

**BOARD OF COMMISSIONERS
COUNTY OF HUDSON**

RESOLUTION

No. 310-6-2025

On Motion of Commissioner Kopacz
Seconded by Commissioner Romano

**RESOLUTION ENDORSING
HUDSON COUNTY CROSS-ACCEPTANCE RESPONSE TEMPLATE (CART)
COMMENTS TO THE NEW JERSEY STATE DEVELOPMENT AND
REDEVELOPMENT PLAN**

WHEREAS, the New Jersey State Planning Act (NJ Stat § 52:18A-196) calls for the periodic revision and readopting of the State Development and Redevelopment Plan (SDRP); and

WHEREAS, the SDRP shall provide a coordinated, integrated, and comprehensive plan for the growth, development, renewal, and conservation of the State and its regions, and shall identify areas for growth, agriculture, open space conservation, and other appropriate designations; and

WHEREAS, the New Jersey State Planning Commission (SPC), in accordance with the New Jersey State Planning Rules (N.J.A.C. 15:30-2.1), approved the release of the Preliminary SDRP on December 4, 2024; and

WHEREAS, the formal release of the Preliminary SDRP on December 6, 2024 commenced Cross Acceptance, an inter-jurisdictional process of soliciting and incorporating input into a Draft Final SDRP; and

WHEREAS, the County of Hudson, in accordance with (N.J.A.C. 15:30-3.2), submitted a Notice of Participation to the New Jersey Office of Planning Advocacy (OPA) on March 26, 2024, thereby authorizing the Hudson County Planning Board to participate in Cross Acceptance as the designated Negotiating Entity for the County of Hudson and its municipalities; and

WHEREAS, Hudson County's Work Program, which articulated the responsibilities of the Negotiating Entity throughout Cross Acceptance, was approved by OPA on February 28, 2025; and

WHEREAS, in said Work Program, the County of Hudson agreed to submit comment to the SPC on the findings, recommendations, objections, and other information as set forth in the Cross Acceptance Response Template (CART); and

WHEREAS, the Hudson County Planning Board, in its role as Negotiating Entity for the County of Hudson, has prepared a Cross Acceptance Response summarizing the comments on the Preliminary SDRP of the County of Hudson and of the following municipalities:

East Newark
Harrison
Guttenberg
Hoboken
Kearny
Jersey City
North Bergen
Secaucus
Union City

NOW THEREFORE, BE IT RESOLVED by the Board of Commissioners of the County of Hudson that:

1. This Board hereby authorizes the transmittal of the Hudson County Cross Acceptance Response to the State Planning Commission in furtherance of its continued participation in the Cross Acceptance process toward the adoption of a new State Development and Redevelopment Plan.
2. The aforesaid recitals are incorporated therein as though fully set forth at length.

**BOARD OF COMMISSIONERS
COUNTY OF HUDSON**

RESOLUTION

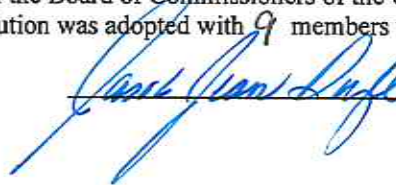
No. _____

On Motion of Commissioner _____
Seconded by Commissioner _____


3. The Board hereby authorizes the County Executive, Craig Guy, or County Administrator, Abraham Antun, Deputy County Administrator, David B. Drumeler, or their lawfully appointed designee, to execute any and all documents and take any and all actions necessary to complete and realize the intent and purpose of this Resolution.
4. This Resolution shall take effect immediately.

Commissioner	Aye	Nay	Abst	N.P.	Commissioner	Aye	Nay	Abst	N.P.
Baselice	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Cedeño	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cifelli	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Rodriguez	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Kopacz	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Walker	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Aponte-Lipski	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Chairperson Romano	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
O'Dea	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

It is hereby certified that at a regular meeting of the Board of Commissioners of the County of Hudson held on the 12 day of JUNE A.D. 2025, the foregoing resolution was adopted with 9 members voting in the affirmative and 0 in the negative.

 Clerk

APPROVED AS TO LEGAL FORM

BY: 
ALBERICO DE PIERRO
ACTING HUDSON COUNTY COUNSEL
Source: Planning and Business Opportunity/Planning
LJW/dmp



PREPARED BY:

Hudson County Division
of Planning
Byron Nicholas, PP,AICP

Hudson County Cross-Acceptance Response Template

May 30, 2025

Courtesy of the County of Hudson and the Twelve Municipalities.

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Hudson County Cross Acceptance Responses

Section 1: Consistency with The Preliminary State Plan

Review the ten goals in The Preliminary State Plan and indicate the degree to which municipal and county plans have incorporated key concepts and policy objectives.

- **Economic Development**

- **Hudson County:** Consistent with State Plan
- **Secaucus:** Key concepts are incorporated or are part of the town's normal operating procedures.
- **Jersey City:** Consistent with State Plan for this goal.
- **Hoboken:** Fully incorporated. Master Planning documents, redevelopment plans, and City zoning ordinances permit and encourage commercial space and investment in Hoboken to expand the City's workforce and tax base.
- **Guttenberg:** Through the revised Zoning Ordinance and adopted Zoning Map, appropriate commercial uses have been incorporated into the Town regulations to foster compatibility between residential and commercial neighborhoods. This in turn provides new commercial employment opportunities for residents.
- **East Newark:** East Newark is a built out municipality which is closely aligned with the State Plan goals for PA-1.
- **Harrison:** The City of Harrison Master Plan goals and objectives are closely aligned with State Plan goals as a dense, built out municipality.
- **Kearny:** Consistent with State Plan.
- **Union City:** Consistent with State Plan for this goal.
- **North Bergen:** Through the Master Plan, redevelopment plans and Zoning Ordinance, the Township's goal is to preserve and enhance its established commercial areas. New multi-family residential development, in and along commercial corridors, bring additional population to these areas helping to maintain and revitalize them.

