



SOUTH HACKENSACK

RIDGEFIELD PARK

LITTLE FERRY

**MASTER PLAN REPORT #2**

**LAND USE**

**LITTLE FERRY, N.J.**

1984

BERCHANI 18W

Babbitt

LAND USE

LITTLE FERRY MASTER PLAN

REPORT 2

1984

LITTLE FERRY PLANNING BOARD

DORRAM ASSOCIATES, INC.

1984

BOROUGH OF LITTLE FERRY, NEW JERSEY

1985

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LAND USE

LITTLE FERRY, NEW JERSEY

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## I. INTRODUCTION

This is the second report in the 1984-1985 Little Ferry Master Plan Report Series dedicated to the subject of Land Use. Land Use is a description of how land is occupied and utilized. The early 1980's are witnessing new development trends in Little Ferry history, namely that of redevelopment, whereby marginal parcels of land, or low intensity land uses are redeveloped.

The current trend for developers is to assemble tracts of vacant, or not intensively used lands upon which they demolish the existing structures in order to develop a more intensive, and more profitable use of land, most commonly developed for garden apartments, or townhouse condominiums.

This Land Use Study analyzed past and present development trends in Little Ferry in order to provide a sound and factual basis for the preparation of recommendations for the future use of land.

Development problems include high water table, drainage problems, and a general scarcity of developable vacant land. Indiscriminate redevelopment as described above could create severe problems in that it generates new and unplanned for population densities in areas where the infrastructure cannot sustain greater congestion in terms of accessibility, traffic capacity, and general congestion.

We found that the current development trend in zone districts where one and two family housing are permitted, is to construct only two family homes. This will invariably result in increased densities and traffic.

In comparing Little Ferry's land use and zoning to that of surrounding towns, we find that Little Ferry has proportionately more actual medium density residential developments -- at five to 22 dwelling units per acre -- as well as medium density residential zoning than some of the other nearby towns. Conversely, Little Ferry has less provisions for office developments than its neighbors have. These study findings, namely the imbalance in medium density residential (five - 22 units/acre), and office developments, in comparison to surrounding communities, together with some of the Senior Citizens housing needs established in the Population and Housing Study, are indicative of zoning considerations that will need creative solutions in the preparation of the forthcoming summary study of this series: The Land Use Plan.

## II. EXISTING LAND USE

### HISTORY\*

Originally, Little Ferry occupied the northeastern portion of the original Township of Lodi, and being in an isolated part of the Township, it sought independence through the formation of a Borough. The Borough of Little Ferry was organized in 1894.

In 1900 the Little Ferry population was 1,240, the Borough area was 716 acres, and included 3000 building lots. The net valuation of taxable property in 1922 was \$1,280,000. Little Ferry had at that time a Post Office, two public schools, a Volunteer Fire Department, a prosperous building and loan association, two fraternal orders, Red Men and Foresters, also two churches, Congregational and Catholic. Water was supplied by the Hackensack Water Company, and the streets were lit by electricity. The Bergen Turnpike had a toll gate at the turnpike bridge, by the Hackensack River. The Bergen Pike Trolley ran through Little Ferry to Hoboken; a rail service was provided by the West Shore and the Susquehanna and Western Railroads across the river.

The initial economy of Little Ferry was based on agriculture, and the local population's ethnic background was Dutch. The earliest documentary evidence of a property deed register dates back to 1732. Later, the community gained its name from a rope drawn little ferry, which was an important utility in its days because it served as an important link in the road that connected different parts of the country with the metropolis which was developing in New York.

In the second half of the nineteenth century, Little Ferry was known as a brick manufacturing center. The first brick yards were established in 1872 and millions of bricks manufactured in Little Ferry were transported by barges on the river.

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\*SOURCE: History of Bergen County 1630 - 1923, F. A. Westervelt Editor/Curator Bergen County Historical Society.  
Little Ferry's 70th Anniversary 1664 - 1964, W. Zabransky and J. Komarek (residents of the Borough).

It was the industrialization which started with the brick yards in the 19th Century that gave the impetus to the population growth which was accelerating in the 20th Century when the village population grew from 1,240 to 2,715 by 1920.

The new industrialization had its social implications. Since workers were needed to meet the growing demand for bricks, new immigrants, many among them Czechs, came to the Little Ferry area. The new ethnic group enriched the community with its own proud history of Czech traditions and customs. They erected their own social hall, the Sokol Hall in 1897 as the community center.

A thriving industry established by the new immigrants was the manufacturing of pearl buttons, employing in small shops a cottage industry, many of the town's people. This industry flourished for about half a century, whereafter it was replaced to a large extent by plastic buttons. At present, pearl button manufacturing is practically extinct in Little Ferry.

The economy of the area had changed dramatically in 1934 with the opening of Route 6 (present day Route 46). The Little Ferry area became highly industrialized because of its level topography and good accessibility by roadways. The population increased greatly because of the increased mobility of people. In the post World War II period, along with the greatly improved travel, Little Ferry became nationally known as the Used Car Center of the Nation.

