_\_\_\_
- ( ) Industrial \_\_\_\_\_
- ( ) Recreational/Sports Fields and Parks \_\_\_\_\_
- (✓) Open Space/Preserved Dundee Island Preserve, RM 17, Third River
- (✓) River Access points (e.g., marinas, boat ramp creation or rehabilitation) " "
- ( ) Commuter/Recreational Transportation (e.g., water taxis, cruises) \_\_\_\_\_
- (✓) Wetland Creation Dundee Island Preserve RM 17, Third River vic. RM 11
- (✓) Residential RM 12
- ( ) Other \_\_\_\_\_

5) Before answering the final question, please review the attachments (DRAFT map of the vision for the river, goals and potential restoration actions):

If the draft map is not inclusive of any proposed actions or master plans for future development within your municipality or if there are additional restoration actions that you would like to see included on our list, please identify three (3) specific project or actions that you would like to see undertaken.

Generally shown on Draft Map, but specifically:

- Expanded Dundee Island Preserve at RM 17 with  
Walkway, nature study areas, boat ramp, fishing pier
- Wetland Enhancement at Anderson Tract Route 3/Third River
- Lower Third River Greenway from Anderson Tract to  
Confluence with Passaic River at RM 11

Additional comments:

THANK YOU FOR YOUR TIME!

**Rutherford Borough/Bergen County**  
**10/25/06**



**SCHOOR DEPALMA**  
Engineers and Consultants

October 25, 2006

Lisa Baron  
NJ Department of Transportation  
PO Box 837  
1035 Parkway Avenue  
Trenton, NJ 08625-0837

**RE: Lower Passaic River Questionnaire**  
**Our Project Number 060106401**

Dear Ms. Baron

On behalf of the Borough of Rutherford I am forwarding the enclosed, completed Lower Passaic river questionnaire. If you have any questions please do not hesitate to contact me.

Very truly yours,

**SCHOOR DEPALMA INC.**

David K. Maski PP, AICP  
Borough Planner

c: Timothy Stafford, Borough Administrator

M:\project\2006\0601064\01\passaic river\questionnaire.transmittal.DOT.doc

RECEIVED

OCT 27 2006

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tel 908.735.7750 | fax 908.735.7746 | [www.schoordepalma.com](http://www.schoordepalma.com)

New Jersey Pennsylvania New York Florida Arizona Maryland

*Damiano Long - A division of Schoor DePalma*

Lower Passaic River Restoration Project  
Future Use Questionnaire

Municipality/County: Rutherford Borough / Bergen County

Name: Timothy Stafford

Affiliation/Agency Representing: Borough Administrator

Address: 176 Park Avenue, Rutherford, New Jersey 07070

Phone/Fax numbers: (201) 460-3004 / (201) 460-6121

Municipality Location- Specific River Miles (see enclosed map): 12 & 13

The State of New Jersey (NJDOT and NJDEP) needs your help to understand what the communities and region envision for the future of the Lower Passaic River watershed. The information you provide in this questionnaire will be used with the other Partner agencies (US Environmental Protection Agency, US Army Corps of Engineers, National Oceanic and Atmospheric Administration and US Fish and Wildlife Service) for the Lower Passaic River Restoration Project to plan for the clean up and comprehensive restoration of the Lower Passaic River and its major tributaries (specifically Saddle River and Second and Third Rivers). Local municipalities and regional efforts are critical in the planning process for the future use of the river. Please submit your completed questionnaire by October 27, 2006 to:

Lisa Baron  
New Jersey Department of Transportation  
PO Box 837  
1035 Parkway Avenue  
Trenton, NJ 08625-0837  
609-530-4779

**Section 1: Current Uses**

1) Please indicate your municipality's current uses of the Passaic River, tributaries and waterfront areas (Please indicate river mile – see enclosed map):

- ☐ Commercial \_\_\_\_\_
- ☐ Industrial \_\_\_\_\_
- ☒ Recreational/Sports Fields and Parks 13
- ☒ Open Space/Preserved 12
- ☒ River Access points (e.g., marinas, boat ramps) 12
- ☐ Commuter/Recreational Transportation (e.g., water taxis, cruises) \_\_\_\_\_
- ☐ Wetlands or scenic landscape \_\_\_\_\_
- ☒ Residential 12 & 13



**Lower Passaic River Restoration Project  
Vision for Future Use**

( ) Other \_\_\_\_\_

2) Does the current condition of the Passaic River negatively impact your municipality's use of the Passaic River and waterfront areas? Yes/No Yes If yes, please describe. View across river into Passaic County is of Highway (route 21) and Industrial uses.

3) Please indicate any public access (including their condition) to the river and primary tributaries in your municipality (Please indicate river mile – see enclosed map):

( ) Marinas \_\_\_\_\_  
(x) Boat ramps 12 (Rowing Club) \_\_\_\_\_  
( ) Walkways \_\_\_\_\_  
(x) Parks 12 & 13 \_\_\_\_\_  
( ) Other \_\_\_\_\_

**Section 2 : Future Planning**

1) Does your municipality have a master plan or plan for future development of the Passaic River waterfront, tributaries or adjacent areas? Yes/No NO

If possible, please send to Lisa Baron at the above address at your earliest convenience.

2) Please identify the primary components currently included in the plan or any other plans for development currently under consideration in your municipality for the Passaic River, tributaries and waterfront areas (note river mile- see map): N/A

( ) Commercial \_\_\_\_\_  
( ) Industrial \_\_\_\_\_  
( ) Recreational/Sports Fields and Parks \_\_\_\_\_  
( ) Open Space/Preserved \_\_\_\_\_  
( ) River Access points (e.g., marinas, boat ramp creation or rehabilitation) \_\_\_\_\_  
( ) Commuter/Recreational Transportation (e.g., water taxis, cruises) \_\_\_\_\_  
( ) Wetland Creation \_\_\_\_\_  
( ) Residential \_\_\_\_\_  
( ) Other \_\_\_\_\_

3) The federal navigation channel in the Passaic River has not been maintained since 1983 (lower 2 miles), 1937 (miles 2.6 to 4.6), or before the 1950s in specific upper reach locations. Would the Passaic River be used more or would your municipality's development plans change if the federal navigation channel in the

Lower Passaic River Restoration Project  
Vision for Future Use

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river were remediated and restored to its current authorized depth? Authorized depths are currently:

- Point No Point Reach (river mile 0 to 2.2) at 30 feet;
- Harrison Reach (river mile 2.2 to 7) at 20 feet;
- Arlington Reach (river mile 7 to 8) at 16 ft;
- Upstream (river mile 8 to 15) at 10 ft. (see enclosed map)

Yes/No NO If yes, please specify.

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4) In the absence of a master plan, please indicate what additional development your municipality considers appropriate for the Passaic River, tributaries and waterfront areas (note river mile- see map):

- ( ) Commercial \_\_\_\_\_
- ( ) Industrial \_\_\_\_\_
- (X) Recreational/Sports Fields and Parks 12 & 13
- (X) Open Space/Preserved 12 & 13
- (X) River Access points (e.g., marinas, boat ramp creation or rehabilitation) 12 & 13
- ( ) Commuter/Recreational Transportation (e.g., water taxis, cruises) \_\_\_\_\_
- ( ) Wetland Creation \_\_\_\_\_
- ( ) Residential \_\_\_\_\_
- ( ) Other \_\_\_\_\_

5) Before answering the final question, please review the attachments (DRAFT map of the vision for the river, goals and potential restoration actions):

If the draft map is not inclusive of any proposed actions or master plans for future development within your municipality or if there are additional restoration actions that you would like to see included on our list, please identify three (3) specific project or actions that you would like to see undertaken.

"The Nereid Boat Club at mile 12 plans to continue renovations  
of their existing facility."

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Additional comments:

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**THANK YOU FOR YOUR TIME!**

**County of Passaic**  
**10/26/06**



# County of Passaic

Administration Building  
401 Grand Street, Room 205  
Paterson, New Jersey 07505-2023

**Anthony J. DeNova**

*County Administrator*

TEL: (973) 881-4405

FAX: (973) 881-2853

Email: [adenova@passaiccountynj.org](mailto:adenova@passaiccountynj.org)

*Board of Chosen  
Freeholders*

*Elease Evans  
Director*

*Sonia Rosado  
Deputy Director*

*Lois A. Cuccinello*

*Terry Duffy*

*James Gallagher*

*Bruce James*

*Pat Lepore*

October 26, 2006

Ms. Lisa A. Baron, Project Manager  
State of New Jersey  
Department of Transportation  
1035 Parkway Avenue, 3<sup>rd</sup> Floor MOB  
Trenton, NJ 08625

Dear Ms. Baron:

Enclosed please find the completed Future Use Questionnaire for the  
Lower Passaic River Restoration Project.

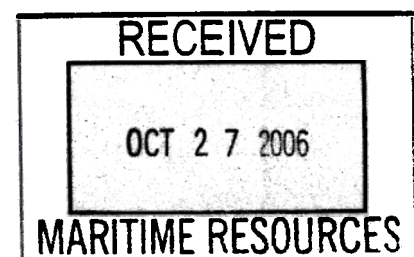
If I can be of any further assistance, please do not hesitate to contact my  
office.

Sincerely,

A handwritten signature in dark ink, appearing to read "Anthony J. De Nova", is written over a circular stamp.

Anthony J. De Nova  
County Administrator

AJD/psr  
Enclosure



Lower Passaic River Restoration Project  
Future Use Questionnaire

Municipality/County: Passaic County

Name: Anthony J. DeNova

Affiliation/Agency Representing: County of Passaic

Address: 401 Grand Street, Paterson, NJ 07505

Phone/Fax numbers: 973-881-4405

Municipality Location- Specific River Miles (see enclosed map): Clifton/Nutley line to Dundee Dam

The State of New Jersey (NJDOT and NJDEP) needs your help to understand what the communities and region envision for the future of the Lower Passaic River watershed. The information you provide in this questionnaire will be used with the other Partner agencies (US Environmental Protection Agency, US Army Corps of Engineers, National Oceanic and Atmospheric Administration and US Fish and Wildlife Service) for the Lower Passaic River Restoration Project to plan for the clean up and comprehensive restoration of the Lower Passaic River and its major tributaries (specifically Saddle River and Second and Third Rivers). Local municipalities and regional efforts are critical in the planning process for the future use of the river. Please submit your completed questionnaire by October 27, 2006 to:

Lisa Baron  
New Jersey Department of Transportation  
PO Box 837  
1035 Parkway Avenue  
Trenton, NJ 08625-0837  
609-530-4779

**Section 1: Current Uses**

1) Please indicate your municipality's current uses of the Passaic River, tributaries and waterfront areas (Please indicate river mile – see enclosed map):

- (X) Commercial Some, but minimal (City Motors)
- (X) Industrial \_\_\_\_\_
- (X) Recreational/Sports Fields and Parks \_\_\_\_\_
- (X) Open Space/Preserved Dundee Island
- (X) River Access points (e.g., marinas, boat ramps) Passaic City
- ( ) Commuter/Recreational Transportation (e.g., water taxis, cruises) \_\_\_\_\_
- ( ) Wetlands or scenic landscape \_\_\_\_\_
- (X) Residential Apartment complex (Monroe St.), minimal single family

**Lower Passaic River Restoration Project  
Vision for Future Use**

) Other \_\_\_\_\_

2) Does the current condition of the Passaic River negatively impact your municipality's use of the Passaic River and waterfront areas? Yes/No Yes If yes, please describe. Limited access due to river walls. Private property prevents access.

3) Please indicate any public access (including their condition) to the river and primary tributaries in your municipality (Please indicate river mile – see enclosed map):

( ) Marinas

(x) Boat ramps Passaic City

( ) Walkways

( ) Parks

( ) Other

**Section 2 : Future Planning**

1) Does your municipality have a master plan or plan for future development of the Passaic River waterfront, tributaries or adjacent areas? Yes/No No

If possible, please send to Lisa Baron at the above address at your earliest convenience.

