

Appendix E

Related Plans, Projects, Policies and Ordinances

Related Plans, Projects, Policies and Ordinances

Existing conditions includes more than infrastructure. It also includes existing plans, policies and programs related to walking and bicycling. This section outlines the current planning and policy context for the study area, including an overview of relevant regional, state and local policies, plans and ordinances.

► Plans

► River Road/Hudson Waterfront Circulation Study – Phase I, June 2009

The first study focused on the River Road corridor looking at transportation conditions—present and future at a general level. Significant attention was paid to pedestrian and transit access issues, since the land use has changed recently to include many new, under-construction and planned high density developments within the corridor. The study noted that the corridor area is very narrow and separated by the Palisades with few access points to other nearby areas and no room for installation of new roadways. Therefore, the study recognized that there is a need for improved pedestrian accommodations since the area is heavily utilized by a growing number of transit users from the existing and many planned developments. The study included a list of recommendations for the pedestrian corridor, including increased crossing time, restriped crosswalks and many other sidewalk/crosswalk related improvements. The study also mentions various ways to improve transit access and operations within the corridor, by creating so-called “express stops”, combined super stops and bus cut-in accommodations.

Bicycling accommodations were addressed in the study and several recommendations were made: utilization of the Hudson River Walkway was ruled out due to width issues and pedestrian conflicts, Shared Lane Marking should be explored for streets with significant bicycle traffic. The study stopped short of making any recommendations for River Road, instead dividing it into two segments and advancing it for a comprehensive study and plan beyond the scope of that Phase I study.

► Vision Bergen: The Visioning Component of the Bergen County Master Plan, May 2011

Traffic congestion is one of the major challenges in the County. This Visioning Document identifies four locations in Fort Lee (Main Street at Schlosser Road, Lemoine Avenue, Center Avenue at Hudson Terrace and Center Avenue at Bigler Street) and four in Edgewater (River Road at Russel Avenue, Hillard Avenue, Garden Place, and NJ Route 5) that experience major congestion. The Plan acknowledges that “little consideration has been given to transit access on River Road leading to the auto-centric nature of these developments and resulting in congestion. This congestion, along with limited east/west access along the Palisades and the lack of robust transit connections are major factors contributing to the low ridership numbers for the Edgewater Ferry.”

The Plan recognizes that “bikes are part of a sustainable strategy for our transportation problems, but municipalities would need technical assistance in promoting their use.” The Plan also notes that:

- Every bus would need to have bike racks/storage,
- Bicycle parking would need to be available at destinations,
- Both the general public and the Police would also need to be educated on the use of bikes on roads,
- County site plan and subdivision review standards could be amended to require bicycle parking as part of the review process, and
- Local land development ordinances could also be amended in such a way, to promote increased pedestrian and bicycle use.

► Bergen County’s Hudson River Waterfront Walkway Design and Implementation Strategy Plan, December 2010

The Plan creates design guidelines for all future Waterfront Walkway design. The guidelines address proposed alignments, perpendicular access points, and required surface and width. The Plan identifies thirteen gaps in the walkway and offers recommendations on how to incorporate them into the Plan. The Plan also includes thirteen perpendicular access points that shall be constructed and/or enhanced.

The Plan proposes that all newly constructed segments of the Hudson River Waterfront Walkway contain a ten-foot wide paved path that can be used by bicyclists and roller skaters along the waterfront. By providing such facilities along the gaps and retrofitting existing Walkway segments for such facilities, it is hoped that the Walkway will provide a regional connection for non-motorized transportation, and minimize conflicts between these transportation modes and vehicular traffic.

Proposed alignments and improvements in the Plan that relate to River Road include:

- Hess Oil - The second alignment is to bypass the waterfront by directing users to River Road and around the site, if an agreement cannot be made with the owner to construct the walkway along the waterfront.

- Admiral's Walk - The third alignment is to bypass the waterfront by directing users to River Road and around the site.
- Edgewater Colony – Alignment 1 proposes to bypass the Edgewater Colony and provide a Walkway segment along River Road. This alignment would require the redesign of River Road to provide the right-of-way to construct a compliant Walkway segment along the roadway. This alignment will provide a relative short-term solution to completing the existing gap on the property. The proposed Walkway segment along River Road will facilitate a connection to the Palisades Interstate Park and the George Washington Bridge and will provide dedicated bicycle lanes for cyclists traveling to and from the Park and the Bridge. The alignment calls for a dedicated bicycle path five (5) feet in width on each side of River Road. Alignment 1 is 2,800 LF along River Road with an estimated cost of \$1,004,000. This alignment would have a 10-foot paver width where feasible and bike lanes along River Road. This alignment also includes one (1) Long Path Trail Connector Sign, one (1) walkway site map sign, and one (1) walkway entrance sign.
- Le Jardin – The Plan recommends continuing the bike paths along River Road to proposed perpendicular access at Le Jardin and providing enhanced crosswalk to permit bicycle crossing of River Road to proposed perpendicular access point along the northern extent of the property to the Walkway.

▶ NJDOT Route 9W Assessment, July 2009

The New Jersey Department of Transportation (NJDOT) studied the Bike Route 9 corridor, including the Route 9W segment, and the County Route 505 (River Road/Hudson Terrace and Palisade Avenue) segment to determine locations for signing and striping of the bike route. Concepts for the Route 9W segment of Bike Route 9 that include the addition of bike lanes or shared lane markings along the corridor are currently under development at NJDOT. Final plans will be shared with Bergen County when they are available.

▶ Master Plans

▶ Borough of Edgewater Master Plan

The Borough of Edgewater does not have a Bicycle Master Plan but there are objectives related to bicycling in the Borough's Reexamination of the Master Plan. The Borough of Edgewater's Master Plan Reexamination occurred in 2010. Edgewater's last Comprehensive Master Plan was adopted in 1991, revised in 1994 and reexamined in 1998, 2001 and 2004. The 2010 Reexam includes a list of objectives related to land use from the 1998 and 2004 Master Plan Reexaminations. One of the objectives is to "encourage pedestrian circulation facilities (sidewalks, pedestrian crosswalks and bikeways) along the River Road Corridor." In addition, there are other objectives that do not specifically mention bicycles but contain elements that favor bicycle transportation, including the promotion of "a safe and efficient traffic circulation system that serves the community, which also incorporate aesthetic enhancements."

The 2010 Reexam notes that traffic concerns in the 2004 Reexam "were focused on an already overburdened River Road." The 2004 Reexam also notes that the only 2 options for commuting were automobile and NJ TRANSIT buses along River Road. Since then, ferry service has been added as a mode of transportation to the corridor because "the Borough saw it as the most practical commuting alternative to the Borough's residents (2010 Master Plan Reexam, pg. 5)."