- **Housing**

- **Hudson County:** Consistent with State Plan
- **Secaucus:** Key concepts are incorporated or are part of the town's normal operating procedures.
- **Jersey City:** Consistent with State Plan for this goal.
- **Hoboken:** fully incorporated, housing development and rehabilitation are central to City planning policies (see Master Plan Land Use Element and Housing Element and Fair Share Plan).
- **Guttenberg:** Through the implementation of the Town's Master Plan goal of providing a variety of housing opportunities, the Town's zoning ordinance has been revised to permit significant multi-family residential, development is appropriate locations. New in-fill, multi-family residential development, along

with existing single family, two family and three family residential developments provides housing opportunities for all categories for residents. This results in a balanced mix of rental and ownership housing units that provides high quality housing that meets the needs of the Town's diverse population.

- o **East Newark:** East Newark is a built out municipality which is closely aligned with the State Plan goals for PA-1.
- o **Harrison:** The City of Harrison Master Plan goals and objectives are closely aligned with State Plan goals as a dense, built out municipality.
- o **Kearny:** Consistent with State Plan.
- o **Union City:** Consistent with State Plan for this goal.
- o **North Bergen:** Through the implementation of several redevelopment plans and Board of Adjustment approvals, significant multi-family residential, development has been approved in appropriate locations throughout the municipality. New in-fill, multi-family residential development, along with existing single family, two family and three family residential developments continue to provide housing opportunities for all categories for residents. This results in a balanced mix of rental and ownership housing units that provide high quality housing that meets the needs of the Township's diverse population.

- **Infrastructure**

- o **Hudson County:** Consistent with State Plan
- o **Secaucus:** Key concepts are incorporated or are part of the town's normal operating procedures.
- o **Jersey City:** Consistent with State Plan for this goal.
- o **Hoboken:** fully incorporated, Hoboken and Hudson County are well served by public transit, and Hoboken is currently planning for an additional light rail station at 15th Street, which is outlined in the Master Plan Land Use Element and North End Redevelopment Plan. The City has leveraged its redevelopment areas to require new utility infrastructure and expand public services such as library or school space.
- o **Guttenberg:** Significant multi-family residential development is proximate to mass transit that provides direct access to ferry service and PATH service to New York City, as well as direct bus access to Port Authority. Regional north-south thorough traffic is primarily via Boulevard East which runs from the north through Guttenberg and terminated in Weehawken. The existing development pattern and roadway system discourages the use of interior side roads for regional through traffic. The existing bus transit system is overburdened, particularly during the morning rush hour. Continued emphasis on the county and the State to upgrade the system and improve bus routes and capacity is critical to reducing congestion and personal vehicle use for commuting.
- o **East Newark:** East Newark is a built out municipality which is closely aligned with the State Plan goals for PA-1.

- **Harrison:** The City of Harrison Master Plan goals and objectives are closely aligned with State Plan goals as a dense, built out municipality.
- **Kearny:** Highly consistent with State Plan.
- **Union City:** Consistent with State Plan for this goal.
- **North Bergen:** Significant multi-family residential development is proximate to mass transit that provides direct bus access to New York City (Port Authority) and the PATH in Hoboken. Light rail service provides access to the Hudson River ferry and PATH service to New York City. Regional north-south thorough traffic is primarily via Tonnelles Avenue, Bergenline Avenue, Boulevard East and River Road. The existing development pattern and roadway system discourages the use of interior side roads for regional through traffic.
- **Revitalization and Recentering**
 - **Hudson County:** Consistent with State Plan
 - **Secaucus:** Key concepts are incorporated or are part of the town's normal operating procedures.
 - **Jersey City:** Consistent with State Plan for this goal.
 - **Hoboken:** fully incorporated, most redevelopment plans in Hoboken focus on underutilized, previously industrial areas.
 - **Guttenberg:** The revised zoning ordinance, that encourages and permits multi-story, multi-family residential development throughout the Town, is an example of the Town's dedication to improving the livability, prosperity, sustainability and functionality through the combined efforts of both the public and private sector investment. Such development provides housing opportunities for both existing and new residents, while upgrading the Town's housing stock to meet contemporary needs. Redevelopment of antiquated and vacant commercial and industrial sites help sustain and regenerate existing neighborhoods, as well as bring properties back onto the tax rolls
 - **East Newark:** East Newark is a built out municipality which is closely aligned with the State Plan goals for PA-1.
 - **Harrison:** The City of Harrison Master Plan goals and objectives are closely aligned with State Plan goals as a dense, built out municipality.
 - **Kearny:** Highly consistent with State Plan.
 - **Union City:** Consistent with State Plan for this goal.
 - **North Bergen:** The adopted redevelopment plans that permit/encourage multi-story, multi-family residential development throughout the Township, is an example of the Township's dedication to improving the livability, prosperity, sustainability and functionality through the combined efforts of both the public and private sector investment. Additionally, in appropriate areas, the Board of Adjustment has approved a number of multi-family residential complexes. Such development provides housing opportunities for both existing and new

residents, while upgrading the Township's housing stock to meet contemporary needs. Redevelopment of antiquated and vacant commercial and industrial sites help sustain and regenerate existing neighborhoods, as well as bring properties back onto the tax rolls.