2) Please identify the primary components currently included in the plan or any other plans for development currently under consideration in your municipality for the Passaic River, tributaries and waterfront areas (note river mile- see map):

( ) Commercial

( ) Industrial

( ) Recreational/Sports Fields and Parks

( ) Open Space/Preserved

( ) River Access points (e.g., marinas, boat ramp creation or rehabilitation)

( ) Commuter/Recreational Transportation (e.g., water taxis, cruises)

( ) Wetland Creation

( ) Residential

( ) Other

3) The federal navigation channel in the Passaic River has not been maintained since 1983 (lower 2 miles), 1937 (miles 2.6 to 4.6), or before the 1950s in specific upper reach locations. Would the Passaic River be used more or would your municipality's development plans change if the federal navigation channel in the

**THANK YOU FOR YOUR TIME!**

**East Rutherford/Bergen County**  
**10/20/06**





## State of New Jersey

DEPARTMENT OF TRANSPORTATION  
P.O. Box 600  
Trenton, New Jersey 08625-0600

JON S. CORZINE  
Governor

KRIS KOLLURI, esq.  
Commissioner

October 4, 2006

Honorable James Cassella  
Mayor, Borough of East Rutherford  
Municipal Building  
1 Everett Place  
East Rutherford, NJ 07073

Dear Mayor Cassella

NJ Department of Transportation (NJDOT) and NJ Department of Environmental Protection (NJDEP) need your help and input as we prepare for the future of the Lower Passaic River. As you are aware, the Partner agencies (NJDOT, NJDEP, US Army Corps of Engineers (USACE), US Environmental Protection Agency (USEPA), National Oceanic and Atmospheric Administration (NOAA), and US Fish and Wildlife Service (USFWS)) are working together to determine a comprehensive solution for the clean up and restoration of the Lower Passaic River and watershed. The Project Study area includes the 17-mile stretch of Lower Passaic River and its tributaries (including Saddle, Second and Third Rivers) from the Dundee Dam to the confluence with Newark Bay. Please go to [www.ourpassaic.org](http://www.ourpassaic.org) for additional information about the Restoration Project.

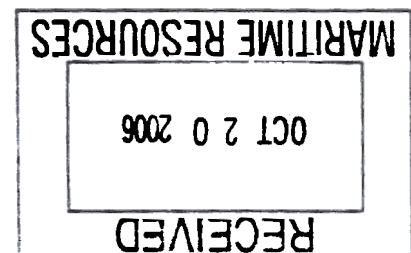
As the overall Feasibility Study is in progress, the agencies are actively evaluating if early remedial actions can take place. In order to determine the appropriate remedial strategy and conduct comprehensive restoration planning, the future vision and planning efforts of the municipalities must be understood and considered. This will assist in planning for remediation, since the resultant depth of the river may influence how your community can use this vital resource and also impact the role navigation can have in economic revitalization of the region.

Please take the time to fill out the attached questionnaire on behalf of your county, town, district or community and mail back to me by October 27, 2006 (1035 Parkway Avenue, 3<sup>rd</sup> Floor MOB, Trenton, NJ, 08625). We would then like to set up a follow-up meeting to discuss your vision for the future. Thank you in advance for your cooperation and we look forward to working with you on the restoration of this valuable resource. If you have any questions, please feel free to contact me at 609-530-4779 or Janine MacGregor at NJDEP at 609-633-0784.

Sincerely,

Lisa A. Baron  
Project Manager

c Janine MacGregor, NJDEP  
Alice Yeh, USEPA  
Megan Grubb, USACE  
Reyhan Mehran, NOAA  
Tim Kubiak, USFWS



Lower Passaic River Restoration Project  
Future Use Questionnaire

Municipality/County: East Rutherford / Bergen  
Name: James L. Casella  
Affiliation/Agency Representing: Mayer  
Address: 1 Everett Place East Rutherford NJ 07073  
Phone/Fax numbers: (201) 933-3444 / (201) 933-6111

Municipality Location- Specific River Miles (see enclosed map):

The State of New Jersey (NJDOT and NJDEP) needs your help to understand what the communities and region envision for the future of the Lower Passaic River watershed. The information you provide in this questionnaire will be used with the other Partner agencies (US Environmental Protection Agency, US Army Corps of Engineers, National Oceanic and Atmospheric Administration and US Fish and Wildlife Service) for the Lower Passaic River Restoration Project to plan for the clean up and comprehensive restoration of the Lower Passaic River and its major tributaries (specifically Saddle River and Second and Third Rivers). Local municipalities and regional efforts are critical in the planning process for the future use of the river. Please submit your completed questionnaire by October 27, 2006 to:

Lisa Baron  
New Jersey Department of Transportation  
PO Box 837  
1035 Parkway Avenue  
Trenton, NJ 08625-0837  
609-530-4779

Section 1: Current Uses

1) Please indicate your municipality's current uses of the Passaic River, tributaries and waterfront areas (Please indicate river mile - see enclosed map):

- ☒ Commercial \_\_\_\_\_
- ☐ Industrial \_\_\_\_\_
- ☒ Recreational/Sports Fields and Parks \_\_\_\_\_
- ☒ Open Space/Preserved \_\_\_\_\_
- ☐ River Access points (e.g., marinas, boat ramps) \_\_\_\_\_
- ☐ Commuter/Recreational Transportation (e.g., water taxis, cruises) \_\_\_\_\_
- ☐ Wetlands or scenic landscape \_\_\_\_\_
- ☒ Residential \_\_\_\_\_

**Lower Passaic River Restoration Project  
Vision for Future Use**

( Other \_\_\_\_\_

2) Does the current condition of the Passaic River negatively impact your municipality's use of the Passaic River and waterfront areas? Yes/No NO If yes, please describe. \_\_\_\_\_

3) Please indicate any public access (including their condition) to the river and primary tributaries in your municipality (Please indicate river mile – see enclosed map):

( \_\_\_\_\_  
\_\_\_\_\_ 13  
\_\_\_\_\_ 13  
\_\_\_\_\_

**Section 2 : Future Planning**

1) Does your municipality have a master plan or plan for future development of the Passaic River waterfront, tributaries or adjacent areas? Yes/No NO

If possible, please send to Lisa Baron at the above address at your earliest convenience.

2) Please identify the primary components currently included in the plan or any other plans for development currently under consideration in your municipality for the Passaic River, tributaries and waterfront areas (note river mile- see map):

- ( ) Commercial \_\_\_\_\_
- ( ) Industrial \_\_\_\_\_
- (X) Recreational/Sports Fields and Parks 13
- (X) Open Space/Preserved 13
- ( ) River Access points (e.g., marinas, boat ramp creation or rehabilitation) \_\_\_\_\_
- ( ) Commuter/Recreational Transportation (e.g., water taxis, cruises) \_\_\_\_\_
- ( ) Wetland Creation \_\_\_\_\_
- ( ) Residential walk \_\_\_\_\_
- (X) Other Bike Path 13

3) The federal navigation channel in the Passaic River has not been maintained since 1983 (lower 2 miles), 1937 (miles 2.6 to 4.6), or before the 1950s in specific upper reach locations. Would the Passaic River be used more or would your municipality's development plans change if the federal navigation channel in the

Lower Passaic River Restoration Project  
Vision for Future Use

river were remediated and restored to its current authorized depth? Authorized depths are currently:

- Point No Point Reach (river mile 0 to 2.2) at 30 feet;
- Harrison Reach (river mile 2.2 to 7) at 20 feet;
- Arlington Reach (river mile 7 to 8) at 16 ft;
- Upstream (river mile 8 to 15) at 10 ft. (see enclosed map)

Yes/No No If yes, please specify.

4) In the absence of a master plan, please indicate what additional development your municipality considers appropriate for the Passaic River, tributaries and waterfront areas (note river mile- see map):

- ☐ Commercial
- ☐ Industrial
- ☒ Recreational/Sports Fields and Parks 13
- ☒ Open Space/Preserved 13
- ☐ River Access points (e.g., marinas, boat ramp creation or rehabilitation)
- ☐ Commuter/Recreational Transportation (e.g., water taxis, cruises)
- ☐ Wetland Creation
- ☐ Residential
- ☐ Other

5) Before answering the final question, please review the attachments (DRAFT map of the vision for the river, goals and potential restoration actions):

If the draft map is not inclusive of any proposed actions or master plans for future development within your municipality or if there are additional restoration actions that you would like to see included on our list, please identify three (3) specific project or actions that you would like to see undertaken.

- ① Better Recognition of historical points along the river
- ② Navigation is a problem because bridges are too low and don't open.
- ③ Reduce the time it takes to get through the permitting process when the users are either going to be a park or open space or both.

Additional comments:

as a community which has eliminated Junk yards, used car lot and a trucking terminal along the Passaic River and have created or is in the process of creating passive park and open space areas we certainly support your goals for the Passaic River.

THANK YOU FOR YOUR TIME!

**Township of Nutley/Essex County**  
**10/06**



## State of New Jersey

DEPARTMENT OF TRANSPORTATION

P.O. Box 600

Trenton, New Jersey 08625-0600

JON S. CORZINE  
Governor

KRIS KOLLURI, esq.  
Commissioner

October 4, 2006

Honorable Peter Scarpelli  
Mayor, Township of Nutley  
Municipal Building  
1 Kennedy Drive  
Nutley, NJ 07110

Dear Mayor Scarpelli:

NJ Department of Transportation (NJDOT) and NJ Department of Environmental Protection (NJDEP) need your help and input as we prepare for the future of the Lower Passaic River. As you are aware, the Partner agencies (NJDOT, NJDEP, US Army Corps of Engineers (USACE), US Environmental Protection Agency (USEPA), National Oceanic and Atmospheric Administration (NOAA), and US Fish and Wildlife Service (USFWS)) are working together to determine a comprehensive solution for the clean up and restoration of the Lower Passaic River and watershed. The Project Study area includes the 17-mile stretch of Lower Passaic River and its tributaries (including Saddle, Second and Third Rivers) from the Dundee Dam to the confluence with Newark Bay. Please go to [www.ourpassaic.org](http://www.ourpassaic.org) for additional information about the Restoration Project.

As the overall Feasibility Study is in progress, the agencies are actively evaluating if early remedial actions can take place. In order to determine the appropriate remedial strategy and conduct comprehensive restoration planning, the future vision and planning efforts of the municipalities must be understood and considered. This will assist in planning for remediation, since the resultant depth of the river may influence how your community can use this vital resource and also impact the role navigation can have in economic revitalization of the region.

Please take the time to fill out the attached questionnaire on behalf of your county, town, district or community and mail back to me by October 27, 2006 (1035 Parkway Avenue, 3<sup>rd</sup> Floor MOB, Trenton, NJ, 08625). We would then like to set up a follow-up meeting to discuss your vision for the future. Thank you in advance for your cooperation and we look forward to working with you on the restoration of this valuable resource. If you have any questions, please feel free to contact me at 609-530-4779 or Janine MacGregor at NJDEP at 609-633-0784.

Sincerely,

Lisa A. Baron  
Project Manager

c: Janine MacGregor, NJDEP  
Alice Yeh, USEPA  
Megan Grubb, USACE  
Reyhan Mehran, NOAA  
Tim Kubiak, USFWS

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Lower Passaic River Restoration Project  
Future Use Questionnaire

Municipality/County: Township of Nutley Essex

Name: Dominic Ferry

Affiliation/Agency Representing: \_\_\_\_\_

Address: 1 Kennedy DR. Nutley NJ. 07110

Phone/Fax numbers: 973-284-4984 973-284-4995

Municipality Location- Specific River Miles (see enclosed map): 8 - 11

The State of New Jersey (NJDOT and NJDEP) needs your help to understand what the communities and region envision for the future of the Lower Passaic River watershed. The information you provide in this questionnaire will be used with the other Partner agencies (US Environmental Protection Agency, US Army Corps of Engineers, National Oceanic and Atmospheric Administration and US Fish and Wildlife Service) for the Lower Passaic River Restoration Project to plan for the clean up and comprehensive restoration of the Lower Passaic River and its major tributaries (specifically Saddle River and Second and Third Rivers). Local municipalities and regional efforts are critical in the planning process for the future use of the river. Please submit your completed questionnaire by October 27, 2006 to:

Lisa Baron  
New Jersey Department of Transportation  
PO Box 837  
1035 Parkway Avenue  
Trenton, NJ 08625-0837  
609-530-4779

Section 1: Current Uses

1) Please indicate your municipality's current uses of the Passaic River, tributaries and waterfront areas (Please indicate river mile - see enclosed map):

- ☐ Commercial \_\_\_\_\_
- ☐ Industrial \_\_\_\_\_
- ☒ Recreational/Sports Fields and Parks Third River
- ☐ Open Space/Preserved \_\_\_\_\_
- ☒ River Access points (e.g., marinas, boat ramps) mile 11
- ☐ Commuter/Recreational Transportation (e.g., water taxis, cruises) \_\_\_\_\_
- ☐ Wetlands or scenic landscape \_\_\_\_\_
- ☐ Residential \_\_\_\_\_



**Lower Passaic River Restoration Project  
Vision for Future Use**

) Other \_\_\_\_\_

2) Does the current condition of the Passaic River negatively impact your municipality's use of the Passaic River and waterfront areas? Yes/No NO If yes, please describe. \_\_\_\_\_

3) Please indicate any public access (including their condition) to the river and primary tributaries in your municipality (Please indicate river mile – see enclosed map):

- ( ) Marinas \_\_\_\_\_
- ( ☒ ) Boat ramps mile 11
- ( ) Walkways \_\_\_\_\_
- ( ) Parks \_\_\_\_\_
- ( ) Other \_\_\_\_\_

**Section 2 : Future Planning**

1) Does your municipality have a master plan or plan for future development of the Passaic River waterfront, tributaries or adjacent areas? Yes/No NO

If possible, please send to Lisa Baron at the above address at your earliest convenience.