By the 1980's most of the Little Ferry area has been developed, with much of the town being industrialized and the commercial development centering around the main arteries. The period of the 1980's also marks Little Ferry's re-birth, in that redevelopment has started, as new housing developments, such as condominium garden apartments and town houses, are constructed along the Hackensack River and along the roadsides of Liberty Street. A large modern Valley Fair shopping center -- at the corner of the Bergen Turnpike and Route 46 -- is the first major shopping center in town.

Many parks, school sites, a modern municipal building, fire stations, churches, and other public and semi-public facilities serve the Borough population which has increased to 9,400 at the time of this writing.

#### AERIAL PHOTO

The aerial view as presented by the 1980 Aerial Photo, illustrates the high degree of urbanization prevailing in Little Ferry and the Hackensack area.

#### LOCATION

The Borough of Little Ferry -- an almost fully developed community -- occupies 1.6 square miles in south-central Bergen County, in northeastern New Jersey, approximately five miles west of the George Washington Bridge and Manhattan Island. The Borough is surrounded by the City of Hackensack and the Township of South Hackensack on the north, the Boroughs of Teterboro and Moonachie on the west, the Borough of Moonachie on the south and the Borough of Ridgefield and the Village of Ridgefield Park on the east. The Hackensack River forms a natural boundary on the east with the Ridgefield communities. It is strategically located at the hub of major regional highways connecting northern New Jersey to the Metropolitan area and the nation at large. Route 46, for a long time the only major east-west highway in Northern New Jersey, connects the George Washington Bridge in the east with the Delaware River Water Gap in the west.

Little Ferry is also readily accessible from the New Jersey Turnpike and by Interstate 80 and 95, by the Garden State Parkway, and State and U. S. Highways 1, 3, 4, 9, 17, 20 and 21.

The following three diagrams and maps illustrate the accessibility regional relationships, and the land use distribution of Little Ferry quite precisely.



### USGS

The U. S. Geological Survey Map, Weehawken Quadrangle, presents the locational characteristics of Little Ferry. One can see that the urbanized areas of Carlstadt, Woodridge, Hasbrouck Heights, Hackensack, Bogota, Ridgefield Park, Ridgefield and Fairview surround the Borough in the west, the north and the east. Little Ferry is also at the northern terminus of the Hackensack Meadowlands, which are situated at the northern extremity on both sides of the Hackensack River, south of the Borough, primarily in Secaucus, Moonachie, Teterboro as well as in Little Ferry. The topography is fairly low and level with elevations ranging between zero to eleven feet above mean sea level. Generally, the lower elevations are found in the southern part of Little Ferry, especially the portions that are part of the Hackensack Meadowland District and the higher elevations toward the north.

The shadings and the coloring of the U. S. Geodetic Map indicate also that the Little Ferry neighborhoods were substantially developed by 1976. New developments in this region since then included the dualization of the New Jersey Turnpike; the expansion of the Teterboro Airport, and the development of the Meadowlands Sports Complex, also various industrial parks: the Moonachie Industrial Complex and the office and industrial developments in the vicinity of the New Jersey Turnpike Interchanges 16 and 18 in Secaucus, and the like.

For many years it was a common belief that the Meadowlands along the Hackensack River were unbuildable tidal marshlands, good only for bird watching and muskrat hunting. In the last few years, with ever rising real estate prices, improved construction technology, and substantial regional highway accessibility, large portions of the Meadowlands were reclaimed. Not the least of these is the Meadowlands Sports Complex situated southwest from Little Ferry along the northern side of Route 3 and west of the new Interchange 16 W and 18 W on the New Jersey Turnpike. Such developments impacted strongly both the quality of the environment, and the regional economy.



### WATER BODIES AND DRAINAGE

There are three drainage basins located within Little Ferry. The eastern half of the Borough drains into the Hackensack River, the western portion, with the exception of the northwest corner, drains into Losen Slofe which forms the border with the Borough of Moonachie. The northwest corner drains to the East Riser Ditch in Moonachie. In addition, Sands Creek drains about 165 acres. There are several ponds in Little Ferry as a result of the clay quarries as well as tidal marshes of the Hackensack Meadowlands which lie within the southern third of the Borough.

Residential and commercial development is prevalent along the banks of the Hackensack River and Losen Slofe. Residential encroachment along Losen Slofe is especially prevalent between Beech Street and Main Street and has narrowed the stream's cross section. The downstream section flows through the undeveloped marshes of the Meadowlands. The channel of Sands Creek, which only flows through Little Ferry for a short distance, has been almost eliminated by residential encroachment.

### SOILS

The soils in Little Ferry are difficult to rate because of their active urban use. They are mostly stratified drift consisting of sands, clay and gravel overlying Triassic sandstones and red shales common to the Piedmont physiographic province.

The major clay deposits have been exhausted and there is no further clay mining in the Little Ferry Clay Pits which have turned into ponds and lakes over the years.

### CLIMATE

Little Ferry is part of the generally temperate climate zone common to the mid-Atlantic seaboard. Marked changes in weather are frequent, especially in the spring and fall. Winters are moderate with cumulative snowfall of approximately 32 inches; summers are hot with occasional thunderstorms.