- **Climate Change**

- **Hudson County:** Consistent with State Plan
- **Secaucus:** Key concepts are incorporated or are part of the town's normal operating procedures.
- **Jersey City:** Consistent with State Plan for this goal.
- **Hoboken:** fully incorporated, resilience to climate change through stormwater management and green infrastructure is a key component in Hoboken and County planning efforts (e.g., Rebuild by Design).
- **Guttenberg:** The conscious decision, of Guttenberg, to revise its zoning ordinance to include, mid-rise and high-rise, multi-family residential development demonstrates its commitment to encouraging dense, mixed-use neighborhoods; to reducing pollution and to encouraging the efficient use of land. These changes, to the development pattern, support walking, biking and public transit.
- **East Newark:** East Newark is a built out municipality which is closely aligned with the State Plan goals for PA-1.
- **Harrison:** The City of Harrison Master Plan goals and objectives are closely aligned with State Plan goals as a dense, built out municipality.
- **Kearny:** Consistent with State Plan.
- **Union City:** Consistent with State Plan for this goal.
- **North Bergen:** The adoption of strategically located redevelopment plans that permit mid-rise and high-rise, multi-family residential development demonstrates the Township's commitment to encouraging dense, mixed-use neighborhoods; to reducing pollution and to encouraging the efficient use of land. These changes, to the development pattern, support walking, biking and public transit.

- **Natural and Water Resources**

- **Hudson County:** Consistent with State Plan
- **Secaucus:** Key concepts are incorporated or are part of the town's normal operating procedures.
- **Jersey City:** Consistent with State Plan for this goal.
- **Hoboken:** fully incorporated, access to the Hudson River waterfront is a central component of Hoboken parks planning, and the City and the North Hudson Sewerage Authority have worked to mitigate combined sewer overflows and stormwater runoff through collaborative stormwater management planning efforts.

- **Guttenberg:** Guttenberg is an older urban community that is fully developed. New development must meet the State Storm Water Management Best Practice requirements which significantly improves the storm water management throughout the Town. As part of multi-family residential development applications, the Town zoning ordinance requires soil testing to determine the location of bedrock. This is to ensure development will be undertaken, in accordance with appropriate soil conservation methods, that protects both surrounding buildings and the public storm water system.

As an urban community, the move toward in-fill, multi-family residential development encourages the concentration of population in proximity to a variety of mass transit options that provide access to major employment centers. This helps reduce the Town's impact on air pollution. Also, the use of electric cars and installation of electric vehicle charging stations, to all new multi-family residential development, further improves the Town's impact on air pollution.

- **East Newark:** East Newark is a built out municipality which is closely aligned with the State Plan goals for PA-1.
- **Harrison:** The City of Harrison Master Plan goals and objectives are closely aligned with State Plan goals as a dense, built out municipality.
- **Kearny:** Consistent with State Plan.
- **Union City:** Consistent with State Plan for this goal.
- **North Bergen:** North Bergen is an older urban community that is fully developed. All new development must meet the State Storm Water Management Best Practice requirements which significantly improves the storm water management throughout the Township. The Township MUA oversees the discharge of sanitary and storm water into the municipal streets and continues to improve the overall efficiency and quality of the system.

As an urban community, the move toward in-fill, multi-family residential development encourages the concentration of population in proximity to a variety of mass transit options that provide access to major employment centers. This helps reduce the Township's impact on air pollution. Also, the use of electric cars and installation of electric vehicle charging stations, to all new multi-family residential development, further improves the Town's impact on air pollution.

- **Pollution and Environmental Clean-up**

- **Hudson County:** Consistent with State Plan
- **Secaucus:** Key concepts are incorporated or are part of the town's normal operating procedures.
- **Jersey City:** Consistent with State Plan for this goal.

- **Hoboken:** mostly incorporated, as a fully urban municipality where a large portion of the City is built on historic fill, Hoboken has limited opportunities for ecosystem restoration. The City does have a renewable energy program for residents to opt into, furthering the goals of its Climate Action Plan, adopted in April 2019, to achieve Net Zero GHG emissions by 2030 and carbon neutrality by 2050.
- **Guttenberg:** While Guttenberg does not have any Brownfields, several old industrial sites have been redeveloped with new multi-family residential development. Any environmental issues, associated with these properties, has been remediate and the sites redeveloped. The removal of any industrial pollution from these neighborhoods improves the overall environmental quality for the existing and proposed development. The Town promotes efficient waste management and recycling. Recycling materials are picked up weekly by the Town's hauler and include a significant variety of recyclable materials.
- **East Newark:** East Newark is a built-out municipality which is closely aligned with the State Plan goals for PA-1.
- **Harrison:** The City of Harrison Master Plan goals and objectives are closely aligned with State Plan goals as a dense, built out municipality.
- **Kearny:** Consistent with State Plan.
- **Union City:** Consistent with State Plan for this goal.
- **North Bergen:** North Bergen does not have any identified Brownfields. However, several old industrial sites have been redeveloped with new multi-family residential development. Any environmental issues, associated with these properties, have been remediated and the sites redeveloped. The removal of any industrial pollution from these neighborhoods improves the overall environmental quality for the existing and proposed development.