2) Please identify the primary components currently included in the plan or any other plans for development currently under consideration in your municipality for the Passaic River, tributaries and waterfront areas (note river mile- see map):

- ( ) Commercial \_\_\_\_\_
- ( ) Industrial \_\_\_\_\_
- ( ☒ ) Recreational/Sports Fields and Parks mile 11
- ( ) Open Space/Preserved \_\_\_\_\_
- ( ) River Access points (e.g., marinas, boat ramp creation or rehabilitation)
- ( ) Commuter/Recreational Transportation (e.g., water taxis, cruises) \_\_\_\_\_
- ( ) Wetland Creation \_\_\_\_\_
- ( ) Residential \_\_\_\_\_
- ( ) Other \_\_\_\_\_

3) The federal navigation channel in the Passaic River has not been maintained since 1983 (lower 2 miles), 1937 (miles 2.6 to 4.6), or before the 1950s in specific upper reach locations. Would the Passaic River be used more or would your municipality's development plans change if the federal navigation channel in the



Lower Passaic River Restoration Project  
Vision for Future Use

river were remediated and restored to its current authorized depth? Authorized depths are currently:

- Point No Point Reach (river mile 0 to 2.2) at 30 feet;
- Harrison Reach (river mile 2.2 to 7) at 20 feet;
- Arlington Reach (river mile 7 to 8) at 16 ft;
- Upstream (river mile 8 to 15) at 10 ft. (see enclosed map)

Yes/No NO If yes, please specify.

4) In the absence of a master plan, please indicate what additional development your municipality considers appropriate for the Passaic River, tributaries and waterfront areas (note river mile- see map):

- ( ) Commercial \_\_\_\_\_
- ( ) Industrial \_\_\_\_\_
- (✓) Recreational/Sports Fields and Parks Along third River
- (✓) Open Space/Preserved Along Third River
- (✓) River Access points (e.g., marinas, boat ramp creation or rehabilitation) 11
- ( ) Commuter/Recreational Transportation (e.g., water taxis, cruises) \_\_\_\_\_
- ( ) Wetland Creation \_\_\_\_\_
- ( ) Residential \_\_\_\_\_
- ( ) Other \_\_\_\_\_

5) Before answering the final question, please review the attachments (DRAFT map of the vision for the river, goals and potential restoration actions):

If the draft map is not inclusive of any proposed actions or master plans for future development within your municipality or if there are additional restoration actions that you would like to see included on our list, please identify three (3) specific project or actions that you would like to see undertaken.

Additional comments

THANK YOU FOR YOUR TIME!

**Belleville Township/Essex County**  
**11/10/06**



## NEW JERSEY SENATE

RONALD L. RICE  
SENATOR, 28TH DISTRICT  
1044 SOUTH ORANGE AVENUE  
NEWARK, NEW JERSEY 07106  
(973) 371-5665  
FAX: (973) 371-6738

COMMITTEES  
CHAIRMAN  
COMMUNITY & URBAN AFFAIRS  
CHAIRMAN  
JOINT COMMITTEE ON  
THE PUBLIC SCHOOLS  
MEMBER  
HEALTH, HUMAN SERVICES AND  
SENIOR CITIZENS

November 30, 2006

Ms. Lisa A. Baron, Project Manager  
New Jersey Department of Transportation  
P.O. Box 600  
Trenton, New Jersey 08625

Dear Ms. Baron:

Enclosed please find the completed surveys for the clean up and restoration of the Lower Passaic River and Watershed for Belleville and Bloomfield, NJ.

I would like the surveys to be considered, I apologize for the delay and inconvenience, I was out of town and did not realize the due date was October 27, 2006.

If you have any questions please feel free to contact my office

Sincerely,  
  
Senator Ronald L. Rice  
28<sup>th</sup> Legislative District

429 Stephens Street  
Belleville, NJ 07109  
973-450-3412 Office  
973-759-3162 Fax

**Belleville Township  
Engineering Department**

# Fax

**To:** Senator Rice  
28<sup>th</sup> District

**From:** Tom Herits PE PP PLS  
Township Engineer



**Fax:** 973-371-6738

**Pages:** 4

**Phone:** 973-371-5665

**Date:** 11/10/2006

**Re:** Lower Passaic River Questionnaire  
Project No. BLT-001

☐ Urgent    ☒ For Review    ☐ Please Comment    ☐ Please Reply    ☐ Please Recycle

**Attached is a completed copy of the above referenced questionnaire.**

**Should you have any questions, or require any additional information, do not hesitate to contact me.**

**Lower Passaic River Restoration Project  
Future Use Questionnaire**

Municipality/County: Belleville Township/Essex County

Name: Thomas J. Herits, P.E., P.P., P.L.S.

**Affiliation/Agency Representing:** Township Engineer

Address: 429 Stephens Street, Belleville, NJ 07109

Phone/Fax numbers: 973-450-3412 / 973-450-5009

Municipality Location- Specific River Miles (see enclosed map): 8, 9, 10

The State of New Jersey (NJDOT and NJDEP) needs your help to understand what the communities and region envision for the future of the Lower Passaic River watershed. The information you provide in this questionnaire will be used with the other Partner agencies (US Environmental Protection Agency, US Army Corps of Engineers, National Oceanic and Atmospheric Administration and US Fish and Wildlife Service) for the Lower Passaic River Restoration Project to plan for the clean up and comprehensive restoration of the Lower Passaic River and its major tributaries (specifically Saddle River and Second and Third Rivers). Local municipalities and regional efforts are critical in the planning process for the future use of the river. Please submit your completed questionnaire by October 27, 2006 to:

Lisa Baron  
New Jersey Department of Transportation  
PO Box 837  
1035 Parkway Avenue  
Trenton, NJ 08625-0837  
609-530-4779

**Section 1: Current Uses**

1) Please indicate your municipality's current uses of the Passaic River, tributaries and waterfront areas (Please indicate river mile – see enclosed map):

- ☒ Commercial 9
- ☒ Industrial 8, 10
- ☐ Recreational/Sports Fields and Parks
- ☐ Open Space/Preserved
- ☐ River Access points (e.g., marinas, boat ramps)
- ☐ Commuter/Recreational Transportation (e.g., water taxis, cruises)
- ☐ Wetlands or scenic landscape
- ☒ Residential 8, 9, 10

**Lower Passaic River Restoration Project  
Vision for Future Use**

(X) Other 8, 9, 10 NJ State Hwy. 21

2) Does the current condition of the Passaic River negatively impact your municipality's use of the Passaic River and waterfront areas? Yes/No Yes If yes, please describe. Although Belleville has no direct access to the river, water related recreation in area is limited.

3) Please indicate any public access (including their condition) to the river and primary tributaries in your municipality (Please indicate river mile – see enclosed map):

- ( ) Marinas \_\_\_\_\_  
( ) Boat ramps \_\_\_\_\_  
( ) Walkways \_\_\_\_\_  
( ) Parks \_\_\_\_\_  
(X) Other 8, 9, 10 No direct access to the river due to the location of Route 21.

**Section 2 : Future Planning**

1) Does your municipality have a master plan or plan for future development of the Passaic River waterfront, tributaries or adjacent areas? Yes/No Yes

If possible, please send to Lisa Baron at the above address at your earliest convenience.

2) Please identify the primary components currently included in the plan or any other plans for development currently under consideration in your municipality for the Passaic River, tributaries and waterfront areas (note river mile- see map):

- (X) Commercial \_\_\_\_\_  
( ) Industrial \_\_\_\_\_  
( ) Recreational/Sports Fields and Parks \_\_\_\_\_  
( ) Open Space/Preserved \_\_\_\_\_  
( ) River Access points (e.g., marinas, boat ramp creation or rehabilitation) \_\_\_\_\_  
( ) Commuter/Recreational Transportation (e.g., water taxis, cruises) \_\_\_\_\_  
( ) Wetland Creation \_\_\_\_\_  
( ) Residential \_\_\_\_\_  
( ) Other \_\_\_\_\_

3) The federal navigation channel in the Passaic River has not been maintained since 1983 (lower 2 miles), 1937 (miles 2.6 to 4.6), or before the 1950s in specific upper reach locations. Would the Passaic River be used more or would your municipality's development plans change if the federal navigation channel in the

**Lower Passaic River Restoration Project  
Vision for Future Use**

river were remediated and restored to its current authorized depth? Authorized depths are currently:

- Point No Point Reach (river mile 0 to 2.2) at 30 feet;
- Harrison Reach (river mile 2.2 to 7) at 20 feet;
- Arlington Reach (river mile 7 to 8) at 16 ft;
- Upstream (river mile 8 to 15) at 10 ft. (see enclosed map)

Yes/No No If yes, please specify.

4) In the absence of a master plan, please indicate what additional development your municipality considers appropriate for the Passaic River, tributaries and waterfront areas (note river mile- see map): N/A

- ☐ Commercial \_\_\_\_\_
- ☐ Industrial \_\_\_\_\_
- ☐ Recreational/Sports Fields and Parks \_\_\_\_\_
- ☐ Open Space/Preserved \_\_\_\_\_
- ☐ River Access points (e.g., marinas, boat ramp creation or rehabilitation) \_\_\_\_\_
- ☐ Commuter/Recreational Transportation (e.g., water taxis, cruises) \_\_\_\_\_
- ☐ Wetland Creation \_\_\_\_\_
- ☐ Residential \_\_\_\_\_
- ☐ Other \_\_\_\_\_

5) Before answering the final question, please review the attachments (DRAFT map of the vision for the river, goals and potential restoration actions):

If the draft map is not inclusive of any proposed actions or master plans for future development within your municipality or if there are additional restoration actions that you would like to see included on our list, please identify three (3) specific project or actions that you would like to see undertaken.

N/A

**Additional comments:**

Belleville would benefit from a clean, navigatable Passaic River. Belleville enjoys close access to the Passaic River in Kearny and North Arlington via Rt. 7 bridge.

**THANK YOU FOR YOUR TIME!**

**Township of Bloomfield/Essex County**  
**Third River**  
**11/19/06**



**ENGINEERING DEPARTMENT  
ONE MUNICIPAL PLAZA  
Room 203**

**Paul D. Lasek, P.E.  
Township Engineer**



**TOWNSHIP OF BLOOMFIELD  
Bloomfield, New Jersey 07003-3487**

**TELEPHONE  
973 • 680 • 4009**

**FAX  
973 • 748 • 3520**

**October 25, 2006**

**Senator Ronald L. Rice  
28<sup>th</sup> District  
1044 South Orange Avenue  
Newark, New Jersey 07106**

**RE: Lower Passaic River Restoration Project  
Future Use Questionnaire**

**Dear Senator Rice:**

**Attached please find a completed Future Use Questionnaire as requested through your correspondence with Mayor Raymond J. McCarthy.**

**If you have any questions or require additional information, please feel free to contact me.**

*Very truly yours,*

**Paul D. Lasek, P.E.  
Township Engineer**

**PL:el  
attach.**

**cc: Louise M. Palagano, Township Administrator  
Hon. Raymond J. McCarthy, Mayor**

Lower Passaic River Restoration Project  
Future Use Questionnaire

Municipality/County: Township Of Bloomfield, Essex County

Name: Paul D. Lasek, P.E.

Affiliation/Agency Representing: Township Engineer

Address: 1 Municipal Plaza, Bloomfield, N.J. 07003

Phone/Fax numbers: phone: 973-680-4490 fax 973-748-3520

Municipality Location- Specific River Miles (see enclosed map): Third River - Only

The State of New Jersey (NJDOT and NJDEP) needs your help to understand what the communities and region envision for the future of the Lower Passaic River watershed. The information you provide in this questionnaire will be used with the other Partner agencies (US Environmental Protection Agency, US Army Corps of Engineers, National Oceanic and Atmospheric Administration and US Fish and Wildlife Service) for the Lower Passaic River Restoration Project to plan for the clean up and comprehensive restoration of the Lower Passaic River and its major tributaries (specifically Saddle River and Second and Third Rivers). Local municipalities and regional efforts are critical in the planning process for the future use of the river. Please submit your completed questionnaire by October 27, 2006 to:

Lisa Baron  
New Jersey Department of Transportation  
PO Box 837  
1035 Parkway Avenue  
Trenton, NJ 08625-0837  
609-530-4779

Section 1: Current Uses

1) Please indicate your municipality's current uses of the Passaic River, tributaries and waterfront areas (Please indicate river mile - see enclosed map): \*

- ☒ Commercial 5.7 to 5.9
- ☒ Industrial 4.9 to 5.0
- ☒ Recreational/Sports Fields and Parks 4.1 to 4.4; 5.0 to 5.4; 5.5 to 5.7; 6.2 to 6.7
- ☒ Open Space/Preserved 6.7 to 7.1
- ☐ River Access points (e.g., marinas, boat ramps) \_\_\_\_\_
- ☐ Commuter/Recreational Transportation (e.g., water taxis, cruises) \_\_\_\_\_
- ☐ Wetlands or scenic landscape \_\_\_\_\_
- ☒ Residential 5.4 to 5.5; 5.9 to 6.2

\* All locations are along the <sup>1</sup>Third River. The mile references shown are based upon the distance upstream from the Third River discharge into the Passaic River.