Average annual temperature is about 54 degrees Fahrenheit (F), with yearly extremes between -10 degrees F and 100 degrees F. Annual precipitation is 44 inches with August the wettest month and January the driest.

#### THE LAND AND ITS USE

The area which is today Little Ferry was first settled by the Dutch in the mid-1600's. The Borough's early growth came about because of its location adjacent to a primary overland route to Hackensack and a rope-drawn little ferry which traversed the Hackensack River. Vast clay deposits fostered the growth of the commercial brick industry during the last quarter of the nineteenth century. Today the Little Ferry area serves the residential, public, and commercial - industrial needs of the community in equal proportions.

#### THE CURRENT LAND USE SURVEY AND ITS FINDINGS

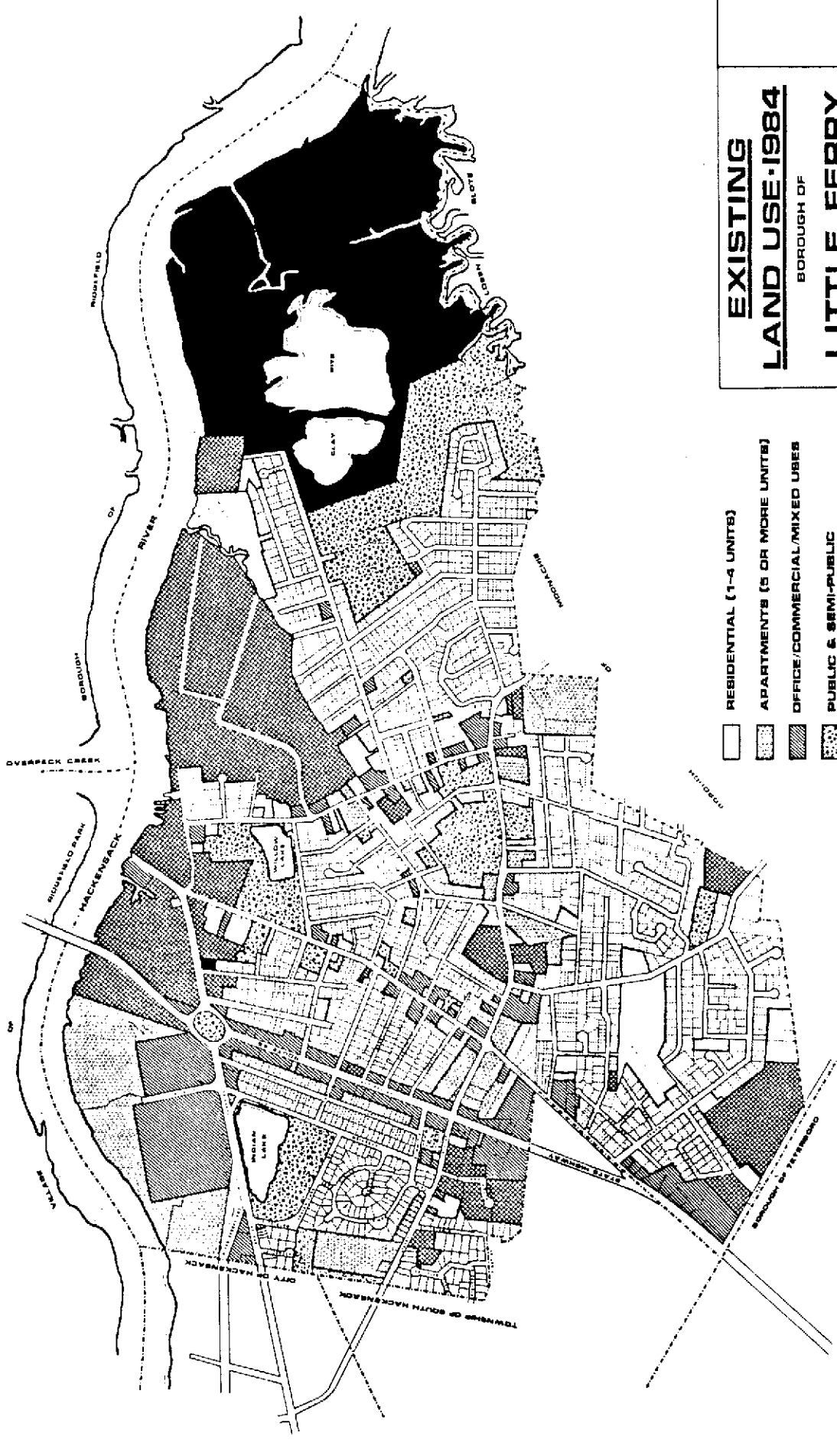
During the fall of 1984, the Little Ferry Lot Line Base Map was updated from the latest available official tax maps. Thereafter, a new Land Use Survey was conducted with the aid of the new map, and the findings of this survey have been mapped on a colored presentation drawing at the 1" = 300' scale, and also on a black and white diagram which, in its reduced form, is presented herewith.

Thereafter, the Land Use areas have been meticulously measured, computed and tabulated.