On-street automobile parking policies also plays a role in planning for and developing bicycle facilities. According to the 2010 Reexam, "the Planning Board is concerned about the reduction in the number of available on-street parking spaces in the single- and two-family areas of the Borough, caused by the conversion of many single-family homes into duplex two-family homes on single lots. The duplexes require a larger amount of curb cuts to provide for driveways, resulting in less linear footage along the street for on-street parking." While not included as a concern of the Planning Board, multiple driveways can also present challenges to the safety of bicyclists and pedestrians. Curb cuts increase the number of locations bicyclists must interact with motor vehicles turning into and out of driveways. At these locations there is often on-street parking that obstructs the driver's view of bicyclists.

▶ Borough of Fort Lee Master Plan and Reexamination Report

The Borough of Fort Lee's Comprehensive Master Plan was adopted in 1988, and was subsequently reexamined in 1995, 2001, 2004 and 2011. None of the objectives in the original Master Plan or its subsequent reexaminations specifically mention bicyclists or bicyclist circulation; however, the 2011 Reexam does note that road improvements have been "successful in relieving congestion and improving traffic flow" in the eastern portion of the Borough's downtown in the vicinity of Main Street, Hudson Terrace and Martha Washington Way.

▶ Projects

In July and August 2012, Hudson County painted and signed bike lanes along a half-mile stretch of the busy River Road in North Bergen, adding to Hudson County's fledgling network of bike lanes. The new dedicated bike lanes are located along a .55-mile stretch of River Road between the Palisades Medical Center in North Bergen and the border with Bergen County near Bulls Ferry Road. Road markings that warn car and truck drivers to share the highway with bicycles are also

being added to a .33 mile-stretch of River Road through Guttenberg and West New York. The bike friendly signs and road markings were added as final touches to the resurfacing of the county road.

▶ **Policies**

▶ **NJ Department of Transportation Complete Streets Policy**

In December 2009, the New Jersey Department of Transportation became the third state in the country to adopt a Complete Streets Policy. The purpose of the policy is:

"To create and implement a Complete Streets policy in New Jersey through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities within public rights of way that are federally or state funded, including projects processed or administered through the Department's Capital Program."

▶ **Municipal Ordinances**

▶ **Edgewater**

The following ordinances in the Borough of Edgewater relate to bicycles:

• **§ 380-5. Animal and bicycle regulations.**

No person shall ride any bicycle or similar vehicle within the Borough unless said person complies with the provisions of N.J.S.A. 39:4-10 concerning lights and reflectors. No person shall ride any bicycle or similar vehicle or drive or pass over or upon any sidewalk within the Borough with any vehicle, except baby carriages and conveyances used and occupied by invalids, or children's velocipedes or tricycles when used by children under 10 years of age, except at driveways constructed across such sidewalk. In case it should be necessary to cross said sidewalk at a place other than at a regularly constructed driveway, the sidewalk and curb shall be protected by planks, boards or other material so that the sidewalk or curb will not be broken or injured

• **§ 374-21. Design standard.**

Grates.

(1) Design engineers shall use either of the following grates whenever they use a grate in pavement or another ground surface to collect stormwater from that surface into a storm drain or surface water body under that grate: (a) The New Jersey Department of Transportation (NJ DOT) bicycle-safe grate, which is described in Chapter 2.4 of the NJDOT Bicycle Compatible Roadways and Bikeways Planning and Design Guidelines (April 1996); or (b) A different grate, if each individual clear space in that grate has an area of no more than seven square inches, or is no greater than 0.5 inch across the smallest dimension.

• **§ 240-126. Multifamily developments.**

The location of recreational facilities shall consider the proximity of structures, type of recreational facility, noise level and evening illumination which may create nuisances for residents and neighboring property owners and pedestrian and bicycle traffic across major interior roads or driveways. The periphery of any recreation area shall be no closer to a residential structure than the minimum yard for that structure.

• **§ 240-106. Waterfront access requirements**

Every development application shall include suitable provision for a pedestrian walkway along the bank of the Hudson River. Said walkway shall consist of a minimum thirty-foot easement area and a minimum sixteen-foot travel lane. The New Jersey Department of Environmental Protection manual entitled "Hudson Waterfront Walkway Plan" will serve as a guide in the development of this walkway relative to design and building material elements. Where NJDEP requires a minimum walkway width greater than that set forth above, its requirement shall apply.

Within the thirty-foot easement area there shall be landscaping and lighting in addition to the travel lane. Suitable access to said walkway shall be provided to enable its use by all Borough residents.

As recommended in the Borough Master Plan, one perpendicular access shall be provided from River Road to the Hudson River way every 300 feet "to ensure that this amenity is retained as an integral part of the community and remains available to the Borough residents as an active and passive recreation resource." Applicants shall be required to identify all perpendicular access points within 1,000 feet of the subject property. Any single development shall be not be required to provide more than two access points regardless of the amount of property frontage.

▶ **Fort Lee**

The following ordinances in the Borough of Fort Lee relate to bicycling:

• **§ 293-4. Prohibited acts.**



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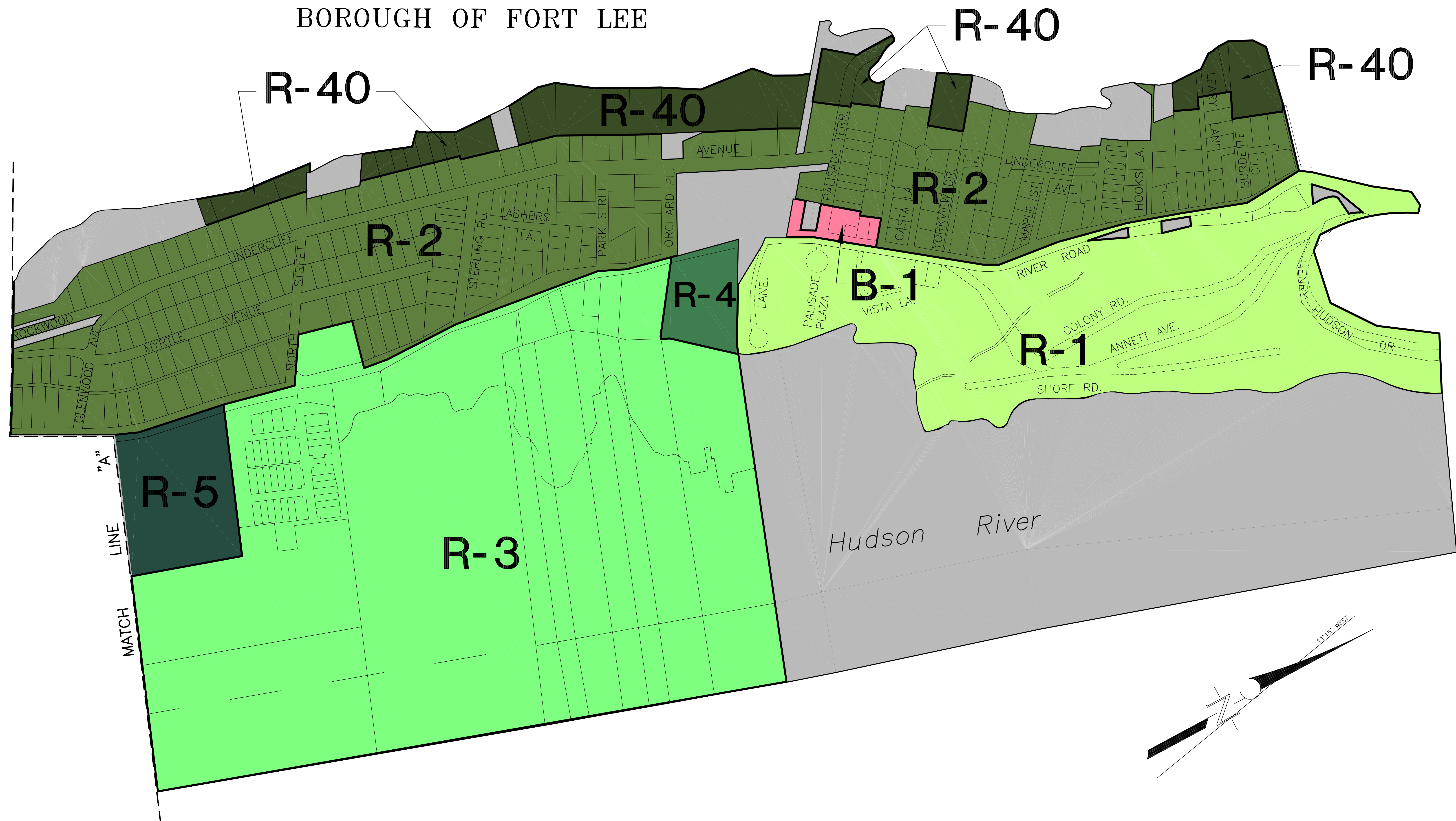
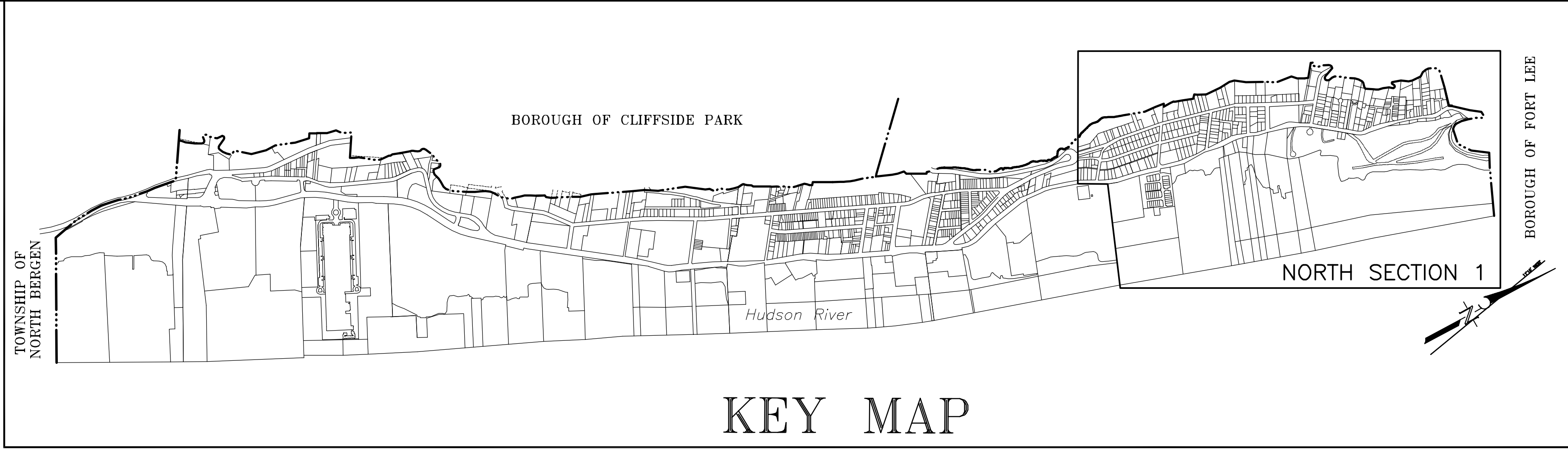


No person in a park shall: J. Roller skate, ride or bicycle, skateboard or coast with sleds, carts or other vehicles, except in areas authorized for such activity, and in such manner as not to interfere with another's enjoyment. R. Polish, wash, service or repair a motor vehicle, bicycle or other conveyance anywhere on park premises, providing that this shall not prohibit the making of emergency repairs.

- **§ 358-13. Private storm drain inlet retrofitting.**

(1) Design engineers shall use either of the following grates whenever they use a grate in pavement or another ground surface to collect stormwater from that surface into a storm drain or surface water body under that grate:

(a) The New Jersey Department of Transportation (NJDOT) bicycle safe grate, which is described in Chapter 2.4 of the NJDOT Bicycle Compatible Roadways and Bikeways Planning and Design Guidelines (April 1996); or (b) A different grate, if each individual clear space in that grate has an area of no more than seven square inches, or is no greater than 0.5 inch across the smallest dimension.

