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Kearny considers redevelopment project, bridge work

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The **Russo Development Group** presented a proposal for redevelopment at the March 25 town council meeting in Kearny. The development would consist of three residential as well as three retail buildings with shared parking lots. The project's name is Schuyler Crossing and is set to be located between Schuyler and Bergen Avenues.

The property area would total up to 7.5 acres. The three residential buildings consist of one- and two-bedroom apartments. Each apartment would be equipped with a master bedroom, kitchen, combination living and dining room, and a walk-in closet. "We want to offer the buyers high quality buildings at a mere competitive rental rate," President and Chief Operating Officer Edward Russo said.

The residential portion of the project would cost around \$45 million.

Mayor Alberto Santos questioned Russo on the cost for rent per month for a one-bedroom apartment. Russo replied, "Roughly \$1500."

The apartment complex is designed to resemble the brownstone apartments in Hoboken.

"The goal is to attract quality residents," Russo said.

The developer believes that the extensive area tran-

sit system will play a large part in the project. Kearny is located just outside New York City, as well as other surrounding towns, like Hoboken, that are of interest to buyers for entertainment and shopping purposes.

Santos appeared interested in pursuing the proposal to the next level. The mayor requested the Russo Development people to present him with specific details, including height and width requirements of building to the town's maximum requirements.

"I am extremely excited about this plan," Russo said.

Another project proposal

The Portal Bridge Capacity Enhancement Project is a two-track rail bridge, nearly 100 years old, which connects Kearny and Secaucus over the Hudson River. It is part of the Northeast Corridor system.

The project includes an evaluation of bridge replacement, rehabilitation, and modification to improve the current operations to ensure passenger safety. Over 500 trains such as New Jersey Transit and Amtrak use these lines daily.

Amtrak owns most of the Northeast Corridor transportation as well as the Portal Bridge and carries some 16,000 passengers per day on more than 100 trains. The Transit carries 150,000 passengers per day on nearly 400 trains.

Both New Jersey Transit and Amtrak have accepted the project to improve the operation of the bridge. In addition, the Federal Transit Administration, the U.S. Environmental Protection Agency and the U.S. Coast Guard are collaborating organizations for the Environmental Impact Statement process.

The goals of the project would be to enhance capacity to meet current and future demands. This would include a new service alongside the Northeast Corridor.

The project would also improve service reliability, flexibility as well as operational, minimize conflicts with maritime traffic as well as the surrounding environment; provide redundant Hackensack River crossing to facilitate maintenance, enhance passenger safety and protection, and optimize the existing infrastructure and planned improvements.

The alternative analysis includes the bridge's height

and maritime conflicts, the engineering considerations, and capacity analysis. Considered alternatives in the Draft Environmental Impact Statement would be to construct two new bridges, the removal and decommissioning of the current Portal Bridge, and separation for tracks to Morris and Essex County lines.

The environmental impacts to be considered are property impacts, cultural resources, ecological resources, and contaminated materials.

DEIS comment period will end on March 31.