#### VACANT

As Will Rogers once said: "Land, they ain't makin no more!"

Vacant lands amounted to 25% of the municipal area in 1964. By 1978 there remained only 9% of the municipal acreage vacant, while the present survey indicates that in 1984-1985, only three percent of Little Ferry is undeveloped or vacant. These three percent account for only 32 acres of remaining vacant land. The current development trends are for the redevelopment of marginal lands, or under-utilized sites. The regional housing shortage exerts great pressures, and whenever 'feasible' large estate type lots make room for condominium garden apartments or townhouses.



**EXISTING**

**LAND USE - 1984**

BOROUGH OF

**LITTLE FERRY**

BERGEN COUNTY, NEW JERSEY

SCALE: 1"=300' DECEMBER 1984

CORRAM ASSOCIATES, INC. CONSULTANTS

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



SCALE: 1"=300'  
 DECEMBER 1984  
 CORRAM ASSOCIATES, INC. CONSULTANTS

SCALE: 1"=300'  
 DECEMBER 1984  
 CORRAM ASSOCIATES, INC. CONSULTANTS

## RESIDENTIAL

An analysis of the Existing Land Use 1984 Diagram reveals that in the past residential developments turned their back on the Hackensack River frontage. Such areas were used mostly for miscellaneous industrial development and for clay mining. It is only during the 1980's that this trend has changed and that three large condominium garden apartment developments have located at the northeasterly end of the Borough, along the Hackensack River, clustered around the new Valley Fair Shopping Center. The three apartment developments are: Waterfront Village, North Village Number One & North Village Number Two. These developments jointly account for 732 apartment units. Until this most recent development, some of which is still under construction at the time of this writing, the general trend for one and two family homes was to concentrate mostly in the center of the Borough, with multi-family and condominium type developments tending to cluster along Liberty Street, where there are 918 such apartment units concentrated in 12 multi-family housing developments.

There are two R-A one family residential zones which have only a few two family homes among them, located north of the Mehrhoff Road Environmental Preserve and the Birch Street Park in the south, and Washington Ave in the north. The second R-A district is generally located south of Sanyo Electronics Plant and west of the first row of homes fronting on Wilson and Roosevelt Streets. The other residential district, R-B, is a one and two family residential zone where both one and two family homes are permitted uses. The contemporary trend is to build only two family homes. Thus, this zone district, which covers the central portion of the Borough, is about evenly divided between one and two family uses. In the course of the Land Use Survey, a good number of three and four family conversions were observed, indicating the need for more vigorous code enforcement, and possible legal action by the municipality to force the vacating of illegal units. This problem is currently being addressed in a number of other South Bergen communities.

### COMMERCIAL

The Little Ferry commercial uses are mostly centered along Route 46. Most of these uses consist of new and used car dealerships, car wash establishments, car rental agencies, service stations, and miscellaneous other automotive establishments. There are also other general commercial establishments such as a motel, florist, fast-food restaurant, diner, restaurant, garden furniture store, machinery supplies warehouse, a bank, tool shops, kitchen cabinet dealership, and other highway business establishments.

A second concentration of smaller commercial, and mixed commercial and residential uses is along Main Street, where we find: offices, taverns, wholesale kitchen furnishings and miscellaneous neighborhood convenience stores. The largest commercial concentration is the Valley Fair Shopping Center, which has most of its frontage on the Bergen Turnpike, but does enjoy access from Route 46 near the traffic circle.

### INDUSTRIAL

Most of the large industrial parcels and uses are concentrated along the Hackensack River, on the easterly boundary of Little Ferry. Among the industrial uses, one finds contractor's and general equipment yards, outdoor storage of construction materials, metal fabricating establishment, gasoline tank farms, and miscellaneous other industrial uses. \*

### UTILITIES

The Bergen County Utilities Authority occupies a 160 acre area in the southern end of Little Ferry which was formerly the site of the clay pits and brickyards. This large efficient utility operation is subject to state and federal requirements, and controls and operates a county-wide sewerage collection and treatment facility.

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\*NOTE: Such underutilized sites will have great redevelopment potentials in the future!

The capacity of the present plant is 75 million gallons per day (m.g.d.), and engineering studies underway project that it is possible that in the future, facilities might have to be expanded to 85 or even 100 m.g.d. capacity. When such an expansion will take place, it will still require the same type of facilities as existing now, only on a larger scale. This will still be accomodated within the bounds of the Bergen County Utilities Authority property, and will not affect Little Ferry in any adverse way.

At present there is adequate sewerage capacity available to accomodate the needs of the Borough, and it is expected that this will be so in the near future.

#### RESOURCE RECOVERY PLAN

There is a proposed Resource Recovery Plant planned across the river from Little Ferry, in Ridgefield. This, in essence, will be a large, garbage incinerating facility that will convert the energy from the heat to electricity and then in turn sell this electricity to Public Service.

It is expected that the Resource Recovery Plant will meet all the strict standards and requirements of the New Jersey Department of Environmental Protection (DEP) and the U.S. Environmental Protection Agency (EPA). The New Jersey standards are reportedly the strictest in the nation. It is not expected that this operation will have any adverse effect on the residents of Little Ferry.