Lower Passaic River Restoration Project  
Vision for Future Use

( ) Other \_\_\_\_\_

2) Does the current condition of the Passaic River negatively impact your municipality's use of the Passaic River and waterfront areas? Yes/No No If yes, please describe. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

3) Please indicate any public access (including their condition) to the river and primary tributaries in your municipality (Please indicate river mile – see enclosed map):

( ) Marinas \_\_\_\_\_

( ) Boat ramps \_\_\_\_\_

( ) Walkways \_\_\_\_\_

(✓) Parks Memorial Park / Fels Field (5.0 to 5.4); Brookside Park (5.5 to 5.7); Middle School & Clark's Pond (6.2 to 7.1)

( ) Other \_\_\_\_\_

**Section 2 : Future Planning**

1) Does your municipality have a master plan or plan for future development of the Passaic River waterfront, tributaries or adjacent areas? Yes/No Yes

If possible, please send to Lisa Baron at the above address at your earliest convenience.

2) Please identify the primary components currently included in the plan or any other plans for development currently under consideration in your municipality for the Passaic River, tributaries and waterfront areas (note river mile- see map):

( ) Commercial \_\_\_\_\_

( ) Industrial \_\_\_\_\_

\* (✓) Recreational/Sports Fields and Parks 4.9 to 5.0; 5.9 to 6.2

\* (✓) Open Space/Preserved 4.9 to 5.0; 5.9 to 6.2

( ) River Access points (e.g., marinas, boat ramp creation or rehabilitation) \_\_\_\_\_

( ) Commuter/Recreational Transportation (e.g., water taxis, cruises) \_\_\_\_\_

( ) Wetland Creation \_\_\_\_\_

\* (✓) Residential 4.9 to 5.0; 5.9 to 6.2

( ) Other \_\_\_\_\_

3) The federal navigation channel in the Passaic River has not been maintained since 1983 (lower 2 miles), 1937 (miles 2.6 to 4.6), or before the 1950s in specific upper reach locations. Would the Passaic River be used more or would your municipality's development plans change if the federal navigation channel in the

\* These areas are currently abandoned/underused industrial areas that the Township would like to re-develop as parks, open space, residential or a combination.

Lower Passaic River Restoration Project  
Vision for Future Use

river were remediated and restored to its current authorized depth? Authorized depths are currently:

- Point No Point Reach (river mile 0 to 2.2) at 30 feet;
- Harrison Reach (river mile 2.2 to 7) at 20 feet;
- Arlington Reach (river mile 7 to 8) at 16 ft;
- Upstream (river mile 8 to 15) at 10 ft. (see enclosed map)

Yes/No No. If yes, please specify.

4) In the absence of a master plan, please indicate what additional development your municipality considers appropriate for the Passaic River, tributaries and waterfront areas (note river mile- see map):

- ☐ Commercial \_\_\_\_\_
- ☐ Industrial \_\_\_\_\_
- ☒ Recreational/Sports Fields and Parks \_\_\_\_\_
- ☒ Open Space/Preserved \_\_\_\_\_
- ☐ River Access points (e.g., marinas, boat ramp creation or rehabilitation) \_\_\_\_\_
- ☐ Commuter/Recreational Transportation (e.g., water taxis, cruises) \_\_\_\_\_
- ☐ Wetland Creation \_\_\_\_\_
- ☐ Residential \_\_\_\_\_
- ☐ Other \_\_\_\_\_

5) Before answering the final question, please review the attachments (DRAFT map of the vision for the river, goals and potential restoration actions):

If the draft map is not inclusive of any proposed actions or master plans for future development within your municipality or if there are additional restoration actions that you would like to see included on our list, please identify three (3) specific project or actions that you would like to see undertaken.

The Township would like to re-develop their abandoned industrial properties along the Third River. The following actions are recommended: Provide funding for (1) cleanup (2) Design & (3) Construction of Site for recreation.

Additional comments:

THANK YOU FOR YOUR TIME!

**Essex County  
Third River**

Lower Passaic River Restoration Project  
Future Use Questionnaire

Municipality/County: ESSEX

Name: LAWRENCE J. FERCHAK

Affiliation/Agency Representing: ESSEX COUNTY DIVISION of Mosquito Control

Address: 99 W. BRADFORD AVE, CEDAR GROVE NJ 07009

Phone/Fax numbers: 973-239-0342 (f) 973-239-8637

Municipality Location- Specific River Miles (see enclosed map): \_\_\_\_\_

The State of New Jersey (NJDOT and NJDEP) needs your help to understand what the communities and region envision for the future of the Lower Passaic River watershed. The information you provide in this questionnaire will be used with the other Partner agencies (US Environmental Protection Agency, US Army Corps of Engineers, National Oceanic and Atmospheric Administration and US Fish and Wildlife Service) for the Lower Passaic River Restoration Project to plan for the clean up and comprehensive restoration of the Lower Passaic River and its major tributaries (specifically Saddle River and Second and Third Rivers). Local municipalities and regional efforts are critical in the planning process for the future use of the river. Please submit your completed questionnaire by October 27, 2006 to:

Lisa Baron  
New Jersey Department of Transportation  
PO Box 837  
1035 Parkway Avenue  
Trenton, NJ 08625-0837  
609-530-4779

**Section 1: Current Uses**

1) Please indicate your municipality's current uses of the Passaic River, tributaries and waterfront areas (Please indicate river mile – see enclosed map):

- ☐ Commercial \_\_\_\_\_
- ☐ Industrial \_\_\_\_\_
- ☐ Recreational/Sports Fields and Parks \_\_\_\_\_
- ☐ Open Space/Preserved \_\_\_\_\_
- ☐ River Access points (e.g., marinas, boat ramps) \_\_\_\_\_
- ☐ Commuter/Recreational Transportation (e.g., water taxis, cruises) \_\_\_\_\_
- ☐ Wetlands or scenic landscape \_\_\_\_\_
- ☐ Residential \_\_\_\_\_

Lower Passaic River Restoration Project  
Vision for Future Use

(✓) Other THIRD RIVER for OBSTRUCTIONS

2) Does the current condition of the Passaic River negatively impact your municipality's use of the Passaic River and waterfront areas? Yes/No No If yes, please describe. \_\_\_\_\_

3) Please indicate any public access (including their condition) to the river and primary tributaries in your municipality (Please indicate river mile – see enclosed map):

- ( ) Marinas \_\_\_\_\_  
( ) Boat ramps \_\_\_\_\_  
( ) Walkways \_\_\_\_\_  
( ) Parks \_\_\_\_\_  
(✓) Other 8 - THIRD RIVER 11 THIRD RIVER

Section 2 : Future Planning

1) Does your municipality have a master plan or plan for future development of the Passaic River waterfront, tributaries or adjacent areas? Yes/No No

If possible, please send to Lisa Baron at the above address at your earliest convenience.

2) Please identify the primary components currently included in the plan or any other plans for development currently under consideration in your municipality for the Passaic River, tributaries and waterfront areas (note river mile- see map):

- ( ) Commercial \_\_\_\_\_  
( ) Industrial \_\_\_\_\_  
( ) Recreational/Sports Fields and Parks \_\_\_\_\_  
( ) Open Space/Preserved \_\_\_\_\_  
( ) River Access points (e.g., marinas, boat ramp creation or rehabilitation) \_\_\_\_\_  
( ) Commuter/Recreational Transportation (e.g., water taxis, cruises) \_\_\_\_\_  
( ) Wetland Creation \_\_\_\_\_  
( ) Residential \_\_\_\_\_  
( ) Other \_\_\_\_\_

3) The federal navigation channel in the Passaic River has not been maintained since 1983 (lower 2 miles), 1937 (miles 2.6 to 4.6), or before the 1950s in specific upper reach locations. Would the Passaic River be used more or would your municipality's development plans change if the federal navigation channel in the

**Lower Passaic River Restoration Project  
Vision for Future Use**

river were remediated and restored to its current authorized depth? Authorized depths are currently:

- Point No Point Reach (river mile 0 to 2.2) at 30 feet;
- Harrison Reach (river mile 2.2 to 7) at 20 feet;
- Arlington Reach (river mile 7 to 8) at 16 ft;
- Upstream (river mile 8 to 15) at 10 ft. (see enclosed map)

Yes/No \_\_\_\_\_ If yes, please specify.

N/A

4) In the absence of a master plan, please indicate what additional development your municipality considers appropriate for the Passaic River, tributaries and waterfront areas (note river mile- see map):

- ☐ Commercial \_\_\_\_\_
- ☐ Industrial \_\_\_\_\_
- ☐ Recreational/Sports Fields and Parks \_\_\_\_\_
- ☐ Open Space/Preserved \_\_\_\_\_
- ☐ River Access points (e.g., marinas, boat ramp creation or rehabilitation) \_\_\_\_\_
- ☐ Commuter/Recreational Transportation (e.g., water taxis, cruises) \_\_\_\_\_
- ☐ Wetland Creation \_\_\_\_\_
- ☐ Residential \_\_\_\_\_
- ☐ Other \_\_\_\_\_

5) Before answering the final question, please review the attachments (DRAFT map of the vision for the river, goals and potential restoration actions):

If the draft map is not inclusive of any proposed actions or master plans for future development within your municipality or if there are additional restoration actions that you would like to see included on our list, please identify three (3) specific project or actions that you would like to see undertaken.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Additional comments:

MY MAJOR CONCERN AS WITH ALL RIVERS  
AND TRIBUTARIES IS THAT THEY ARE IN A  
FREE FLOW CONDITION AND MINIMIZE ANY MOSQUITO  
HABITATS DEVELOPING

**THANK YOU FOR YOUR TIME!**



**Town of Kearny**  
**1/26/07**

**Survey and Resolution 2006-(R)-543**

Lower Passaic River Restoration Project  
Future Use Questionnaire

1/26/07

Municipality/County: Town of Kearny

Name: Michael J Martello

Affiliation/Agency Representing: Construction Code

Address: 402 Kearny Ave., Kearny NJ 07032

Phone/Fax numbers: 201-955-7880 fax 201-998-5171

Municipality Location- Specific River Miles (see enclosed map):

The State of New Jersey (NJDOT and NJDEP) needs your help to understand what the communities and region envision for the future of the Lower Passaic River watershed. The information you provide in this questionnaire will be used with the other Partner agencies (US Environmental Protection Agency, US Army Corps of Engineers, National Oceanic Atmospheric Administration and US Fish and Wildlife Service) for the Lower Passaic River Restoration Project to plan for the clean up and comprehensive restoration of the Lower Passaic River and its major tributaries (specifically Saddle River and Second and Third Rivers). Local municipalities and regional efforts are critical in the planning process for the future use of the river. Please submit your completed questionnaire by October 13, 2006 to:

Lisa Baron  
New Jersey Department of Transportation  
PO Box 837  
1035 Parkway Avenue  
Trenton, NJ 08625-0837  
609-530-4779

**Section 1: Current Uses**

1) Please indicate your municipality's current uses of the Passaic River, tributaries and waterfront areas (Please indicate river mile – see enclosed map):

- (x ) Commercial: Retail development is being planned between river mile 6 & 7
- (x ) Industrial warehousing/storage buildings related trucking businesses ,River mile: 1, 2 & 3
- (x ) Recreational/Sports Fields and Parks Town parks, hockey rink at river mile 7 & 8
- (x ) Open Space/Preserved Green Acres area, River mile 7 & 8
- (x ) River Access points (e.g., marinas, boat ramps) Boat ramp at river mile 7 & Kearny Board of Ed Crew program river mile 8

**Lower Passaic River Restoration Project**  
**Vision for Future Use**

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- 3) The federal navigation channel in the Passaic River has not been maintained since 1983 (lower 2 miles), 1937 (miles 2.6 to 4.6), or before the 1950s in specific upper reach locations. Would the Passaic River be used more or would your municipality's development plans change if the federal navigation channel in the river were remediated and restored to its current authorized depth? Authorized depths are currently:

- Point No Point Reach (river mile 0 to 2.2) at 30 feet;
- Harrison Reach (river mile 2.2 to 7) at 20 feet;
- Arlington Reach (river mile 7 to 8) at 16 ft;
- Upstream (river mile 8 to 15) at 10 ft. (see enclosed map)

Yes/No yes If yes, please specify.