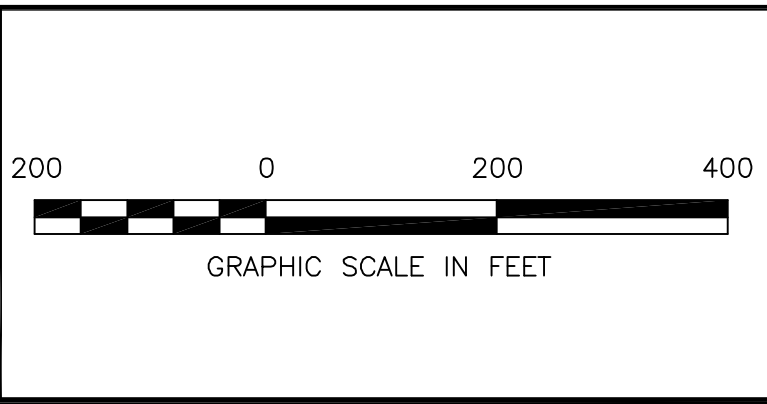


LEGEND

	R-1	SINGLE FAMILY RESIDENTIAL DISTRICT
	R-2	SINGLE AND TWO-FAMILY RESIDENTIAL DISTRICT
	R-3	MULTIFAMILY RESIDENTIAL DISTRICT
	R-4	MULTIFAMILY RESIDENTIAL DISTRICT
	R-5	MULTIFAMILY RESIDENTIAL DISTRICT
	R-40	SINGLE FAMILY RESIDENTIAL DISTRICT
	SRH	SENIOR HOUSING DISTRICT
	MCRD	MIXED-USE COMMERCIAL / RESIDENTIAL DEVELOPMENT DISTRICT
	CBD	CENTRAL BUSINESS DISTRICT
	B-1	NEIGHBORHOOD BUSINESS DISTRICT
	B-2	SHADYSIDE BUSINESS DISTRICT
	B-2A	SHADYSIDE BUSINESS DISTRICT
	B-3	WATERFRONT COMMERCIAL BUSINESS DISTRICT
	B-4	TRADESMAN DISTRICT
	OR-1	OFFICE AND RESEARCH DISTRICT
		PUBLIC DISTRICT

REVISION NO.	DATE	REVISION
1	1/30/03	REVISED ZONE R-40 TO SINGLE FAMILY PER ORDINANCE

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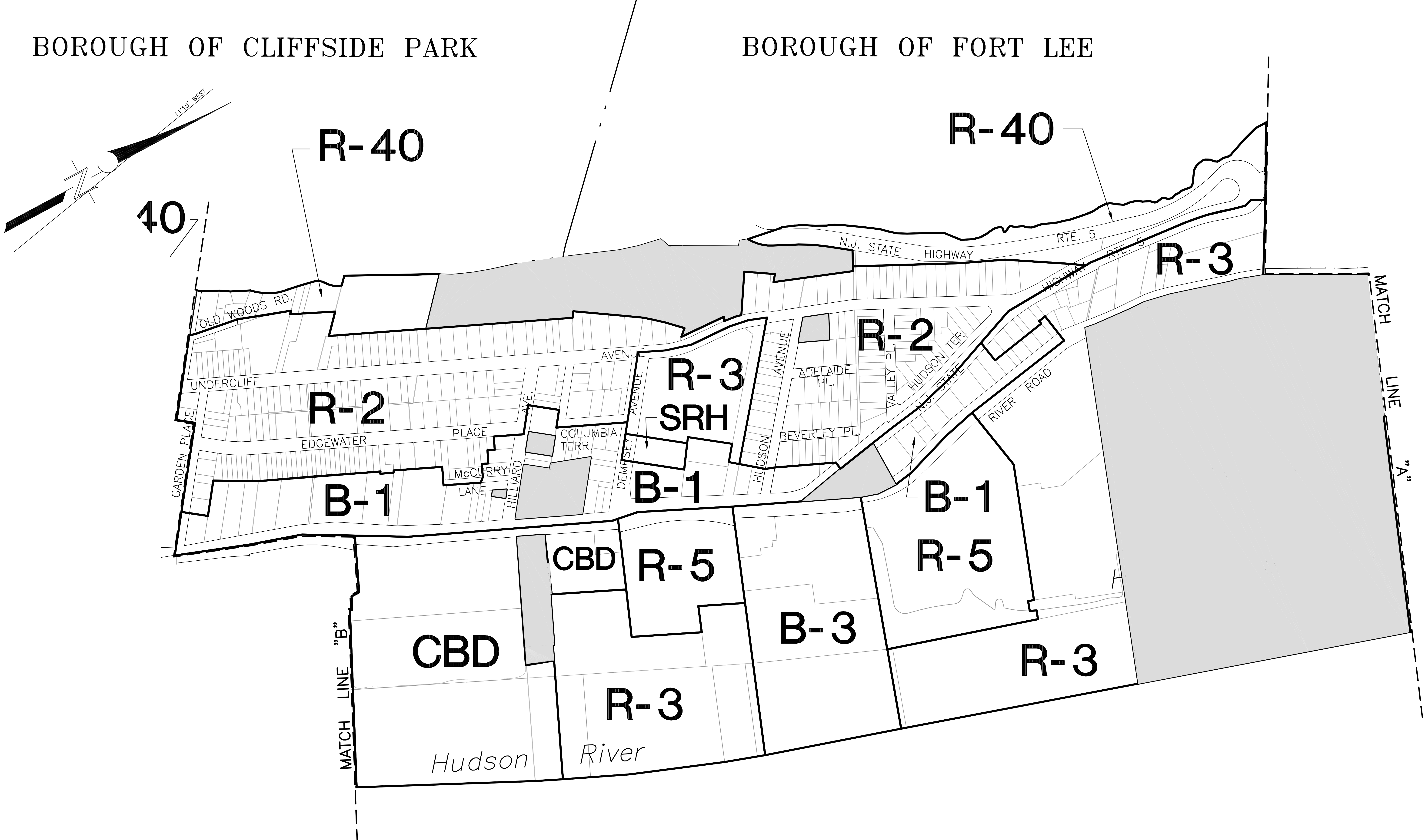
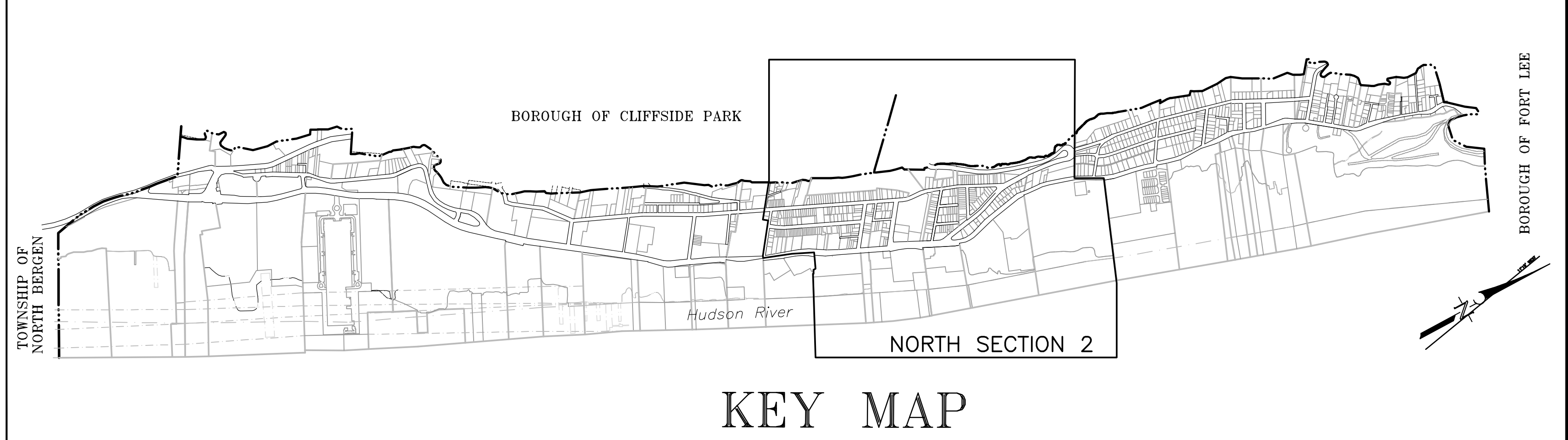
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**ZONING MAP - NORTH SECTION 1
 BOROUGH OF EDGEWATER**