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SOURCE: J. Sheehan, P.E. and Frank Costello, Executive Director,  
BCUA.

### LAND USE DISTRIBUTION

Table L-1, Land Use Distribution by Acreage, Borough of Little Ferry, N.J. 1984 presents the acreage distribution of the Borough's land uses as found during the 1984 Land Use Survey. From this tabulation we note that almost one third of the municipal area is being utilized for residential uses with 18% of the total are devoted to one-family residential, and 14% dedicated to multi-family residential occupancy.

The large amount of acreage devoted to multi-family uses is indicative of the proportionately high number of Little Ferry apartments in relationship to homes. The office, commercial, industrial, and utility uses account for another third of the Borough area while the remaining third provides for public and semi-public uses, streets and highways, the Borough's portion of the Hackensack River and other water bodies. A very modest amount of 32 acres constitute the remaining vacant developable land.

TABLE L-1

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

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

SOURCE: Dorram Associates Inc., Survey 1984

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

### HACKENSACK MEADOWLANDS

Approximately one third of the Borough of Little Ferry is within the Hackensack Meadowlands Development Commission District. This means that in this third of the Borough, the zoning established by the Development Commission supersedes local zoning.

### PURPOSES OF HACKENSACK MEADOWLANDS DISTRICT \*

- "1. To provide for the orderly and comprehensive development of the Hackensack Meadowlands District;
2. To provide space for industrial, commercial, residential, recreational, and other uses;
3. To provide that such uses are suitably sited and placed in order to secure safety from fire, provide adequate light and air, prevent the overcrowding of land and undue concentration of population, prevent traffic congestion, and, in general, relate buildings and uses to each other so that aesthetic and use values are maximized;
4. To provide for community appearance;
5. To provide for improvements of the land adequate to serve the uses to be developed on that land;
6. To protect the Hackensack Meadowlands District from air and water pollution;
7. To preserve an ecological balance between natural and open areas and development, and
8. To provide for a comprehensive treatment of the ecological factors constituting the delicate environmental balance of the Meadowlands."

The Official Zoning Map of the Hackensack Meadowlands District delineates zone districts within Little Ferry as follows:

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\*SOURCE: New Jersey Administrative Code, HACKENSACK MEADOWLANDS DEVELOPMENT COMMISSION, 19:4-1.4.

1. Marshland Preservation
2. Park & Recreation
3. Waterfront Recreation
4. Low Density Residential
5. Light Industrial & Distribution B
6. Public Utilities.

#### PURPOSES OF HACKENSACK MEADOWLANDS ZONE DISTRICTS

The purposes of the Hackensack Meadowlands Zone Districts are as stated in the Ordinance as follows:

1. Marshland preservation zone; purposes

This zone is designed to preserve and enhance the ecological values of those areas of wetlands and open water within the Meadowlands District, so that real estate development and urbanization inconsistent with ecological preservation will not destroy the areas of the Hackensack Meadowlands District that, based upon environmental considerations, are worthy of preservation in their natural state.

2. Park and recreation zone; purposes

This zone is designed to maintain a necessary supply of open and recreation space.

3. Waterfront recreation zone; purpose

This zone is designed to accomodate water-oriented recreation facilities.

4. Low density residential zone; purposes

This zone is designed to accomodate low density residential uses.

5. Light industrial zone B; purposes

This zone is designed to accomodate a wide range of industrial, distribution, commercial and business uses that generate a minimum of detrimental environmental effects.

6. Public utilities zone; purposes

This zone is designed to accomodate certain heavy public utility uses that are not appropriate in any other industrial district.