The Arlington reach area would be used more by recreational boating traffic if the depth of the water way was clearly marked and maintained.

- 4) In the absence of a master plan, please indicate what additional development your municipality considers appropriate for the Passaic River, tributaries and waterfront areas (note river mile- see map):

- ☐ Commercial \_\_\_\_\_
- ☐ Industrial \_\_\_\_\_
- ☐ Recreational/Sports Fields and Parks \_\_\_\_\_
- ☐ Open Space/Preserved \_\_\_\_\_
- ☐ River Access points (e.g., marinas, boat ramp creation or rehabilitation) \_\_\_\_\_
- ☐ Commuter/Recreational Transportation (e.g., water taxis, cruises) \_\_\_\_\_
- ☐ Wetland Creation \_\_\_\_\_
- ☐ Residential \_\_\_\_\_
- ☐ Other \_\_\_\_\_

- 5) Before answering the final question, please review the attachments (DRAFT map of the vision for the river, goals and potential restoration actions):

If the draft map is not inclusive of any proposed actions or master plans for future development within your municipality or if there are additional restoration actions that you would like to see included on our list, please identify three (3) specific project or actions that you would like to see undertaken.

The area indicated at Kearny point is presently under consideration for water front development with respect to warehousing and distribution. This area is a clean end development with truck usage for the distribution of goods and services. The proposed wetlands restoration and public access is not consistent with our master plan. However, water front walkways are being proposed as part of this planned development. This is located at river mile 1

Additional comments:

You can review our Zoning at GIS: <http://idv.civilsolutions.biz/default.aspx>

**Lower Passaic River Restoration Project**  
**Vision for Future Use**

- ☐ Commuter/Recreational Transportation (e.g., water taxis, cruises) \_\_\_\_\_  
☐ Wetlands or scenic landscape \_\_\_\_\_  
☐ Residential \_\_\_\_\_  
☐ Other \_\_\_\_\_

2) Does the current condition of the Passaic River negatively impact your municipality's use of the Passaic River and waterfront areas? Yes/No Yes If yes, please describe. The river requires extensive clean up to reach it's maximum potential. The smell of river and low water front areas need to be cleaned. Additionally, debris needs to be removed from the river on a regular basis.

3) Please indicate any public access (including their condition) to the river and primary tributaries in your municipality (Please indicate river mile – see enclosed map):

- ☐ Marinas \_\_\_\_\_  
☒ Boat ramps located at river mile 7 & 8 \_\_\_\_\_  
☐ Walkways \_\_\_\_\_  
☒ Parks: Town parks are located along the river front from river mile 7 & 8  
☐ Other \_\_\_\_\_

**Section 2 : Future Planning**

1) Does your municipality have a master plan or plan for future development of the Passaic River waterfront, tributaries or adjacent areas? Yes/No YES

If possible, please send to Lisa Baron at the above address at your earliest convenience.

2) Please identify the primary components currently included in the plan or any other plans for development currently under consideration in your municipality for the Passaic River, tributaries and waterfront areas (note river mile- see map):

- ☒ Commercial: Retail development is planned between river mile 6 & 7  
☐ Industrial \_\_\_\_\_  
☐ Recreational/Sports Fields and Parks \_\_\_\_\_  
☐ Open Space/Preserved \_\_\_\_\_  
☒ River Access points (e.g., marinas, boat ramp creation or rehabilitation): A river walkway is being planned as part of our Passaic Ave Redevelopment plan between river mile 6 & 7  
☐ Commuter/Recreational Transportation (e.g., water taxis, cruises) \_\_\_\_\_  
☐ Wetland Creation \_\_\_\_\_  
☒ Residential: Passaic Ave Redevelopment area between area 6 & 7 is being considered for major river front development.  
☐ Other \_\_\_\_\_

BY: MAYOR SANTOS:

**WHEREAS**, the banks of the Kearny Riverbank Park and other portions of the lower Passaic are so severely polluted, that American Rivers, A Washington, D.C. based conservation group, has named the Passaic River on the nation's 20 most endangered rivers in 1998 because it contains more dioxium than any river in the nation; and

**WHEREAS**, an existing conditions and accumulating toxic sediments on the River's banks have deterred Citizens from fully obtaining access to the River and the recreational and educational benefit that other waterfront communities with suitable conditions enjoy;

**WHEREAS**, a patented waterfront design trade marked "Bulking and Tiering Wetland Systems" would be particularly appropriate for safely capping sediments that are considerably contaminated or which may otherwise remain exposed and a source of contaminants to fish and other waterways in the area; and

**WHEREAS**, the Systems can help recreate the unique ecosystem and beautify our troubled waterway for stabilizing the banks of the River with sustainable construction material, creating safe wetland habitat, promoting public access, and providing a field for education; and

**WHEREAS**, besides nurturing hundreds of flora and fauna species, many endangered, wetlands purify the water by processing nutrients, blunt the ravages of tidal flooding, and provide sanctuary and serenity for humans

**NOW THEREFORE BE IT RESOLVED** by the Town Council of the Town of Kearny that it does hereby support the implementation of the Bulking and Tiering Wetland Systems on a trial basis along a portion of the Passaic River in the town of Kearny for the purpose of restoring the Passaic River, and

**BE IT FURHTER RESOLVED** that certified copies of this resolution be forwarded to the United States Environmental Protection Agency, Region II, The United States Army Corps of Engineers, New York District, and the Department of Environmental Protection, State of New Jersey.

**ADOPTED:** October 24, 2006

I certify that the above Resolution was adopted by the Council on October 24, 2006.

  
JILL E. WALLER  
ACTING TOWN CLERK

COUNCIL	INTRODUCED	SECONDED	AYE	NAY	ABSTAIN	ABSENT
SHERRY	X		X			
DOYLE			X			
PETTIGREW			X			
LANDY			X			
ARCE						X
MC CURRIE			X			
ECKEL			X			
KRUSZNIS			X			
SANTOS		X	X			
ON CONSENT AGENDA			X	YES	NO	

**Borough of East Newark  
1/31/07**

**Survey and Planning/Zoning Board Resolution**



530-3767

**BOROUGH OF EAST NEWARK**  
**34 SHERMAN AVENUE**  
**EAST NEWARK, NEW JERSEY 07029**

Telephone # (973) 481-2902

Facsimile (973) 481-0627

**FACSIMILE TRANSMISSION COVER SHEET**

Date: January 24, 2007

To: Jason Viano

Organization: OFFICE OF LOCAL GOVT AFFAIRS

City/State: 401 EAST STATE ST. TRENTON

FAX NUMBER: 609-623-2102

Total Number of Pages: 16 (Including Cover Sheet)

FROM: ROBERT B. KNAPP, Acting Borough

Telephone: 973-481-2902 X 221 CLERK

MESSAGE:

- (1) ☒ The attached is for your information
- (2) ☐ Please refer to the attached
- (3) ☐ Please review attached and respond
- (4) ☒ The attached is the information which you requested
- (5) ☐ Other

SENT VIA FAX AND U.S. MAIL



  
Print Message

Close this window

From Jason Varano <Jason.Varano@dep.state.nj.us>  
Date 2007/01/18 Thu AM 10:40:27 EST  
To boroughofeastnewark@verizon.net  
Subject Passaic River Revitalization Project

Dear Mayor

Through previous correspondence with the Department of Environmental Protection (DEP) and/or the Department of Transportation (DOT), I am sure that you are aware of the joint effort to revitalize the Lower Passaic River watershed. The DEP and the DOT are looking for significant input from the municipalities on the issues that are most important.

In the early fall, the DOT sent a survey to the six municipalities that border the target region and asked for copies of the municipal Master Plan, or at least that portion of the plan that concerns the Passaic River Waterfront.

Attached please find a copy of the letter and the survey that was previously sent to your municipality. Please take a few minutes to complete the survey and return it to me via e-mail, or fax it to me at (609) 633-2102.

In addition, please send a copy of your Master Plan (or that portion of it that concerns the Passaic River) to me:

Jason Varano  
Office of Local Government Assistance  
401 East State Street  
PO Box 402  
Trenton, NJ 08625-0402  
(609) 633-7700

If you have any questions concerning the survey, please contact - Janine MacGregor at (609) 633-0784 or myself at the above number.

Thank you.

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[Download Attachment Future Use Questionnaire 9-19.doc](#)

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[Download Attachment Future Use Cover Letter.doc](#)

Rm 5.6-6.1

**Lower Passaic River Restoration Project  
Future Use Questionnaire**

Municipality/County: Borough of East Newark / Hudson

Name: Robert B. Knapp

Affiliation/Agency Representing: Acting Borough Clerk

Address: 34 Sherman Avenue, East Newark NJ

Phone/Fax numbers: 973-451-2900 x221 / 973-451-0627 (PH) FAX 07029

Municipality Location- Specific River Miles (see enclosed map): \_\_\_\_\_

The State of New Jersey (NJDOT and NJDEP) needs your help to understand what the communities and region envision for the future of the Lower Passaic River watershed. The information you provide in this questionnaire will be used with the other Partner agencies (US Environmental Protection Agency, US Army Corps of Engineers, National Oceanic Atmospheric Administration and US Fish and Wildlife Service) for the Lower Passaic River Restoration Project to plan for the clean up and comprehensive restoration of the Lower Passaic River and its major tributaries (specifically Saddle River and Second and Third Rivers). Local municipalities and regional efforts are critical in the planning process for the future use of the river. Please submit your completed questionnaire by October 13, 2006 to:

Lisa Baron  
New Jersey Department of Transportation  
PO Box 837  
1035 Parkway Avenue  
Trenton, NJ 08625-0837  
609-530-4779

*\* DID NOT RECEIVE THIS INQUIRY  
IN 2006.*

*Received this communication  
of 1/18/2007.*

**Section 1: Current Uses**

1) Please indicate your municipality's current uses of the Passaic River, tributaries and waterfront areas (Please indicate river mile - see enclosed map):

- ( ) Commercial \_\_\_\_\_
- ( ) Industrial X \_\_\_\_\_
- ( ) Recreational/Sports Fields and Parks \_\_\_\_\_
- ( ) Open Space/Preserved \_\_\_\_\_
- ( ) River Access points (e.g., marinas, boat ramps) \_\_\_\_\_
- ( ) Commuter/Recreational Transportation (e.g., water taxis, cruises) \_\_\_\_\_
- ( ) Wetlands or scenic landscape \_\_\_\_\_
- ( ) Residential \_\_\_\_\_

**Lower Passaic River Restoration Project  
Vision for Future Use**

( ) Other \_\_\_\_\_

2) Does the current condition of the Passaic River negatively impact your municipality's use of the Passaic River and waterfront areas? Yes/No YES If yes, please describe. Condition of River could impact

of anticipated redevelopment within Borough.

3) Please indicate any public access (including their condition) to the river and primary tributaries in your municipality (Please indicate river mile - see enclosed map):

( ) Marinas \_\_\_\_\_

( ) Boat ramps \_\_\_\_\_

( ) Walkways \_\_\_\_\_

( ) Parks \_\_\_\_\_

( ) Other \_\_\_\_\_

**Section 2 : Future Planning**

1) Does your municipality have a master plan or plan for future development of the Passaic River waterfront, tributaries or adjacent areas? Yes/No YES IN PROCESS

FOR REDEVELOPMENT OF PASSAIC RIVER- ADJACENT

If possible, please send to Lisa Baron at the above address at your earliest convenience.

ON  
ACROSS  
FROM RIVER

2) Please identify the primary components currently included in the plan or any other plans for development currently under consideration in your municipality for the Passaic River, tributaries and waterfront areas (note river mile- see map):

(X) Commercial X

( ) Industrial \_\_\_\_\_

( ) Recreational/Sports Fields and Parks \_\_\_\_\_

( ) Open Space/Preserved \_\_\_\_\_

( ) River Access points (e.g., marinas, boat ramp creation or rehabilitation) \_\_\_\_\_

( ) Commuter/Recreational Transportation (e.g., water taxis, cruises) \_\_\_\_\_

( ) Wetland Creation \_\_\_\_\_

(X) Residential X

( ) Other \_\_\_\_\_

3) The federal navigation channel in the Passaic River has not been maintained since 1983 (lower 2 miles), 1937 (miles 2.6 to 4.6), or before the 1950s in specific upper reach locations. Would the Passaic River be used more or would your municipality's development plans change if the federal navigation channel in the

**Lower Passaic River Restoration Project  
Vision for Future Use**

river were remediated and restored to its current authorized depth? Authorized depths are currently:

- Point No Point Reach (river mile 0 to 2.2) at 30 feet;
- Harrison Reach (river mile 2.2 to 7) at 20 feet;
- Arlington Reach (river mile 7 to 8) at 16 ft;
- Upstream (river mile 8 to 15) at 10 ft. (see enclosed map)

Yes/No X If yes, please specify.