The Township promotes efficient waste management and recycling. Recycling materials are picked up weekly by the Township's hauler and include a significant variety of recyclable materials.

- **Historic and Scenic Resources**

- **Hudson County:** Consistent with State Plan
- **Secaucus:** Key concepts are incorporated or are part of the town's normal operating procedures.
- **Jersey City:** Consistent with State Plan for this goal.
- **Hoboken:** mostly incorporated, the City has a comprehensive historic review process through its Historic Preservation Commission, which focuses on traditional architectural/cultural resources. The City has made a concerted efforts to expand open space offerings throughout Hoboken, especially along the waterfront.

- **Guttenberg:** Guttenberg does not have any historic sites. While not a designated resource, the view of the New York City skyline from Boulevard East, along the Hudson Palisades is impressive.
- **East Newark:** East Newark is a built-out municipality which is closely aligned with the State Plan goals for PA-1.
- **Harrison:** The City of Harrison Master Plan goals and objectives are closely aligned with State Plan goals as a dense, built out municipality.
- **Kearny:** Consistent with State Plan.
- **Union City:** Consistent with State Plan for this goal.
- **North Bergen:** North Bergen does not have any historic sites or any historic district designation.
- **Equity**
 - **Hudson County:** Consistent with State Plan
 - **Secaucus:** Key concepts are incorporated or are part of the town's normal operating procedures.
 - **Jersey City:** Consistent with State Plan for this goal.
 - **Hoboken:** fully incorporated, the City and Hoboken Housing Authority (HHA) are pursuing a multi-phase, full redevelopment of the HHA campus which avoids displacement of residents to address long-standing inequities in housing and services to a historically disinvested community.
 - **Guttenberg:** A fundamental principle in the implementation of the State Plan is to provide equitable outcomes for all New Jersey residents through the achievement of the goals of the State Planning Act and to promote thriving communities through past planning-related and policy actions. Guttenberg has revised its zoning ordinance to provide for expanded multi-family residential development and as a consequence has eliminated a number of non-compatible industrial and commercial uses. The revised zoning ordinance and subsequent applications for development are all part of a public participation process that fosters public engagement in a manner that ensures the benefits and burdens of implementing of the State are equitably shared by all of our communities.
 - **East Newark:** East Newark is a built-out municipality which is closely aligned with the State Plan goals for PA-1.
 - **Harrison:** The City of Harrison Master Plan goals and objectives are closely aligned with State Plan goals as a dense, built out municipality.
 - **Kearny:** Consistent with State Plan.
 - **Union City:** Consistent with State Plan for this goal.
 - **North Bergen:** A fundamental principle in the implementation of the State Master Plan is to provide equitable outcomes for all New Jersey residents through the achievement of the goals of the State Planning Act and to promote

thriving communities through past planning-related and policy actions.

Adopted redevelopment plans essentially provides the Township with specific site re-zoning that provides for expanded multi-family residential development and as a consequence eliminates a number of non-compatible industrial and commercial uses.

- o These redevelopment plans and associated site plan applications for development are all part of a public participation process that fosters public engagement in a manner that ensures the benefits and burdens of implementing of the State are equitably shared by all our communities.

- **Sound and Integrated Planning**

- o **Hudson County:** Consistent with State Plan
- o **Secaucus:** Key concepts are incorporated or are part of the town's normal operating procedures.
- o **Jersey City:** Consistent with State Plan for this goal.
- o **Hoboken:** fully incorporated, collaboration with the County, State, neighboring municipalities, and other entities is a central component of the City's Master Plan documents as well as its policies and practices.
- o **Guttenberg:** All development, redevelopment and revitalization efforts, of the Town are consistent with the State Plan and reflect informed public engagement, and, where possible, help redress inferior past planning decisions.
- o **East Newark:** East Newark is a built out municipality which is closely aligned with the State Plan goals for PA-1.
- o **Harrison:** The City of Harrison Master Plan goals and objectives are closely aligned with State Plan goals as a dense, built out municipality.
- o **Kearny:** Consistent with State Plan.
- o **Union City:** Consistent with State Plan for this goal.
- o **North Bergen:** All development, redevelopment and revitalization efforts of the Township, are consistent with the State Plan and reflect informed public engagement, and, where possible, help redress inferior past planning decisions.

3. If inconsistent how will the municipality or county become more aligned with the State goals and how will this be achieved? What is the predicted timeframe for greater consistency?

Hudson County: The County is in the preliminary process of developing a new Comprehensive Plan (Master Plan) and will align its goals and objectives with the State's goals, wherever plausible.

Hudson County Draft Cross-Acceptance Response Template

Secaucus: The town's master plan is set to be reexamined in 2029, any required updates to the plan would be incorporated then. However, any items that can be implemented prior to master plan adoption would still be encouraged.

Jersey City: From 2023-2025 Jersey City adopted a Master Plan reexamination with new Land Use, Open Space, Circulation, Parking, and Historic Elements consistent with the goals. A transportation element is currently in the works that is anticipated to align with state goals. In 2024 Jersey City passed land development ordinance amendments adopting much of our plan recommendations but need more efforts towards integration where actions need to be taken on a county or state level (i.e. public transit).