5

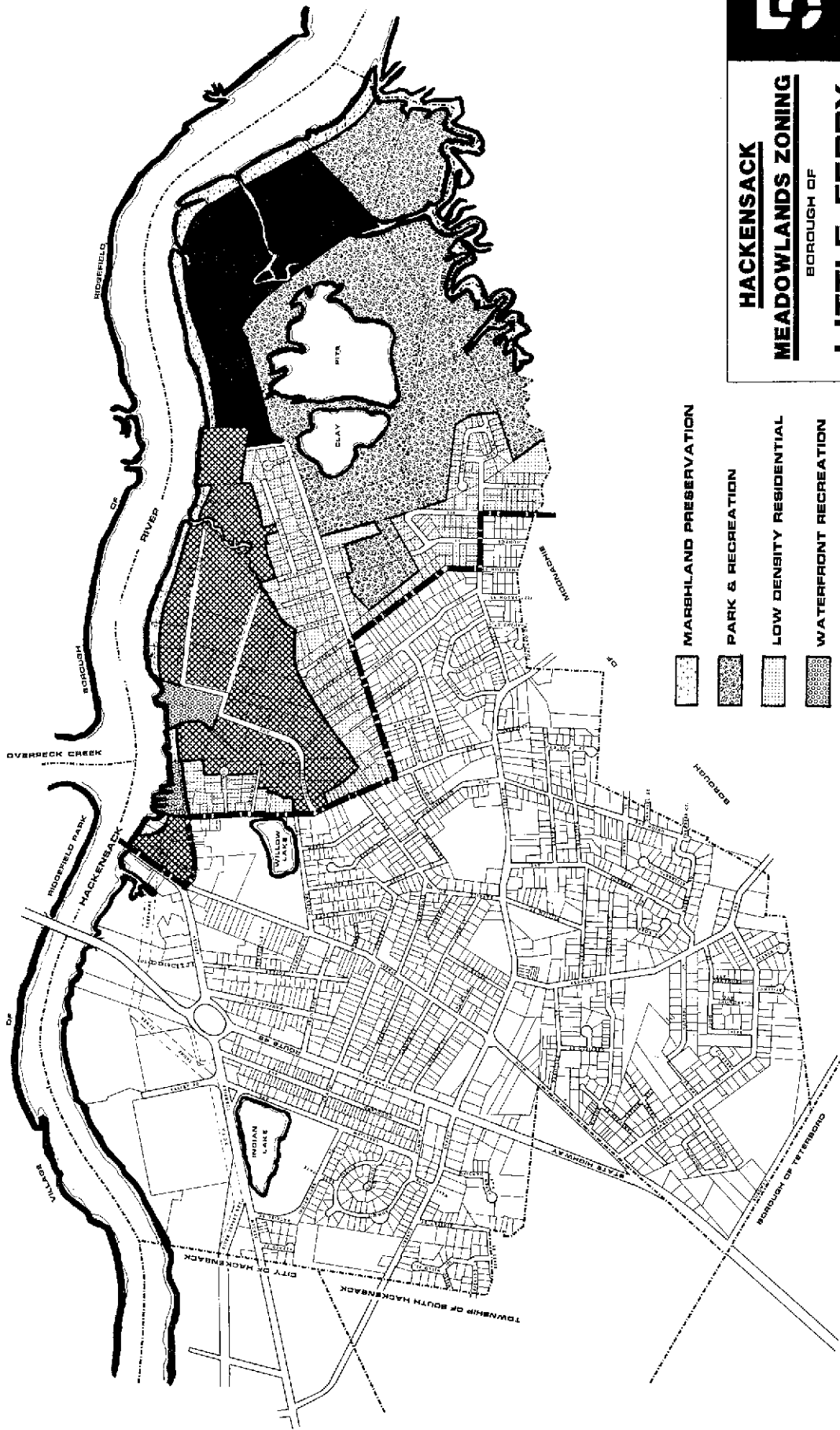









SCALE OF ADJUSTED  
PROPERTY TAXES  
PROPERTY TAXES, 1984

# HACKENSACK MEADOWLANDS ZONING BOROUGH OF LITTLE FERRY

BERGEN COUNTY, NEW JERSEY  
SCALE: 1"=400'  
DECEMBER 1984

DORRAN ASSOCIATES, INC. . . . . CONSULTANTS



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

SCALE IN FEET  
0 500 1000 1500

SOURCE: HACKENSACK MEADOWLANDS DEVELOPMENT COMMISSION OFFICIAL ZONING MAP 1984.

### ZONING COMPARISON

Table L-2 following presents a comparison of zoning acreages between Little Ferry and its surrounding Bergen County communities as well as with Bergen County as a whole.

From this tabulation we can observe the following:

1. Little Ferry is an urbanized community, as are the five other towns it is compared to, because none of them have any low density, one family zoning (one to five dwelling units per acre), while the County as a whole has 45% of the land zoned that way in the more suburban communities.
2. Little Ferry seems to be average among the six communities when compared for medium density residential zoning of one and two family homes at the density of five to twenty units per acre. Moonachie; Bergen County as a whole; and South Hackensack have lesser proportions with 11%, 21%, and 25% respectively, and Ridgefield; Hackensack; and Ridgefield Park have larger areas zoned for such uses by having earmarked 32%, 39%, and 53% of their respective areas.
3. Little Ferry has the highest proportion of land zoned for medium density, two family uses at twenty dwelling units per acre, and multi-family uses at five to 22 dwelling units per acre. While all the abutting towns and Bergen County have less than five percent of their land area zoned that way, Little Ferry has 15% zoned in such a manner.
4. Little Ferry, like Ridgefield, Moonachie, and Ridgefield Park has no land zoned for high density, multi-family uses at 22 dwelling units per acre or more. The only communities having done so -- to an appreciable degree -- are Hackensack - 7.4% and South Hackensack - 4.6%, and Bergen County - 1.8%.