REMEDICATION OF THE RIVER WOULD  
ENHANCE THE REDEVELOPMENT  
PLANS OF THE BOROUGH.

4) In the absence of a master plan, please indicate what additional development your municipality considers appropriate for the Passaic River, tributaries and waterfront areas (note river mile- see map):

- ☒ Commercial X
- ☐ Industrial \_\_\_\_\_
- ☐ Recreational/Sports Fields and Parks \_\_\_\_\_
- ☐ Open Space/Preserved \_\_\_\_\_
- ☐ River Access points (e.g., marinas, boat ramp creation or rehabilitation) \_\_\_\_\_
- ☐ Commuter/Recreational Transportation (e.g., water taxis, cruises) \_\_\_\_\_
- ☐ Wetland Creation \_\_\_\_\_
- ☒ Residential X
- ☐ Other \_\_\_\_\_

5) Before answering the final question, please review the attachments (DRAFT map of the vision for the river, goals and potential restoration actions):

If the draft map is not inclusive of any proposed actions or master plans for future development within your municipality or if there are additional restoration actions that you would like to see included on our list, please identify three (3) specific project or actions that you would like to see undertaken.

NO MAP WAS ATTACHED TO  
THIS COMMUNICATION  
Please find Resolution of  
July 17, 2006 approving a re-promotion  
of the Master Plan which is in progress.

Additional comments:

PLS SEND MAP FOR REVIEW -  
ROBERT B KNAPP, ACTING BOROUGH  
CLERK, BOROUGH OF EAST NEWARK,  
34 SHERMAN AVENUE, EAST NEWARK  
NJ. 07029 # 973-461-2902 X221

THANK YOU FOR YOUR TIME!

Robert B Knapp 1/24/07

borough of east newark@verizon.net

# East Newark designates 2 areas as redevelopment zones

By ROSE DUGER  
JOURNAL CORRESPONDENT

**EAST NEWARK** — The borough's governing body and Planning Board voted to designate two areas in town as redevelopment zones in back-to-back sessions last week.

In an attempt to fast-track the redevelopment process, which can often drag on for months or even years, Mayor Joseph R. Smith and members of the borough council approved the designation just 15 minutes after a similar vote by Planning Board members.

The two approvals pave the way for the borough to dictate any future development of the two sites, the First Republic industrial complex and the East Newark Elementary School.

"Both facilities have great potential, but are not living up to that potential in their current uses," said Robert D. Cotter, a licensed professional planner retained by the local Planning Board to study the two sites.

In a report presented to the board last month, Cotter determined that both tracts are outdated for their current uses.

The First Republic center, built in the late 1800s to house the Clark Thread Mill, is a "strong" building but doesn't meet current building codes for industrial uses, according to

Cotter's report. The facility is only between 10 and 15 percent occupied, Cotter said.

"It's sort of feeding on itself," he said last week. "Its decline is evident in that we have lost buildings to keep it functional. But it's strong. It may have new life in the 21st Century."

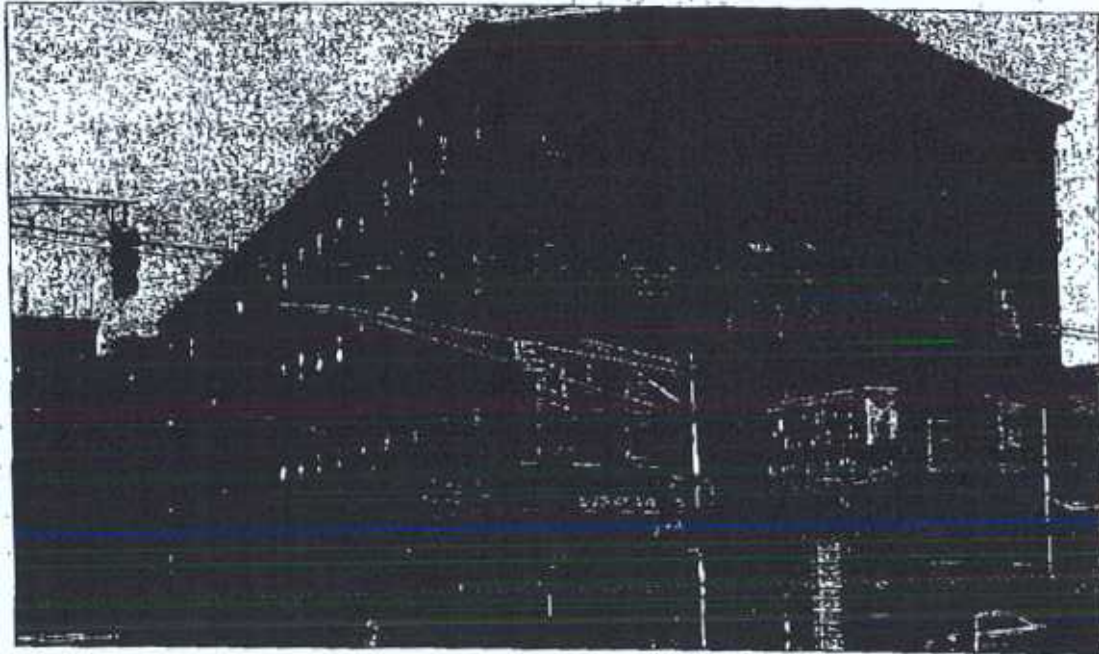
The elementary school, which still houses children in grades pre-kindergarten through 8, may also be refurbished by a private developer as condominiums in the future. The borough is seeking state aid to construct a new elementary school.

While no developer has stepped forward to redevelop the school site, Smith said borough officials have discussed selling the tract to a developer for condos.

At First Republic several developers have expressed an interest in the site, including one that has proposed some 800 condominiums, along with street-level retail.

The next step in the process calls for Cotter to draft a redevelopment plan laying out specific uses for both sites.

Smith said the plan should be completed by late January, but would probably not be approved by the governing body until April after public hearings are held.



THE FIRST REPUBLIC BUSINESS CENTER on Passaic and Central Avenues in East Newark.

ROSE DUGER FOR THE JOURNAL PHOTO

JAN 31 2007 13:26 FR NJ DEP  
6011 1914 TO 95303767



# **BOROUGH OF EAST NEWARK**

## **Planning/Zoning Board**

34 SHERMAN AVENUE  
EAST NEWARK, NEW JERSEY 0702  
Phone: (973) 481-2902 ext. 221  
Fax: (973) 481-0627  
[www.boroughofeastnewark.com](http://www.boroughofeastnewark.com)

Joseph R. Smith  
Mayor

John M. Johnson, Esq.  
Attorney

Brigite I. Goncalves  
Secretary

July 24, 2006

Borough of East Newark  
Attn: Robert B. Knapp, Acting Borough Clerk  
34 Sherman Avenue  
East Newark, New Jersey 07029

Dear Mr. Knapp:

Attached please find a certified copy of the resolution Adopting the Borough of East Newark's Re-Examination of The Master Plan and Development Regulations as Prepared by Robert D. Cotter, PP, AICP, Planning Consultant approved by a unanimous vote by the East Newark Planning Board on July 19, 2006.

Please retain for your records.

Should you have any questions, please feel free to contact me at your convenience.

Very Truly Yours.

A handwritten signature in dark ink, appearing to read 'Brigitte I. Goncalves', written over a light blue rectangular stamp.  
Brigitte I. Goncalves  
Secretary  
East Newark Planning/Zoning Board



12-06

**EAST NEWARK PLANNING/ZONING BOARD  
COUNTY OF HUDSON  
STATE OF NEW JERSEY**

**RESOLUTION  
ADOPTING THE BOROUGH OF EAST NEWARK'S RE-EXAMINATION OF  
THE MASTER PLAN AND DEVELOPMENT REGULATIONS AS PREPARED  
BY ROBERT D. COTTER, PP, AICP, PLANNING CONSULTANT**

Introduced by: *Seraphin*

Seconded by: *Shuran*

WHEREAS, the New Jersey Municipal Land Use Law, N.J.S.A. 40:55D-89 stipulates the Planning Board shall prepare and adopt by resolution a report on the findings of the Reexamination of its Municipal Master Plan and Development Regulations, and

WHEREAS, in accordance with the statutory guidelines and the directives of the East Newark Planning Board, the Borough Planner, Robert D. Cotter, P.P., A.I.C.P., has prepared and submitted a Reexamination of the Master Plan dated July 19, 2006, and

WHEREAS, the aforementioned Reexamination prepared by Robert D. Cotter, P.P., A.I.C.P., provide comments and recommendations relevant to existing and proposed development regulations and satisfies the criteria set forth for a Reexamination of the Master Plan and Development Regulations as prescribed by N.J.S.A. 40:55D-89 of the Municipal Land Use Law;

NOW, THEREFORE, BE IT RESOLVED by the East Newark Planning Board that it adopts the Reexamination of the Master Plan as prepared by Robert D. Cotter, P.P., A.I.C.P., dated July 19, 2006, a copy of said report being attached hereto and made part hereof as Exhibit A.

BE IT FURTHER RESOLVED that a copy of this Resolution be filed with the Hudson County Planning Board, and the Municipal Clerks of each adjoining Municipality of the Borough of East Newark.

BE IT FURTHER RESOLVED that the Secretary to the East Newark Planning Board is hereby authorized and instructed to send a certified copy of this Resolution to John M. Johnson, Esq., The Hudson County Planning Board, the Clerks of each adjoining Municipality of the Borough of East Newark and the Clerk of East Newark.

ROLL CALL	AYES	NAYS	ABSENT	ABSTAIN
MAYOR JOSEPH R. SMITH	X			
COUNCILMEMBER EDWARD SERAFIN	X			

# Reexamination Report East Newark Master Plan and Regulations July 5, 2006

Prepared by Robert D. Cotter, PP, AICP  
Planning Consultant

The Borough of East Newark adopted its first Master Plan in 1984. There was an update done in 1992. There has been no re-examination report nor update since 1992.

The Municipal Land Use Law (40:55D-1 *et seq.*) (MLUL) requires a re-examination report to be conducted at least every six years, so it is clear that the Borough is long overdue in this re-examination process. The MLUL spells out the steps needed to be undertaken to complete this process.

The reexamination report shall state:

- a. The major problems and objectives relating to land development in East Newark at the time of the adoption of the last reexamination report.
- b. The extent to which such problems and objectives have been reduced or have increased subsequent to such date
- c. The extent to which there have been significant changes in the assumptions, policies and objectives forming the basis for the master plan or development regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, collection, disposition and recycling of designated recyclable materials, and changes in State, county and municipal policies and objectives.
- d. The specific changes recommended for the master plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared.
- e. The recommendations of the planning board concerning the incorporation of redevelopment plans adopted pursuant to the "Local Redevelopment and Housing Law," P.L. 1992, c. 79 (C.40A:12A-1 *et al.*) into the land use plan element of the municipal master plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.

These requirements are addressed as follows.



## **The major problems and objectives relating to land development in East Newark at the time of the adoption of the last reexamination report.**

The 1984 Master Plan was the first such plan ever produced for the Borough. This is likely because the MLUL was adopted in 1976 and it conveyed legal status to the municipal master plan. Essentially, the power to zone was related to the master plan and its "land use element." The new state law required every municipality that wanted to have a zoning ordinance and regulate land uses within its borders to first have a master plan with at least a land use element. There are other elements, such as circulation and community facilities, but they are optional. Since 1986, there is another mandatory element called the "housing element" or "fair share plan." This element deals with the municipality's obligations to provide its fair share of the housing needs for families of low and moderate income.

The 1984 Master Plan stated that the objectives of the master plan were

- The creation of a seven member planning board
- The preparation of a land use element to form the basis of a zoning ordinance
- Maintain the present character of the borough and land use pattern and upgrade obsolete uses, buildings and sites wherever practical and possible
- Provide for expansion of existing community facilities to better serve the residents of the borough
- Endorse the recommendations of previous studies to eliminate traffic and water pressure problems and provide new improvements

The 1992 "Land Use Plan Update" detailed the changes in the Borough's land use patterns. It noted that the largest land use group was "residential" and of that group the largest group was two-family homes. After that, it was three family homes and then single family homes.

One of the aspects of the borough's residential land use category was the instances of two or more principal uses on the same lot. This is not considered sound planning as it can lead to overcrowding and difficulty in zoning enforcement

The 1992 Update next spoke of Business Uses, which were found to be scattered around the Borough. The Update speaks of the concentration of mercantile uses found there. The other locations for business uses are along Central Avenue between Grant Avenue and Third Street.