Hoboken: Municipal and County planning is consistent with the goals of the Preliminary State Plan.

Guttenberg: Not applicable. Guttenberg's goals, objectives and ordinances are consistent with the Preliminary State Plan.

Union City: The city will continue to seek alignment with State Planning goals through updated planning documents.

North Bergen: Not applicable. North Bergen's goals, objectives and ordinances are consistent with the Preliminary State Plan.

As noted above, North Bergen's goals, objectives and ordinances are consistent with the Draft State Master Plan.

4. How well do the designated State Planning Areas suit the current and future development of your municipality and/or county?

Hudson County: All of Hudson County is within the State Plan's Plan Area 1 – Metro with Jersey City designated as an Urban Center. The County and various municipalities are in concurrence with these State designations.

Secaucus: In line.

Jersey City: Most of Jersey City is in Plan Area 1 – Metro and a designated Urban Center. This is appropriate given our status as a dense, urbanized municipality with abundant public transit resources and many jobs within our borders. Jersey City plans on continuing a path of transit-oriented development with a focus on the provision of affordable housing in high-opportunity areas via inclusionary zoning and other mechanisms. The Croxton neighborhood is in the Meadowlands District, and subject to regional land use planning by NJSEA to balance environmental preservation with Industrial development.

Hoboken: As dense, urban, growing, and redeveloping communities, Hoboken and Hudson County are perfectly suited for the designation of Metropolitan Planning Area (PA1).

Hudson County Draft Cross-Acceptance Response Template

Guttenberg: Guttenberg's existing and proposed development is consistent with the Preliminary State Plan's planning area designation as PA1.

East Newark: The entire Borough is in PA-1 which is appropriate.

Harrison: PA-1 is appropriate for Harrison.

Kearny: The designation of PA-1 is appropriate for the Town of Kearny and a large portion of the municipality is regulated by the Meadowlands Commission.

Union City: The designation of PA-1 is appropriate for the City of Union.

North Bergen: North Bergen's existing and proposed development is consistent with the Preliminary State Plan's planning area designation as PA1.

Section 2: Agreements and Disagreements with The Preliminary State Plan

1. Provide a detailed discussion of any issues or recommendations to The Preliminary State Plan to better meet local needs.

Hudson County's response: Resiliency and Water Quality Priorities: The State should consider language supporting the inclusion of a budgetary appropriation to assist towns with the implementation of NJDEP's REAL Rule, which would provide appropriate funding to support resiliency projects that will incur greater costs due to higher regulatory standards and higher elevation requirements. The State Plan should also consider including language that would provide educational resources to community members and further hold public engagement sessions across the State, so that communities and residents can clearly understand how REAL Rule regulations will impact their areas and properties. In addition, language should be considered to analyze the potential economic and social impacts of the proposed regulations, including a focus on protecting the interests of low and moderate-income families and other vulnerable community members. The study should include a no-action and alternative action scenario analysis.

Transportation: For consistency with Hudson County's Vision Zero Action Plan, the County would like to see language about state road investments and designs that are suitable for adjacent and local needs. Local involvement should be critical to design state roads for suitability to local community needs. For example, in Hudson County, that includes Route 440, Route 139, and Route 1, (Tonnel Avenue). In addition, a greater transparent means of communication needs to be developed between NJDOT and local DPW/Planning/Infrastructure agencies and departments to identify and resolve state road safety issues.

Transit: 40% of Hudson County residents rely on transit to commute. Therefore, NJ Transit - The Preliminary Plan should identify high-level investment opportunities in NJ Transit facilities, including bus, rail, light rail, and essentials such as benches, adequate lighting, and shelters at transit stops/stations. NJ Transit Maps should be easily available, convenient to read, and legible for all users. Investments should be made into transit's usability experience. Bus stop texts are too small, outdated, and not transit friendly. All bus stops should be ADA compliant.

Jersey City: Jersey City needs a stronger commitment from the state to invest in adding public transportation capacity and coverage within the Urban Centers and throughout PA-1. The entire city is at a transit-supportive density and demand is immense, yet Jersey City has not seen investment from the state to expand transit coverage and quality to our transit deserts. Jersey City has mostly maximized land use intensification opportunities around our small number of transit stations as the plan instructs, and our city needs more transit to keep building these goals.

Guttenberg: The Preliminary State Plan provides guidance that is compatible with the Town's goals and objectives.

Hudson County Draft Cross-Acceptance Response Template

North Bergen: The Draft State Master Plan provides guidance that is compatible with the Township's goals and objectives.

2. Provide a detailed explanation of how municipal and county plans will be modified to create a greater degree of consistency.

Hudson County: The County is in the preliminary process of developing a new Comprehensive Plan (Master Plan) and will align its goals and objectives with the State's goals. The County would also adhere to the State Plan's goals and objectives, wherever plausible and feasible, through other planning documents developed by the County: including the 2025-2029 CEDS Plan; the Vision Zero Action Plan - and its annual updates; the Urban Forestry Plan; the Public Engagement Plan; the County's Land Development Regulations, various ordinances, and infrastructure projects.

Secaucus: The town's master plan is set to be reexamined in 2029. At the time of the reexamination aspects of the State Plan will be considered and incorporated wherever possible.