TABLE L-2

ZONING COMPARISON AS PERCENTAGE OF MUNICIPAL ACREAGE

LITTLE FERRY AND ADJACENT COMMUNITIES

JULY 1983

RESIDENTIAL

	Low Density One Family 1-5 DU/AC	Medium Density One & Two Family 5-20 DU/AC	Medium Density Two Family 20 DU/AC + Multi-Family 5-22 DU/AC	High Density Multi-Family 22 DU/AC +	Commercial	Office and Industrial	Park, Public, Cemetery Or Con- servation	Right Of Way And Other
--	--	---	--	--	------------	-----------------------------	--	------------------------------

NON-RESIDENTIAL

LITTLE FERRY	0.0%	31.9%	15.1%	0.0%	10.8%	21.4%	20.9% *	0.0%
Hackensack	0.0%	39.1%	0.0%	7.4%	20.8%	32.7%	0.0%	0.0%
Ridgefield Park	0.0%	53.3%	5.1%	0.3%	5.4%	35.8%	0.0%	0.0%
Ridgefield	0.0%	32.3%	2.3%	0.0%	5.6%	31.7%	22.4%	5.6%
Moonachie	0.0%	11.3%	3.9%	0.0%	1.1%	74.8%	8.9%	0.0%
South Hackensack	0.0%	24.6%	0.0%	4.6%	6.1%	64.7%	0.0%	0.0%
BERGEN COUNTY	45.1%	20.6%	2.6%	1.8%	4.7%	11.0%	6.0%	8.3%

SOURCE: Bergen County Planning Board, 1984.

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

The reason for Little Ferry and the other three communities not having, or barely having any zoning for high density multi-family uses, at 22 or more units per acre is because this is a rather high urban density, usually requiring mid- or high-rise buildings, or garden apartments clustered rather closely together.

5. Among the non-residential zone districts, we find that Little Ferry -- on account of State Highway 46 -- has a rather high proportion of land dedicated to commercial uses (11%), and the only other community having dedicated more than Little Ferry is Hackensack, which has about 21% of its area dedicated to commercial uses.

6. When comparing Little Ferry to the five surrounding towns, we find that it has the least amount of land zoned for office and industrial uses with only 21%. Moonachie has as much as 75%; South Hackensack 65%; Ridgefield Park 36%; Hackensack 33%; and Ridgefield has 32% of their respective municipal areas zoned for office and industrial uses.

The indication from this comparison appears to be that should any re-zoning be considered, perhaps a certain amount of increase for office buildings -- or a new office zone -- might be justified in well accessible areas such as along the State Highway.

7. Little Ferry has a very high proportion of land zoned for parks, public uses such as cemeteries, or for conservation areas. The only other community that comes close to the 21% of land so zoned in Little Ferry is Ridgefield with 22%. The other communities have smaller proportions of their municipal areas, or no land at all zoned in this manner.

#### SUMMARY

In conclusion, we find that Little Ferry has proportionately more land zoned for medium density two family residential uses at 20 dwelling units per acre than the other surrounding communities. On the other hand, when it comes to office and industrial uses, Little Ferry has less land zoned for such uses than any of the other nearby towns.

## ZONING DISTRIBUTION

Table L-3 presents the statistics for the distribution of the current zoning in 1984 - 1985.

From this tabulation we find that there are three zone districts which each occupy 18% of the Little Ferry area. They are: R-A Residential, R-B Residential, and the P Recreation and Public Facility Zones\*. The next largest zone is the I-R Restricted Industrial Zone, which occupies about 14% of the Borough area with 141 acres.

When grouping like zone districts together, we find that the three residential zone districts jointly account for 42%, the two industrial zones account for 21%, and the three business zones for 11% of the Borough area.

Open space uses such as recreation and public facilities zones as well as lands which are under water, such as the Little Ferry share of the Hackensack River occupy 25% of the Borough area.

### Correlations

When comparing the 1984 Little Ferry zoning distribution to the 1984 land use distribution -- as percentages of the total area -- that is, when comparing the permitted use of the land to the use to which it has actually been put to, we find the following:

1. Residential - Zoned for 42%, actually used 32%
2. Industrial - Zoned for 21%, actually used 29%
3. Commercial - Zoned for 11.5%, actually used 7%
4. Public Uses and Open Space - Zoned for 25%,  
actually used 29%.

Some of the above comparisons are rather difficult to make because inconsistencies in zoning and land use definitions, for example:

The zoning ordinance permits offices both in Commercial and Industrial Zones, but the land use tabulation includes offices with commercial use only, thus there remains a small discrepancy because of different definitions.

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\* Includes part of the Bergen County Utilities Authority parcel.