The Update talks about the industrial uses along Passaic Avenue and some on the narrow block between Searing and Mullock Place.

In 1992, there were only 5 vacant parcels of land in the Borough, meaning new development would have to occur on redeveloped properties.

**The extent to which such problems and objectives have been reduced or have increased subsequent to such date.**

The first objective was realized with the creation of the new nine member planning board in 1984. Since then, changes in the MLUL have allowed small towns, such as East Newark, to eliminate the separate zoning board of adjustment by creating a single, combined board that can function as either a planning board or a zoning board, as the case before it may require.

The second objective was realized in the 1984 Master Plan which contained the first such land use plan in the borough's history. The plan noted that East Newark has a very limited supply of vacant land. This is a function of the borough's age, size and location. This remained the case in the 1992 Update.

One of the key statements is the plan's desire to "promote a proper balance between residential and non-residential uses in the borough."

Three categories of residential land use were proposed: R-1 for the eastern two-thirds of the First Republic site; R-2 for the predominant type of residential uses existing in the borough; and R-3 for apartments.

Two categories of business/commercial use were recommended: Neighborhood Business (NB) and General Business and Commercial (GBC). The NB district would serve local residents with convenience shopping and services and the second district, GBC, would be less restrictive and serve a wider community.

Industrial uses would be restricted to the area west of Passaic Avenue from the "new" Engelhard Industries building south to the borough line.

The third objective was to maintain the present character of the borough and land use pattern and upgrade obsolete uses, buildings and sites wherever practical and possible. Fully developed at the beginning of the 20<sup>th</sup> Century, the borough has a rich history of industry and commerce as well as residential development within its borders. Its location on the Passaic River and along a branch of the Erie Lackawanna Railroad made it an early location for industrial land uses. The proximity to the City of Newark, the economic engine of this region in the late 19<sup>th</sup> and early 20<sup>th</sup> Century, just across the river, also gave the borough an economic boost and no doubt contributed to its development patterns.

Little change occurred up until the time of the 1984 master plan, other than the inevitable decline of the industrial uses and the aging of the residential and commercial developments. The decline in industrial and commercial development is due to market and global forces and cannot be effectively addressed at the local level. The residential market in Hudson County remains strong, and the pressure to redevelop former industrial and commercial sites for residential uses is strong.

The fourth objective of the 1984 Plan was to provide for expansion of existing community facilities to better serve the residents of the borough. This objective has been accomplished with the creation of the green acres park next door to Borough Hall on Sherman Avenue, the remodeling of the Recreation Center on Central Avenue, the creation of the Senior Center on President Street and the development of a municipal parking lot on Searing Avenue. Bids are currently being taken to build a parking lot on two lots on Central Avenue.

Finally, the Plan called for the endorsement of past the recommendations of previous studies to eliminate traffic and water pressure problems and provide new improvements. This objective has been partially met by the public works projects that have paved all the streets in the Borough and created a streetscape program on Central Avenue, but the water pressure issue remains. The cost of cleaning and relining the all of the Borough's water mains remains prohibitive.

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**The extent to which there have been significant changes in the assumptions, policies, and objectives forming the basis for the master plan or development regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, collection, disposition and recycling of designated recyclable materials, and changes in State, county and municipal policies and objectives.**

There have been significant changes in the assumptions, policies and objectives of the Borough of East Newark since the adoption of the 1984 Master Plan. Among these is the change in attitude toward the development of housing types as it relates to density and distribution of populations and demographics. There have been significant problems with the conversion of two-family homes into illegal three-family homes over the years intervening. These conversions are a problem on many fronts, including: over-crowding within the residence, fire code violations, non payment of taxes, over loading of the Borough's ability to park residents' cars and additional school-aged children. Conversions of new two-family homes into three-family homes is a particular concern as there is a great deal of pressure coming from this sector of the market. The pattern of building a two and converting them to threes within months of closing exists throughout the county and region.

The demographic dilemma comes at the school-age children end of the spectrum. Young families are attracted to East Newark as it is family-friendly and has a good elementary school. The growth of this segment of the population places the over-crowded school system into crisis mode. While a new school is contemplated, until it is a reality, this problem remains at the top of the list.

This population concern is also a housing concern. The market pressure is there to encourage the "tear down" development patterns going on in nearby towns. Old one and two-family homes are torn down to be replaced with new, two-family homes, which tend to be converted into illegal three-families shortly thereafter. The condition of the existing housing stock will play into this scenario to the extent it becomes deteriorated or improved.

The distribution of land uses was to be "balanced." This objective has changed as industrial land uses have further declined as more of these type jobs move out of the region, if not the nation. Taking their place are service sector jobs such as retail sales of goods and services. The ability of large industrial facilities such as First Republic to remain viable in that land use will test that objective.

There have been no significant changes in circulation, as there have been no new roads or other facilities built in this area since 1984.

There have been no other significant changes in terms of conservation of natural resources, energy conservation, and recycling. One item that may be of concern here is the recent spikes in the price of gasoline. As gas prices rise, the attractiveness of living close to Manhattan and the Hudson River waterfront and Newark office jobs grows. This may impact future land use patterns.

**The specific changes recommended for the master plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared.**

It is recommended that the master plan and development regulations be amended to include the following.

- 1 The one and two-family development regulations need to be revisited. There are many good reasons to eliminate the two-family housing type, including the overwhelming trend to convert up to three units. This third unit can lead to absentee landlords and the problems associated with over-crowding. A one-family limit on the majority of the Borough would reduce to pressure to tear down the old homes and build the "monster" homes we see going up throughout the region. The reduction of density would ease over-crowding in the schools, parks and on the street.
- 2 The Land Use Plan for the First Republic site for eventual demolition and replacement with two and three-family homes needs to be eliminated. This facility should be planned for adaptive re-use as a residential and commercial complex similar to many other industrial properties that have been converted to luxury housing throughout Hudson County.
3. The Passaic River waterfront needs to be planned for commercial re-use. While the concrete plant may want to stay because of the benefits of its location, the

success of the hotel down river in Harrison argues well for this type of use along the East Newark Riverfront. Newark is planning great things on its shoreline; so should the Borough of East Newark.

- 4 The creation of a new elementary school on the Sherman Avenue green acres park site should be explored. The ability to vacate the northern dead-end of John Street to enlarge the site is appealing. Green Acres rules require a replacement site, which is available across the street.
- 5 The eventual development of a new school begs the question of what to do with the old one. It should be planned for condominium conversion with adequate off street parking.

**The recommendations of the planning board concerning the incorporation of redevelopment plans adopted pursuant to the "Local Redevelopment and Housing Law," P.L. 1992, c. 79 (C.40A:12A-1 et al.) into the land use plan element of the municipal master plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.**

The First Republic industrial facility has a long history in East Newark and is indeed, probably responsible for the very existence of the Borough. It should be retained and re-used for loft-style housing, with ancillary commercial and retail uses. A redevelopment plan should be implemented, if the area meets the statutory criteria to be declared in need of redevelopment. Such a plan would cover all of the areas needed to assure success of the project as this is an area equal to a quarter of the Borough, and will have an extreme impact on the fiscal soundness of the Borough in the coming decades. Appropriately zoning regulations in such a redevelopment plan will help assure that success.

PLANNING BOARD MEMBERS

CHARLES BUBENAS  
SHIRLEY BECKER  
URBANO GONCALVES  
SUSANA MOREIRA  
ANTONIO MONTEIRO  
KENNETH SHEEHAN  
LOUIS ZARRILLO  
JOSE HERNANDEZ  
MARCO ORTEGA

X  
X  
  
X  
X  
X

X  
X

ATTEST

  
BRIGITE H. GONCALVES  
SECRETARY

PLANNING BOARD OF  
THE BOROUGH OF EAST NEWARK

  
SHIRLEY BECKER, CHAIRPERSON

DATED 7/19/06  
ADOPTED: 7/19/06

**Town of Harrison – Hudson County**  
**2/21/07**

TO: JASON VARANO 609 633 2102

FROM: PETE HIGGINS

ATTACHED IS THE SURVEY YOU REQUESTED  
FROM MAYOR Mc DONOUGH.

PLEASE CONTACT ME DIRECTLY WITH ANY  
QUESTIONS OR CONCERNS 973-715-8527

Pete



Lower Passaic River Restoration Project  
Future Use Questionnaire

Municipality/County: TOWN OF HARRISON - HUDSON COUNTY

Name: PETER B. HIGGINS

Affiliation/Agency Representing: HARRISON REDEVELOPMENT AGENCY

Address: 600 ESSEX STREET, HARRISON NJ 07029

Phone/Fax numbers: 973-715-8527

Municipality Location- Specific River Miles (see enclosed map): THERE IS NO ENCLOSED MAP 2.5 S.E.

The State of New Jersey (NJDOT and NJDEP) needs your help to understand what the communities and region envision for the future of the Lower Passaic River watershed. The information you provide in this questionnaire will be used with the other Partner agencies (US Environmental Protection Agency, US Army Corps of Engineers, National Oceanic Atmospheric Administration and US Fish and Wildlife Service) for the Lower Passaic River Restoration Project to plan for the clean up and comprehensive restoration of the Lower Passaic River and its major tributaries (specifically Saddle River and Second and Third Rivers). Local municipalities and regional efforts are critical in the planning process for the future use of the river. Please submit your completed questionnaire by October 13, 2006 to:

Lisa Baron  
New Jersey Department of Transportation  
PO Box 837  
1035 Parkway Avenue  
Trenton, NJ 08625-0837  
609-530-4779

**Section 1: Current Uses**

1) Please indicate your municipality's current uses of the Passaic River, tributaries and waterfront areas (Please indicate river mile - see enclosed map):

- ☒ Commercial \_\_\_\_\_
- ☒ Industrial \_\_\_\_\_
- ☐ Recreational/Sports Fields and Parks \_\_\_\_\_
- ☐ Open Space/Preserved \_\_\_\_\_
- ☐ River Access points (e.g., marinas, boat ramps) \_\_\_\_\_
- ☐ Commuter/Recreational Transportation (e.g., water taxis, cruises) \_\_\_\_\_
- ☐ Wetlands or scenic landscape \_\_\_\_\_
- ☐ Residential \_\_\_\_\_

**Lower Passaic River Restoration Project  
Vision for Future Use**

( ) Other \_\_\_\_\_

2) Does the current condition of the Passaic River negatively impact your municipality's use of the Passaic River and waterfront areas? Yes/No No If yes, please describe. \_\_\_\_\_

3) Please indicate any public access (including their condition) to the river and primary tributaries in your municipality (Please indicate river mile - see enclosed map):

- ( ) Marinas NONE
- ( ) Boat ramps \_\_\_\_\_
- ( ) Walkways \_\_\_\_\_
- ( ) Parks \_\_\_\_\_
- ( ) Other \_\_\_\_\_

**Section 2 : Future Planning**

1) Does your municipality have a master plan or plan for future development of the Passaic River waterfront, tributaries or adjacent areas? Yes/No YES

If possible, please send to Lisa Baron at the above address at your earliest convenience

2) Please identify the primary components currently included in the plan or any other plans for development currently under consideration in your municipality for the Passaic River, tributaries and waterfront areas (note river mile- see map):

- ( ) Commercial \_\_\_\_\_
- ( ) Industrial \_\_\_\_\_
- (✓) Recreational/Sports Fields and Parks \_\_\_\_\_
- (✓) Open Space/Preserved \_\_\_\_\_
- ( ) River Access points (e.g., marinas, boat ramp creation or rehabilitation) \_\_\_\_\_
- ( ) Commuter/Recreational Transportation (e.g., water taxis, cruises) \_\_\_\_\_
- ( ) Wetland Creation \_\_\_\_\_
- (✓) Residential \_\_\_\_\_
- ( ) Other \_\_\_\_\_

3) The federal navigation channel in the Passaic River has not been maintained since 1983 (lower 2 miles), 1937 (miles 2.6 to 4.6), or before the 1950s in specific upper reach locations. Would the Passaic River be used more or would your municipality's development plans change if the federal navigation channel in the

Lower Passaic River Restoration Project  
Vision for Future Use

river were remediated and restored to its current authorized depth? Authorized depths are currently:

- Point No Point Reach (river mile 0 to 2.2) at 30 feet;
- Harrison Reach (river mile 2.2 to 7) at 20 feet;
- Arlington Reach (river mile 7 to 8) at 16 ft;
- Upstream (river mile 8 to 15) at 10 ft. (see enclosed map)

Yes/No Yes If yes, please specify.