Jersey City: Jersey City continues to evaluate opportunities to utilize our inclusionary zoning ordinance to create new affordable housing.

Guttenberg: Guttenberg is a fully developed municipality that is undergoing in-fill redevelopment that is consistent with the Preliminary State Plan. Through the Town's Master Plan Reexamination Report and revised Zoning Ordinance, regulations have been enacted to encourage and promote high density, multi-family residential development in appropriate locations throughout the municipality.

North Bergen: North Bergen is a fully developed municipality that is undergoing in-fill redevelopment that is consistent with the Draft State Master Plan. Through the Township's Master Plan Reexamination Report, adopted redevelopment plans and Zoning Ordinance, regulations have been enacted to encourage and promote high density, multi-family residential development in appropriate locations throughout the municipality.

3. Provide comments and recommendations regarding State agency implementation of the State Plan including any applicable agency or program, as well as make recommendations as to possible revisions to those plans or programs that would enhance State Plan implementation at all levels of government.

Hudson County: *(Please see Hudson County's response to Section 2: Agreements and Disagreements with the Preliminary State Plan's Question 1.)*

Secaucus: No additional comments.

Jersey City: NJ Transit and PATH need to commit to larger operating budgets addressing better weekend and late-night service, not just peak commuting times. Residents in urban centers and

TOD districts rely on transit for more than just commuting. The NJTA Turnpike widening proposal for the Newark Bay Extension are completely at odds with equity, pollution, and transportation goals in the plan and should be abandoned. Current capital programs (Gateway, PABT etc.) focus on enhancing transit in the suburbs, but there is no commitment to expanding urban transit-i.e. PATH, HBLR, etc. As an urban aid municipality, Jersey City does not think urban aid municipalities should get an exemption from Fair Share compliance.

Guttenberg: Provision of enhanced public transportation to reduce overcrowding on the commuter bus routes.

North Bergen: Provision of enhanced public transportation to reduce overcrowding on the commuter bus routes.

4. Identify areas to be protected and areas where sprawl (low density auto –dependent development) has occurred and should be limited or prevented from further sprawl. Identify vulnerable areas where there is flooding or other environmental concerns and what could be done to protect them.

Hudson County: The Meadowlands District would be the primary area of concern for protection, in which the State is already monitoring independently.

Hoboken: Hoboken does not have any areas of sprawl. Much of Hoboken (except for much of Washington Street and the Stevens University campus) is in or adjacent to a floodplain (see zoning map at www.hobokennj.gov/zoning-map). The City has made a concerted effort to mitigate flooding through green infrastructure and underground stormwater detention required in new developments, and to mitigate the effects of storm surge through the Rebuild by Design program.

Guttenberg: Development of the waterfront is vulnerable to flooding. Adherence to the NJDEP regulations along the Hudson River will prevent future flooding of any development.

North Bergen: Essentially, the Township has an established development pattern that does not encourage sprawl. Development of the waterfront is vulnerable to flooding. Adherence to the NJ DEP regulations along the Hudson River will prevent future flooding of any development.

5. Does the municipality and/or county have an open space plan? Open space tax?

Hudson County: Has an Open Space Tax Levy and Plan. The Program recently celebrated its 20th Anniversary.

Secaucus: Has both an Open Space Plan and Open Space Tax.

Jersey City: Has an open space tax.

North Bergen: Has an open space tax.

6. Is the municipality a member of Sustainable Jersey? If not, what are the reasons for not participating? Does the municipality have other environmental groups, such as, an Environmental Commission or a Green Team?

Secaucus: Yes, Secaucus is a member of Sustainable Jersey. Secaucus also has a Green Team, Shade Tree Committee and Environmental Coordinator.

Jersey City: Yes—Jersey City is a member.

Hoboken: Yes, and has a Green Team

Guttenberg: Guttenberg does not have any environmental groups. The Town relies on its Code to provide for Environmental and Health Regulations, Flood Damage Regulations and Waterfront Regulations.

East Newark: Yes, East Newark is a member of Sustainable Jersey

Harrison: Harrison is a member of Sustainable Jersey.

Kearny: Kearny is a member of Sustainable Jersey.

Union City: Union City is a member of Sustainable Jersey.

North Bergen: No. However, The North Bergen Green Environmental Advisory Committee meets on a monthly basis. It's task is to advise the Township Council on development policies and programs that address environmental concerns such as flooding, climate change, energy efficient and conservation. The Township also relies on its Code to provide for Environmental and Health Regulations, Flood Damage Regulations and Waterfront Regulations.

7. Please indicate your community's three most important local and regional land use planning goals and priorities:

Hudson County:

- Promote a strong and thriving small business, local, and diverse business economy.
- Center residential and commercial development around transit compatible design as feasible as possible, to relieve vehicular dependency, reduce traffic fatalities, and reduce traffic congestion.
- Develop a balance of economic and environmental policies that allow residents and businesses to thrive and become resilient to the effects of climate change.
- Encourage universal affordable housing rental and homeownership development and programs to reduce the effects of generational displacement, resulting from the negative consequence of gentrification.

Secaucus: Congestion reduction, overcrowding, traffic safety

Jersey City: Housing affordability, both via the creation of affordable housing and bringing down the price of market rate housing via supply. Increasing pedestrian and cyclist safety – pursuing Vision

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Zero via the re-imagining of the public right of way. Retrofitting existing urban neighborhoods for resilience in the face of climate change, rising sea levels, and extreme flooding events.