BERGEN COUNTY NEW JERSEY

PROJECT NO. BEX0067	DATE 11/09/04
DRAWN BY MW	DESIGNED BY LP
SCALE 1"=200'	CHECKED BY TS

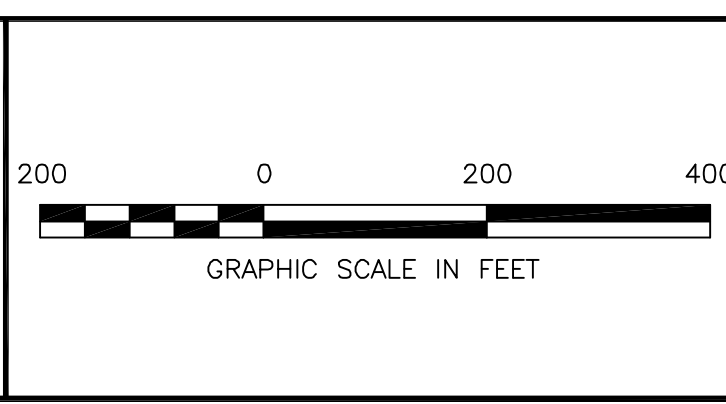
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 SHEET NO. 1 of 4



- LEGEND**
- R-1** SINGLE FAMILY RESIDENTIAL DISTRICT
 - R-2** SINGLE AND TWO-FAMILY RESIDENTIAL DISTRICT
 - R-3** MULTIFAMILY RESIDENTIAL DISTRICT
 - R-4** MULTIFAMILY RESIDENTIAL DISTRICT
 - R-5** MULTIFAMILY RESIDENTIAL DISTRICT
 - R-40** SINGLE FAMILY RESIDENTIAL DISTRICT
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 - B-2** SHADYSIDE BUSINESS DISTRICT
 - B-2A** SHADYSIDE BUSINESS DISTRICT
 - B-3** WATERFRONT COMMERCIAL BUSINESS DISTRICT
 - B-4** TRADESMAN DISTRICT
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 - PUBLIC DISTRICT