TABLE L - 3

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

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

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

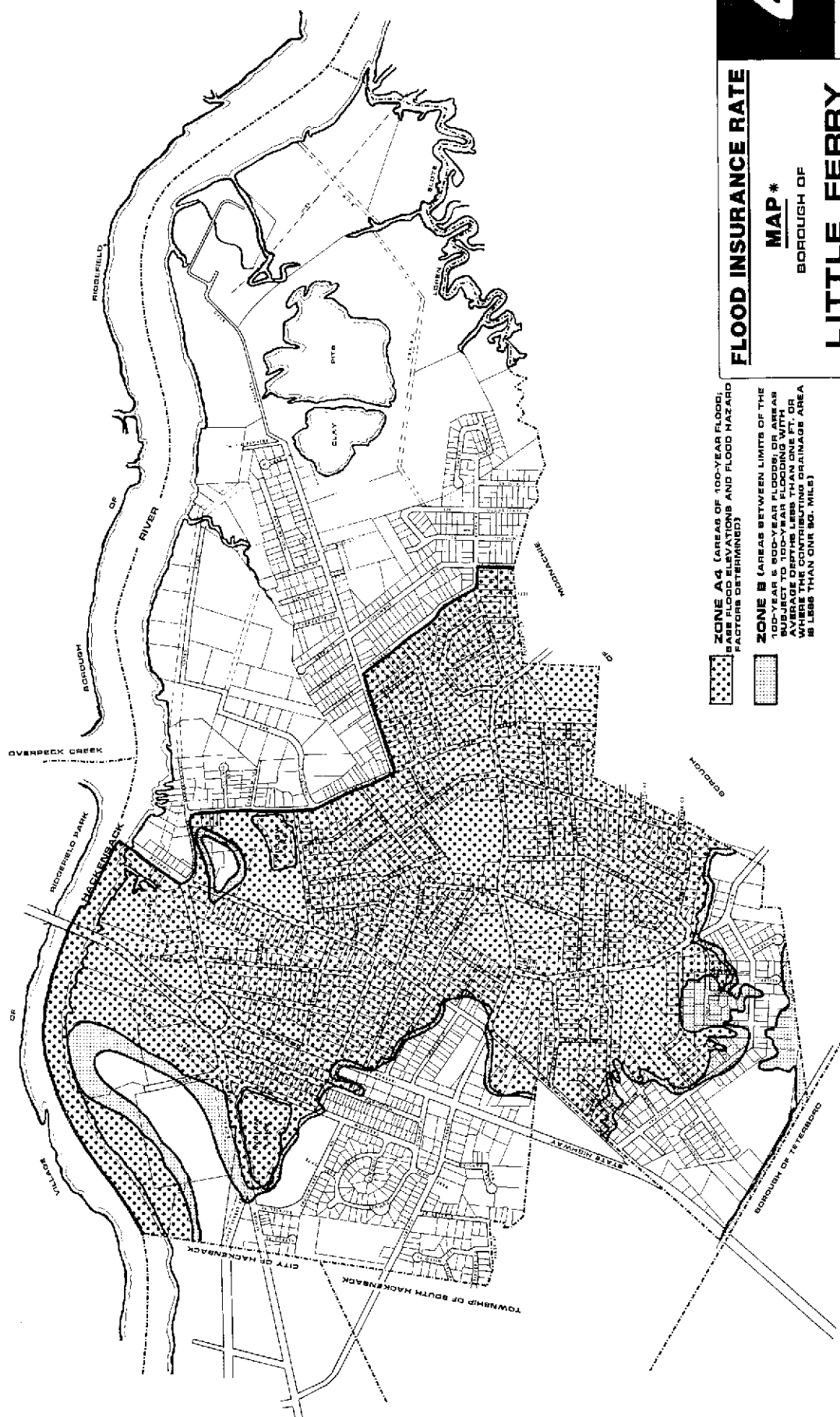
### FLOOD INSURANCE RATE MAP

The Flood Insurance Rate Map has been developed as part of the National Flood Insurance Program by the Federal Emergency Management Agency. The original purpose of such maps is to establish flood hazard boundaries and subsequently, areas eligible for federally funded flood insurance, and to inform mortgagors if a property requires flood insurance.

The Flood Insurance Rate Map shows three classifications:




- Zone A-4, which is the area of 100 - year floods;
- Zone B, which are areas between the limit 100 and 500 year floods, or areas subject to 100 year flooding with average depths to water table less than one foot, or where the contributing drainage area is less than one square mile;
- Zone C, which are areas classified as minimal flooding.

The southern portion of Little Ferry is not classified by the Flood Insurance Rate Map because that portion of the community is located in the Hackensack Meadowlands. Therefore, from this diagram one can readily tell that the bulk of the remaining Little Ferry area (over 85%) is in Zone A-4, subject to 100 year floods. This, combined with the relatively low elevations of the lands above mean sea level, and the high water table represents severe drainage problems.



# FLOOD INSURANCE RATE

**MAP #**  
**BOROUGH OF**  
**LITTLE FERRY**  
 BERGEN COUNTY, NEW JERSEY  
 SCALE: 1"=500'  
 DECEMBER 1984  
 DORRAM ASSOCIATES, INC. . . . CONSULTANTS

-  **ZONE A4** (AREAS OF 100-YEAR FLOOD; BASE FLOOD ELEVATIONS AND FLOOD HAZARD FACTORS DETERMINED)
-  **ZONE B** (AREAS BETWEEN LIMITS OF THE 100-YEAR & 500-YEAR FLOODS; OR AREAS WITH AVERAGE DEPTHS LESS THAN ONE FT. OR WHERE THE CONTRIBUTING DRAINAGE AREA IS LESS THAN ONE SQ. MILES)
-  **ZONE C** (AREAS OF MINIMAL FLOODING)

800 0 300 600 900  
 SCALE IN FEET  
 SOURCE: FEDERAL EMERGENCY MANAGEMENT AGENCY, JUNE 15, 1982.  
 \* HACKENSACK MEADOWLANDS AREA NOT INCLUDED

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