Hoboken: Affordable housing, climate resilience, pedestrian and bicyclist safety

Guttenberg: 1) To modify use and bulk regulations in the existing R-1 zone, including allowing multi-family residential in the district at a density of up to 80 units per acre on lots with a minimum of 10,000 square feet. 2) To create a new “mid-rise” residential district on the west side of Boulevard East with a maximum height of 100 feet. 3) Protect the existing residential neighborhoods.

East Newark: 1) The preparation of a land use plan element and housing element that will provide the basis for the enactment of a zoning ordinance after the land use plan and housing element have been adopted by the Planning Board pursuant to N.J.S.A. 40:55D-28. 2) Maintain the present character of the Borough’s housing and land use pattern and upgrade obsolete uses, buildings, and sites wherever practical and possible. 3) Provide for improvement and expansion of existing community facilities to better serve the existing and future residents of the Borough.

Harrison:

- 1. Encourage a balanced development pattern, which will preserve and improve the character of the community, protect and enhance long term economic and social interests of present and future residents, and enhance the Town’s overall quality of life. 2. Protect and enhance the character of Harrison’s residential neighborhoods by: appropriately controlling future subdivision and infill development; rehabilitating substandard housing; eliminating non-conforming uses; minimizing illegal conversions; and preventing the intrusion of commercial development on residential streets as well as the conversion of low-density housing types into multi-family units where such conversion would be inconsistent with the zoning.
- 3. Promote the continued revitalization of the central business district as a thriving, attractive, mixed-use pedestrian-oriented downtown.
- 4. Encourage the development of a diversified economic base that generates employment growth and provides increased tax ratables through continued private investment and the provision of tax-producing uses through development and/or redevelopment, consistent with community needs, desires, and existing development.
- 5. Respond to regional development trends, residential as well as industrial and commercial, in a manner responsive to the community’s well-being.
- 6. Ensure that future development is aesthetically pleasing and is compatible with and/or enhances the character of the area.
- 7. Encourage historic preservation in order to maintain the Town’s character, protect existing historic resources and complement economic development efforts.
- 8. Preserve and enhance natural resources and habitats within the Town.

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- 9. Effectuate the Waterfront Redevelopment Plan in order to create a vibrant mixed-use, transit-oriented, pedestrian-scale development that will make Harrison a regional destination for years to come.

Kearny: Town Vision Statement: The year is 2030 -- the Town of Kearny has experienced a decade of growth and prosperity. Residents are pleased that taxes are stable, community services are efficient, and the town is well run. Businesses are thriving. Kearny Avenue has become a regional destination for those seeking authentic ethnic cuisine. Unemployment is low. Property values have steadily increased, yet homes remain affordable. A variety of housing types offer residents a full range of lifestyle choices from new studio apartments and condos to historic and charming single-family homes, to congregate housing for senior citizens. The town is safe and clean. The police department, fire department and ambulance service keep residents safe and secure. The Health Department provides clinics, essential services and wellness programming for senior citizens, the disabled, at-risk and vulnerable populations.

Air quality and water quality have steadily improved over the decade. Roads and transportation infrastructure are well maintained. Traffic congestion has declined with investments in infrastructure and public transit. Parking is no longer a hassle as municipal parking management policies and strategies have increased availability. Walking and bicycling around town for pedestrians, school-aged children, senior citizens and the disabled is a safe and fun activity for fresh air and exercise. Schools provide a thorough and efficient education to prepare both collegebound students and those seeking a vocational profession. Parks, the library and other community facilities are well maintained and provide a variety of services and programming meaningful to the public. Recreational and cultural activities, including sporting events, parades, arts, music and theatrical performances offer residents an opportunity for fun and social engagement.

Historic sites in Kearny, an important part of the town's heritage, culture, local landscape and community character have been preserved for the benefit and enjoyment of future generations. The town's drinking water system is safe and affordable; investments in loggers and smart meters have reduced the number and cost of water main breaks in an aging system. The town is implementing its "long term control plan" to meet the requirements of the federal Clean Water Act, by reducing the number of combined sewer overflow events through investment in "green infrastructure" which reduces flooding, non-point source pollution from stormwater run-off, beautifies the town through the planting of shade trees and rain gardens, and in turn improves local air quality and property values. Overall, the quality of life and standard of living of all Kearny residents has steadily improved over the decade. Continue to pursue and work closely with the regional transportation organizations such as Port Authority and New Jersey Transit to improve the public transit opportunities for Union City residents.

Union City:

- 1) Preserve the established residential character of Union City while simultaneously taking into consideration mechanisms that promote economic growth and development.
- 2) Advocate for smart growth and planning principles that maintain the established neighborhood scale without exacerbating burdens on infrastructure.
- 3) Encourage infill development and compact design that efficiently utilizes the City's land.
- 4) Promote and provide housing opportunities that support the needs of the residents, specifically the demand for three-bedroom dwellings units.
- 5) Provide housing options for a variety of income levels, including low- and moderate-income households.
- 6) Preserve and enhance the existing business districts of the City, maintaining sufficient retail and commercial uses to meet the needs of the City's residents.
- 7) Provide for upper floor residential along the City's commercial corridors.
- 8) Continue to upgrade streetscapes with additional lighting and street trees, planted in a variety of local species that will thrive in an urban environment.
- 9) Continue to pursue and work closely with the regional transportation organizations such as Port Authority and New Jersey Transit to improve the public transit opportunities for Union City residents.