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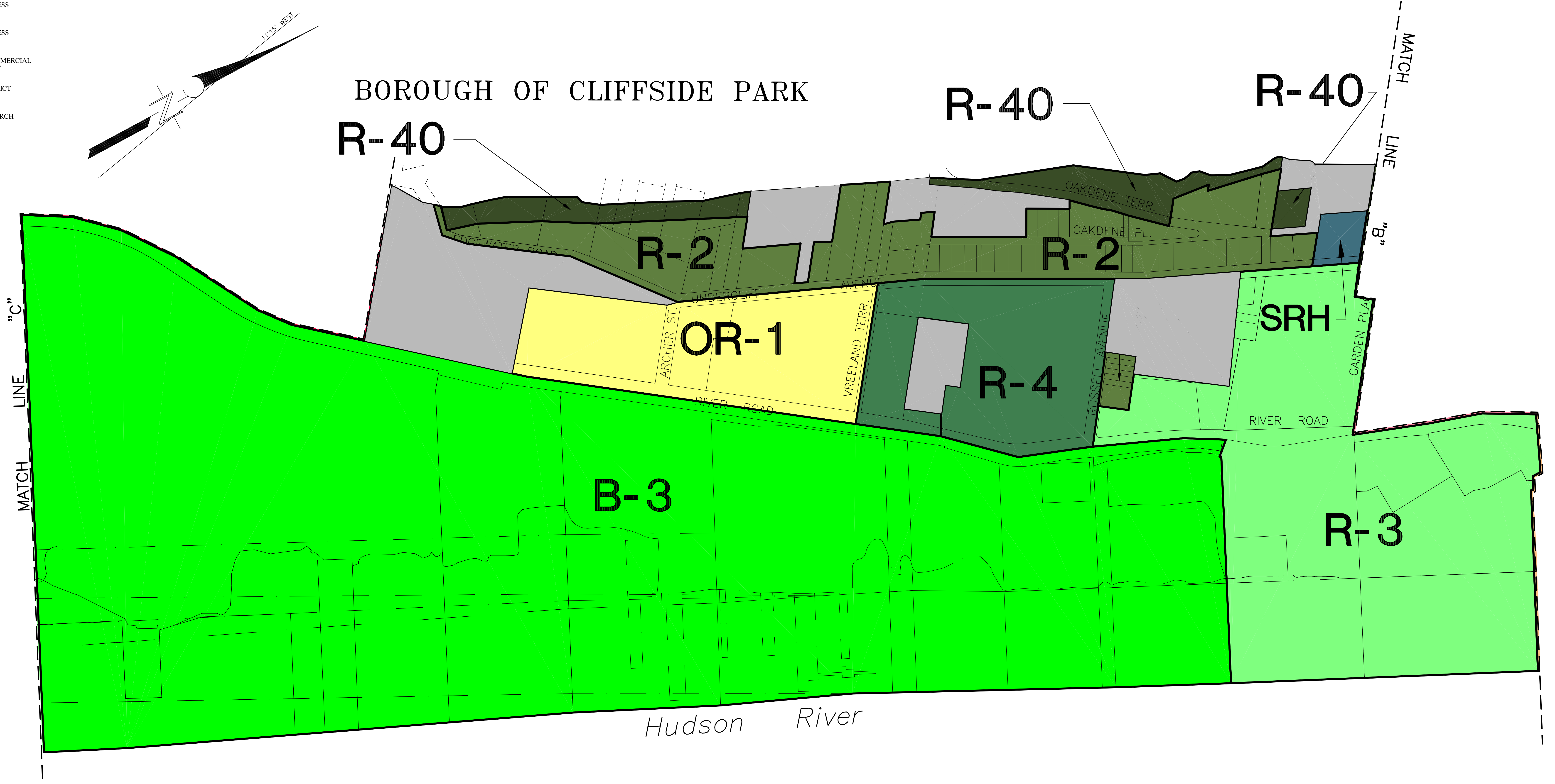
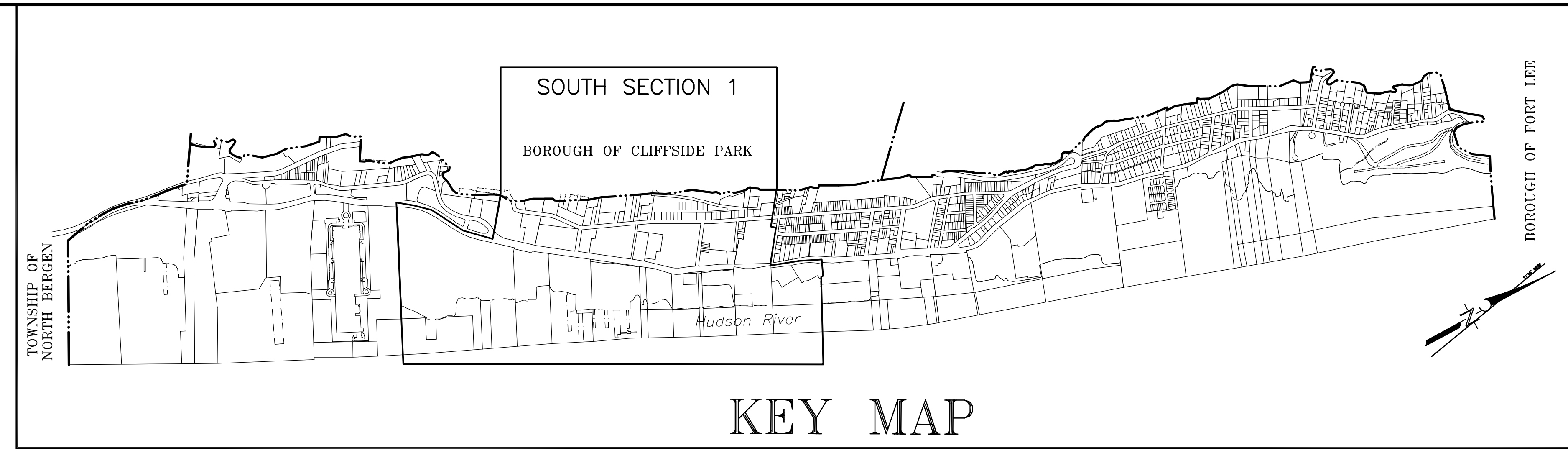
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ZONING MAP - NORTH SECTION 2		PROJECT NO. BEX0067	DATE 11/09/04
BOROUGH OF EDGEWATER		DRAWN BY MW	DESIGNED BY LP
BERGEN COUNTY		SCALE 1"=200'	CHECKED BY TS
NEW JERSEY		SCHOOR DEPALMA	
		SHEET NO. 2	of 4

LEGEND

- R-1** SINGLE FAMILY RESIDENTIAL DISTRICT
- R-2** SINGLE AND TWO-FAMILY RESIDENTIAL DISTRICT
- R-3** MULTIFAMILY RESIDENTIAL DISTRICT
- R-4** MULTIFAMILY RESIDENTIAL DISTRICT
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- B-2A** SHADYSIDE BUSINESS DISTRICT
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- B-4** TRADESMAN DISTRICT
- OR-1** OFFICE AND RESEARCH DISTRICT
- PUBLIC DISTRICT



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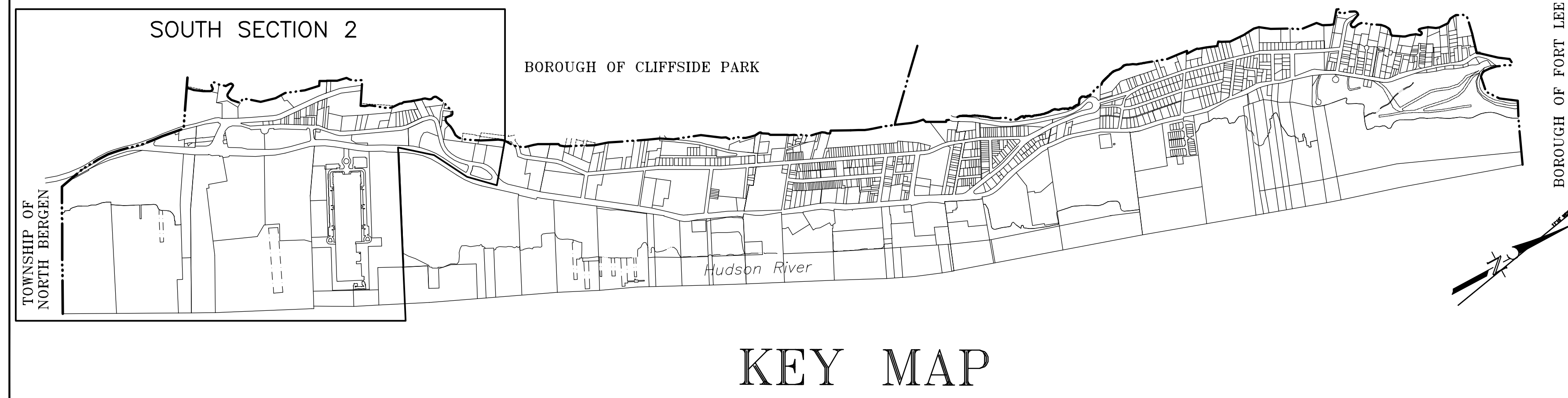
**ZONING MAP - SOUTH SECTION 1
BOROUGH OF EDGEWATER**