POSSIBLY SOME RIVER ACCESS POINTS COULD BE  
INCORPORATED IN FUTURE OPEN SPACE PLANNING

4) In the absence of a master plan, please indicate what additional development your municipality considers appropriate for the Passaic River, tributaries and waterfront areas (note river mile- see map):

- N/A
- ( ) Commercial
  - ( ) Industrial
  - ( ) Recreational/Sports Fields and Parks
  - ( ) Open Space/Preserved
  - ( ) River Access points (e.g., marinas, boat ramp creation or rehabilitation)
  - ( ) Commuter/Recreational Transportation (e.g., water taxis, cruises)
  - ( ) Wetland Creation
  - ( ) Residential
  - ( ) Other

5) Before answering the final question, please review the attachments (DRAFT map of the vision for the river, goals and potential restoration actions):

If the draft map is not inclusive of any proposed actions or master plans for future development within your municipality or if there are additional restoration actions that you would like to see included on our list, please identify three (3) specific project or actions that you would like to see undertaken.

NO MAP WAS INCLUDED IN SURVEY

HARRISON WATERFRONT PROJECT RUNS FROM  
APPROXIMATELY 1/4 MILE EAST OF THE JACKSON  
ST. BRIDGE TO THE RT 280 BRIDGE

Additional comments

THANK YOU FOR YOUR TIME!

**Bayonne/Hudson County**  
**10/06**

Lower Passaic River Restoration Project  
Future Use Questionnaire

Municipality/County: BAYONNE / HUDSON

Name: JAMES MONKOWSKI

Affiliation/Agency Representing: CITY OF BAYONNE

Address: MUNICIPAL BLDG. 630 AVE C, BAYONNE, N.J. 07002

Phone/Fax numbers: 201-858-6107 / 858-6111

Municipality Location- Specific River Miles (see enclosed map): 0

The State of New Jersey (NJDOT and NJDEP) needs your help to understand what the communities and region envision for the future of the Lower Passaic River watershed. The information you provide in this questionnaire will be used with the other Partner agencies (US Environmental Protection Agency, US Army Corps of Engineers, National Oceanic and Atmospheric Administration and US Fish and Wildlife Service) for the Lower Passaic River Restoration Project to plan for the clean up and comprehensive restoration of the Lower Passaic River and its major tributaries (specifically Saddle River and Second and Third Rivers). Local municipalities and regional efforts are critical in the planning process for the future use of the river. Please submit your completed questionnaire by October 27, 2006 to:

Lisa Baron  
New Jersey Department of Transportation  
PO Box 837  
1035 Parkway Avenue  
Trenton, NJ 08625-0837  
609-530-4779

Section 1: Current Uses

1) Please indicate your municipality's current uses of the Passaic River, tributaries and waterfront areas (Please indicate river mile – see enclosed map):

- ☐ Commercial \_\_\_\_\_
- ☐ Industrial \_\_\_\_\_
- ☒ Recreational/Sports Fields and Parks \_\_\_\_\_
- ☒ Open Space/Preserved \_\_\_\_\_
- ☒ River Access points (e.g., marinas, boat ramps) \_\_\_\_\_
- ☐ Commuter/Recreational Transportation (e.g., water taxis, cruises) \_\_\_\_\_
- ☒ Wetlands or scenic landscape \_\_\_\_\_
- ☒ Residential \_\_\_\_\_

( ) Other \_\_\_\_\_

2) Does the current condition of the Passaic River negatively impact your municipality's use of the Passaic River and waterfront areas? Yes/No \_\_\_\_\_ If yes, please describe. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

3) Please indicate any public access (including their condition) to the river and primary tributaries in your municipality (Please indicate river mile – see enclosed map):

<input checked="" type="checkbox"/> Marinas	<u>PRIVATE / WITH PUBLIC ACCESS</u>	<u>- 0</u>
<input checked="" type="checkbox"/> Boat ramps	<u>MUNICIPAL OWNED - GOOD CONDITION</u>	<u>- 0</u>
<input checked="" type="checkbox"/> Walkways		<u>- 0</u>
<input checked="" type="checkbox"/> Parks		<u>- 0</u>
( ) Other		

## Section 2 : Future Planning

1) Does your municipality have a master plan or plan for future development of the Passaic River waterfront, tributaries or adjacent areas? Yes/No N/A.

If possible, please send to Lisa Baron at the above address at your earliest convenience.

2) Please identify the primary components currently included in the plan or any other plans for development currently under consideration in your municipality for the Passaic River, tributaries and waterfront areas (note river mile- see map):

( ) Commercial \_\_\_\_\_  
( ) Industrial \_\_\_\_\_  
☒ Recreational/Sports Fields and Parks \_\_\_\_\_  
☒ Open Space/Preserved \_\_\_\_\_  
( ) River Access points (e.g., marinas, boat ramp creation or rehabilitation)  
( ) Commuter/Recreational Transportation (e.g., water taxis, cruises) \_\_\_\_\_  
( ) Wetland Creation \_\_\_\_\_  
☒ Residential \_\_\_\_\_  
( ) Other \_\_\_\_\_

3) The federal navigation channel in the Passaic River has not been maintained since 1983 (lower 2 miles), 1937 (miles 2.6 to 4.6), or before the 1950s in specific upper reach locations. Would the Passaic River be used more or would your municipality's development plans change if the federal navigation channel in the

Lower Passaic River Restoration Project  
Vision for Future Use

river were remediated and restored to its current authorized depth? Authorized depths are currently:

- Point No Point Reach (river mile 0 to 2.2) at 30 feet;
- Harrison Reach (river mile 2.2 to 7) at 20 feet;
- Arlington Reach (river mile 7 to 8) at 16 ft;
- Upstream (river mile 8 to 15) at 10 ft. (see enclosed map)

Yes/No \_\_\_\_\_ If yes, please specify.  
NO CHANGE

4) In the absence of a master plan, please indicate what additional development your municipality considers appropriate for the Passaic River, tributaries and waterfront areas (note river mile- see map):

- ☐ Commercial \_\_\_\_\_
- ☐ Industrial \_\_\_\_\_
- ☒ Recreational/Sports Fields and Parks \_\_\_\_\_
- ☒ Open Space/Preserved \_\_\_\_\_
- ☐ River Access points (e.g., marinas, boat ramp creation or rehabilitation) \_\_\_\_\_
- ☐ Commuter/Recreational Transportation (e.g., water taxis, cruises) \_\_\_\_\_
- ☐ Wetland Creation \_\_\_\_\_
- ☒ Residential \_\_\_\_\_
- ☐ Other \_\_\_\_\_

5) Before answering the final question, please review the attachments (DRAFT map of the vision for the river, goals and potential restoration actions):

If the draft map is not inclusive of any proposed actions or master plans for future development within your municipality or if there are additional restoration actions that you would like to see included on our list, please identify three (3) specific project or actions that you would like to see undertaken.

Additional comments:

CITY OF BAYONNE HAS JUST COMPLETED A NEW PARK ON NEWARK BAY. PARK CONSISTS OF 13 ACRES - RESTORED WETLANDS, WITH WALKWAY - BIRD BLINDS, BIKE PATH AROUND WETLAND & ADDITIONAL UPLAND/TRANSITIONAL ACRES. PARK IS PASSIVE IN DESIGN. LOCATION IS ADJACENT TO BAYONNE - JERSEY CITY BORDER.

THANK YOU FOR YOUR TIME!

**Elizabeth**  
**10/11/06**



Lower Passaic River Restoration Project  
Future Use Questionnaire

Municipality/County: Elizabeth

Name: Oscar Ocasio

Affiliation/Agency Representing: Dept. of Planning & Community Development

Address: 50 Winfield Scott Plaza

Phone/Fax numbers: (908) 820-4160 Fax (908) 820-3776

Municipality Location- Specific River Miles (see enclosed map): South of "0"

The State of New Jersey (NJDOT and NJDEP) needs your help to understand what the communities and region envision for the future of the Lower Passaic River watershed. The information you provide in this questionnaire will be used with the other Partner agencies (US Environmental Protection Agency, US Army Corps of Engineers, National Oceanic and Atmospheric Administration and US Fish and Wildlife Service) for the Lower Passaic River Restoration Project to plan for the clean up and comprehensive restoration of the Lower Passaic River and its major tributaries (specifically Saddle River and Second and Third Rivers). Local municipalities and regional efforts are critical in the planning process for the future use of the river. Please submit your completed questionnaire by October 27, 2006 to:

Lisa Baron  
New Jersey Department of Transportation  
PO Box 837  
1035 Parkway Avenue  
Trenton, NJ 08625-0837  
609-530-4779

**Section 1: Current Uses**

1) Please indicate your municipality's current uses of the Passaic River, tributaries and waterfront areas (Please indicate river mile – see enclosed map):

- (X) Commercial \_\_\_\_\_
- (X) Industrial \_\_\_\_\_
- (X) Recreational/Sports Fields and Parks \_\_\_\_\_
- (X) Open Space/Preserved \_\_\_\_\_
- (X) River Access points (e.g., marinas, boat ramps) \_\_\_\_\_
- (X) Commuter/Recreational Transportation (e.g., water taxis, cruises) \_\_\_\_\_
- (X) Wetlands or scenic landscape \_\_\_\_\_
- (X) Residential \_\_\_\_\_

Lower Passaic River Restoration Project  
Vision for Future Use

☒ Other All of the above uses are within the shores of the Arthur Kill

2) Does the current condition of the Passaic River negatively impact your municipality's use of the Passaic River and waterfront areas? Yes/No YES If yes, please describe. The river brings sediment into the Arthur Kill which creates the need for dredging.

3) Please indicate any public access (including their condition) to the river and primary tributaries in your municipality (Please indicate river mile – see enclosed map):

☒ Marinas \_\_\_\_\_  
☒ Boat ramps \_\_\_\_\_  
☒ Walkways \_\_\_\_\_  
☒ Parks \_\_\_\_\_  
☒ Other All within the shores of the Arthur Kill

**Section 2 : Future Planning**

1) Does your municipality have a master plan or plan for future development of the Passaic River waterfront, tributaries or adjacent areas? Yes/No Yes-along the Arthur Kill

If possible, please send to Lisa Baron at the above address at your earliest convenience.

2) Please identify the primary components currently included in the plan or any other plans for development currently under consideration in your municipality for the Passaic River, tributaries and waterfront areas (note river mile- see map):

☐ Commercial \_\_\_\_\_  
☐ Industrial \_\_\_\_\_  
☒ Recreational/Sports Fields and Parks \_\_\_\_\_  
☐ Open Space/Preserved \_\_\_\_\_  
☐ River Access points (e.g., marinas, boat ramp creation or rehabilitation) \_\_\_\_\_  
☐ Commuter/Recreational Transportation (e.g., water taxis, cruises) \_\_\_\_\_  
☐ Wetland Creation \_\_\_\_\_  
☒ Residential \_\_\_\_\_  
☐ Other \_\_\_\_\_

3) The federal navigation channel in the Passaic River has not been maintained since 1983 (lower 2 miles), 1937 (miles 2.6 to 4.6), or before the 1950s in specific upper reach locations. Would the Passaic River be used more or would your municipality's development plans change if the federal navigation channel in the

**Lower Passaic River Restoration Project**  
**Vision for Future Use**

---

river were remediated and restored to its current authorized depth? Authorized depths are currently:

- Point No Point Reach (river mile 0 to 2.2) at 30 feet;
- Harrison Reach (river mile 2.2 to 7) at 20 feet;
- Arlington Reach (river mile 7 to 8) at 16 ft;
- Upstream (river mile 8 to 15) at 10 ft. (see enclosed map)

Yes/No \_\_\_\_\_ If yes, please specify.

One way or the other, there would be no change  
to the city's development plans.

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4) In the absence of a master plan, please indicate what additional development your municipality considers appropriate for the Passaic River, tributaries and waterfront areas (note river mile- see map):

- ☐ Commercial \_\_\_\_\_
- ☐ Industrial \_\_\_\_\_
- ☐ Recreational/Sports Fields and Parks \_\_\_\_\_
- ☐ Open Space/Preserved \_\_\_\_\_
- ☐ River Access points (e.g., marinas, boat ramp creation or rehabilitation) \_\_\_\_\_
- ☐ Commuter/Recreational Transportation (e.g., water taxis, cruises) \_\_\_\_\_
- ☐ Wetland Creation \_\_\_\_\_
- ☐ Residential \_\_\_\_\_
- ☒ Other Not Applicable \_\_\_\_\_

5) Before answering the final question, please review the attachments (DRAFT map of the vision for the river, goals and potential restoration actions):

If the draft map is not inclusive of any proposed actions or master plans for future development within your municipality or if there are additional restoration actions that you would like to see included on our list, please identify three (3) specific project or actions that you would like to see undertaken.

Not Applicable

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Additional comments:

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**THANK YOU FOR YOUR TIME!**