North Bergen:

1. To encourage that any prospective development and/or redevelopment is responsive to North Bergen's environmental features and can be accommodated within the community's infrastructure development.
2. To provide a variety of housing types, densities and a balanced housing supply, in appropriate locations, to serve the Township and the region.
3. To support the overall philosophy of the State Master Plan as a means of directing growth to developed urban areas.

Section 3: Administrative Preparation for Negotiation Sessions

A. Submit a Negotiating Agenda, which will form the basis of the negotiation sessions between the negotiating entity and the SPC. The agenda should state the issues being presented, propose alternatives and provide direct citations of pertinent State Plan provisions wherever possible. OPA will then schedule meetings with the negotiating entity to work through the agreements and disagreements.

Draft Negotiation Agenda

- Introductions
- Topics of Disagreements
 1. Lack of Collaboration: Concerns regarding integrated collaboration amongst different tiers of government: local, county, and state.
 2. Greater transparent means of communications need to be developed between NJDOT and local DPW/Planning/Infrastructure agencies and departments to identify and resolve state road safety issues.
 3. NJDEP REAL Rule proposal and County Recommendations, by resolution.
 4. Jersey City needs a stronger commitment from the state to invest in adding public transportation capacity and coverage within the Urban Centers and throughout PA-1. *(For more details - Please see Jersey City's response to Section 2: Agreements and Disagreements with the Preliminary State Plan's Question 1.)*
 5. Jersey City's recommendation for NJ Transit and PATH commitment to larger operating budgets addressing better weekend and late-night service, and not just peak commuting times. Residents in urban centers and TOD districts rely on transit for more than just commuting.
 6. Jersey City believes The NJTA Turnpike widening proposal for the Newark Bay Extension are completely at odds with equity, pollution, and transportation goals in the plan and should be abandoned. Current capital programs (Gateway, PABT etc.) focus on enhancing transit in the suburbs, but there is no commitment to expanding urban transit-i.e. PATH, HBLR, etc. Page 56 of the State Plan – Equity has contrasting goals to the NJTA Turnpike Widening Project: *“Implement transportation strategies that increase electric vehicle use, enhance pedestrian and micro-mobility infrastructure, convert urban highways to boulevards, and address limited access roads that divide neighborhoods.”* And *“These practices include redlining, exclusionary zoning, concentrating polluting industries and contaminated sites in historically underrepresented communities, fostering food and transportation deserts, disrupting communities through highway expansion, and detrimental uses of eminent domain. Measures to address these longstanding harms and structural inequities will promote thriving communities throughout the state.”*
 7. As an urban aid municipality, Jersey City does not think urban aid municipalities should get an exemption from Fair Share compliance. Page 98 in the Preliminary Plan discusses the Mount Laurel Fair Share Obligation: *“Mount Laurel or Mount*

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Laurel I means the 1975 landmark New Jersey Supreme court case ruling in favor of the plaintiffs in the case of the Burlington NAACP v Mount Laurel Township. This decision outlawed exclusionary zoning and required New Jersey municipalities to provide their fair share of the region's affordable housing."

8. Guttenberg and North Bergen would like provisions of enhanced public transportation to reduce overcrowding on the commuter bus routes.

- Next Steps
- Conclusion

B. Please list the Negotiating Committee members:

- **Byron Nicholas, Division Chief of Planning, Hudson County**
- **Joe Waks, Esq., Senior Advisor, Office of County Executive Craig Guy** (jwaks@hcnj.us)
- **Hudson County Commissioner, Yraida Aponte Lipski** (yapontelipski@hcnj.us)

C. Will your county require a translator at the public hearings? If so, please identify language:

Jersey City: Spanish, Hindi/Urdu, Gujarati, Tagalog/Filipino, Egyptian Arabic, and Mandarin Chinese are all spoken in large numbers in Jersey City.

D. Additional comment(s):

Grammatical and Vocabulary Edit Suggestions:

- **Page 9 - "The poor and minorities"** - How does this address the negative outcomes of gentrification concerns in urban community? Also, "minorities" terminology tends to center white racial demographics, as "others", and associates poverty with people of color
- **Page 12 - "Such issues include disruptive highways that cut through neighborhoods or separate people from natural features"**. Antithetical to the local NJ Turnpike Lane expansion project proposed in Hudson County.
- **Page 19: Awkwardly worded sentence, with grammatic errors:** "Identify and target for appropriate public policy support those economic sectors with the greatest growth potential and public benefit that can capitalize on the State's strengths, with special attention to those areas of the State where unemployment is high."
- **Page 19:** "Provide support to the State's Main Street New Jersey districts, Urban Enterprise Zones, Special Improvement Districts, and Designated Opportunity Zones, through technical assistance and funding programs to support small businesses and mixed-use business districts." **The plan should specify educational support for localities and streamline eligibility and application approval processes.**
- **Page 51: Goals:** Consider revising the following language from "enslaved people" to **"enslaved people of African descent"** to acknowledge the contributions from the period

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of history that was a harmful phenomenon for Black/African Americans' ancestors in the United States.