BERGEN COUNTY
NEW JERSEY

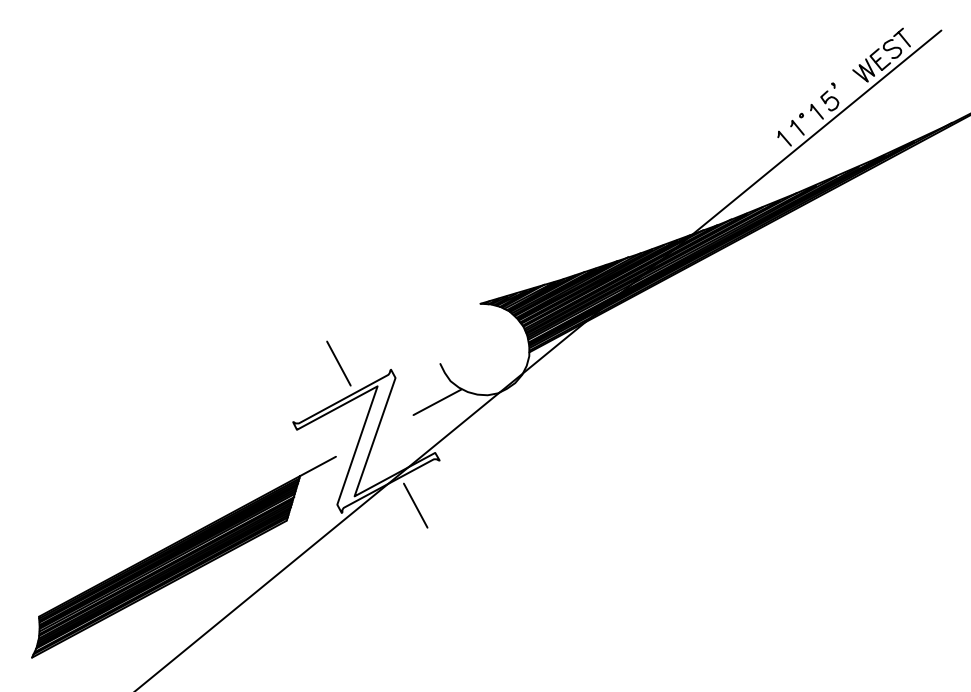
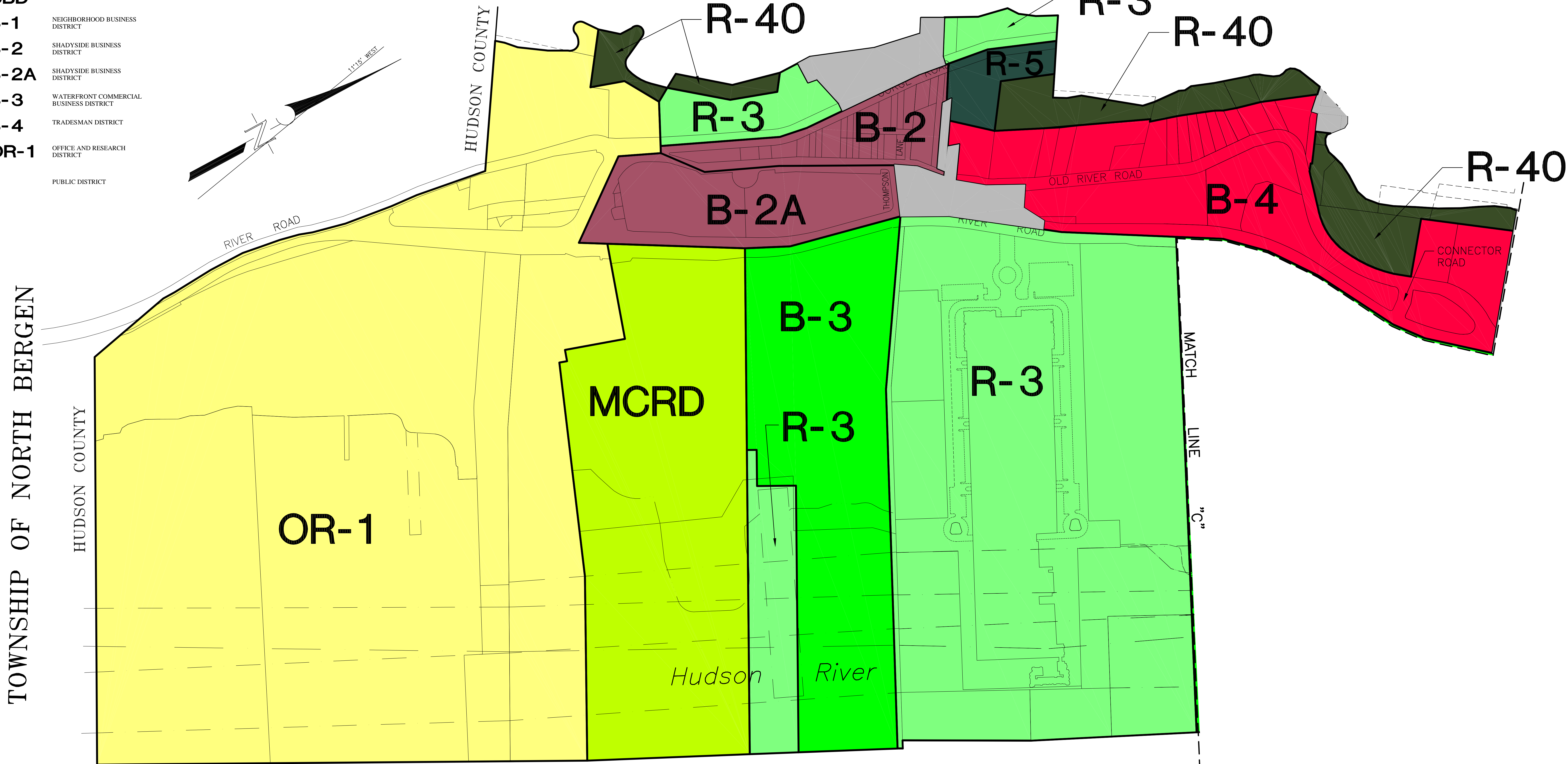
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MW	LP
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SCHOOR DEPALMA	
SHEET NO. 3 of 4	

LEGEND

- R-1** SINGLE FAMILY RESIDENTIAL DISTRICT
- R-2** SINGLE AND TWO-FAMILY RESIDENTIAL DISTRICT
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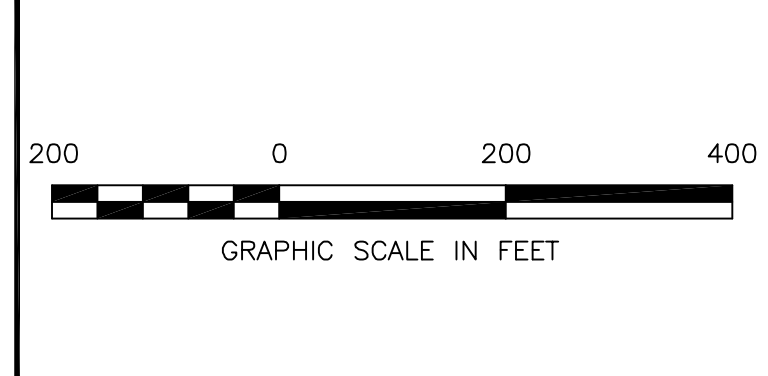


BOROUGH OF CLIFFSIDE PARK



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ZONING MAP - SOUTH SECTION 2
BOROUGH OF EDGEWATER
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SHEET NO.	4 of 4

LEGEND

- R-1 One Family Residential
- R-1A One Family Residential
- R-2 One Family Residential
- R-2A One Family Residential
- R-3 One & Two Family Residential
- R-3A One & Two Family Residential
- R-4 One & Two Family Residential
- R-5 Garden Apartment
- R-5A Low Rise Residential Zone
- R-6 Six-Story Apartment
- R-6A Age-Restricted Apartment Residential
- R-7 Eight-Story Apartment
- R-7A Mid-Rise Residential Zone
- R-8 Moderate Density Apartment
- R-8A Moderate Density
- R-9 High Rise Apartment
- R-10 High Rise Apartment
- R-10A High Rise Apartment
- R-11 High Rise Apartment
- R-12 High Rise Apartment
- C-1 Central Business District
- C-1A Planned Business District
- C-1B Mixed Use Zone
- C-2 Neighborhood Business
- C-3 Limited Business
- C-4 Special Business
- C-5 Highway Development
- C-6 Planned Commercial
- C-7 Special Limited Business
- D-1 Redevelopment Overlay District
- D-3 Redevelopment District
- D-5 Redevelopment District
- I-1 Light Industrial & Office
- PCR-1 Planned Commercial/Residential
- PARK Park District

BOROUGH OF LEONIA

BOROUGH OF PALISADES PARK

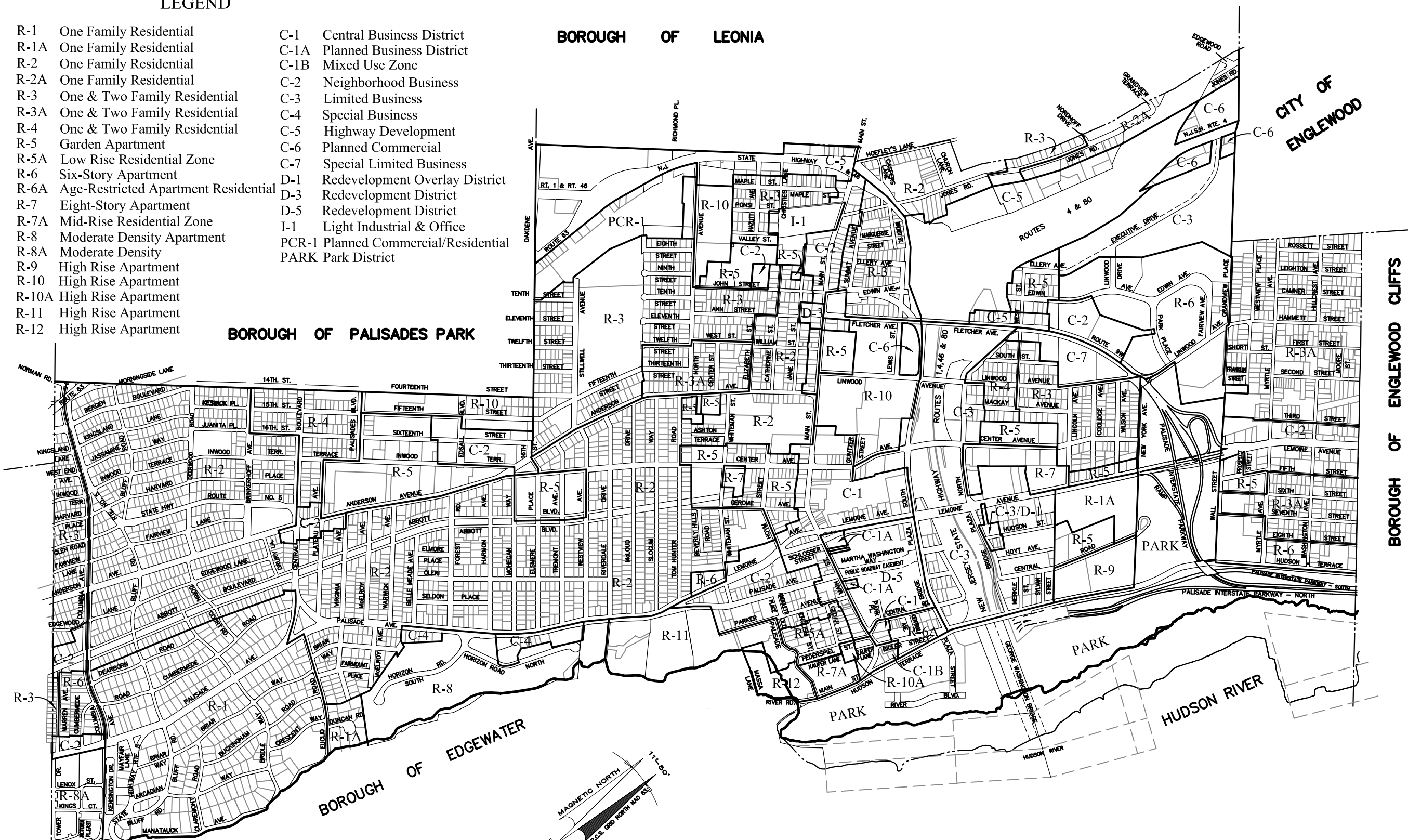
CITY OF ENGLEWOOD

BOROUGH OF ENGLEWOOD CLIFFS

BOROUGH OF RIDGEFIELD

BOROUGH OF CLIFFSIDE PARK

BOROUGH OF EDGEWATER



DATE	REVISION	BY	CHECKED BY
12-20-03	ADD D-3	PK	PK
8-2-03	ADD R-8A, R-7A, C-1B, D-5, REVISE	GU	PA
4-8-04	ADD R-8A, C-7, REVISE MAP	GU	EM
2-10-04	ADD C-1A, D-1, R-8A, DELETE PUD	GU	EM

STEPHEN T. BOSWELL

PROFESSIONAL ENGINEER N.J. LIC. 34680

ZONING MAP
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 JULY, 1999

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