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APPENDIX A

(Housing Element And Fair Share Plan)

APPENDIX B

(Historic Reconnaissance Level Survey)

I. GOALS AND OBJECTIVES

The City of Bayonne Master Plan is intended to guide the growth and development of the City over the course of the next 6 to 10 years. The Municipal Land Use Law requires that all Master Plans contain a statement of principles, assumptions, policies and standards upon which the constituent proposals for the physical, economic and social development of the municipality are based. The Goals and Objectives Element of the Master Plan satisfies this requirement and provides the foundation for the other components of the Plan.

The Goals and Objectives Element provides specific targets for the realization of Bayonne's vision for the future. The City's vision for the year 2020 is of a thriving and vibrant community with a balance of land uses, a diversified and expanding economy, modern and well-maintained infrastructure, extensive community facilities and an outstanding quality of life. Major projects and initiatives that are currently in the early stages of development will be complete by 2020. These include the redevelopment of the Military Ocean Terminal (MOTBY) and Texaco sites, the revitalization of the Broadway Central Business District, the creation of a transit village in the Avenue E corridor and the completion of the Hudson River Waterfront Walkway. These projects, as well as other goals and objectives of the Master Plan, are part of the City's vision for the future and contribute to its physical, economic and social well-being.

GOALS

1. Provide a balance of land uses in appropriate locations to preserve the residential character of the community, encourage economic development, increase parks and open space, accommodate community facilities and facilitate local and regional circulation.
2. Encourage the development of a diversified economic base that generates employment growth, provides increased tax rates, increases income levels and promotes the reuse of brownfield sites.
3. Preserve and protect the established residential character, provide for compatible in-fill residential development in appropriate locations and encourage a broad range of housing choices for residents.
4. Promote the creation of a fully intermodal transportation system that enhances local circulation, increases regional access and provides links to international destinations. Coordinate land uses with transportation investments to promote intermodal connections and encourage alternatives to driving such as mass transit, freight rail and bicycle/pedestrian facilities.

5. Preserve the existing system of parks and open space and pursue opportunities to increase parks and open space in underserved sections of the City.
6. Maintain the existing system of community facilities in order to preserve the current high level of public services and provide new facilities, where necessary, in order to accommodate growth as well as the changing needs of the population.
7. Support conservation efforts in order to protect the environment, promote public health, encourage the remediation of contaminated sites and facilitate brownfield redevelopment. Particular attention should be given to implementation of the City's Environmental Performance Partnership Agreement with the New Jersey Department of Environmental Protection (NJDEP).
8. Preserve and upgrade the existing utility infrastructure including public water, stormwater management and wastewater treatment. Continue rehabilitation programs while pursuing selected replacement and expansion projects in order to accommodate growth and redevelopment.
9. Encourage historic preservation in order to maintain the City's unique character, protect existing historic resources and complement economic development efforts.
10. Promote recycling in order to protect the environment and reduce the City's solid waste stream.

OBJECTIVES

Land Use

1. Strengthen commercial districts, especially the Broadway Central Business District, by encouraging a mix of uses that provide employment, retail opportunities, services and entertainment.
2. Encourage and retain industrial uses wherever feasible, subject to the provision of buffering and screening, adequate access and performance standards to mitigate nuisances.
3. Provide additional parks and open space in underserved sections of the City, including the area east of Avenue E.
4. Plan for and promote the redevelopment of underutilized or vacant commercial and industrial properties including MOTBY, the Texaco site and portions of Broadway.
5. Encourage the development of a mixed-use transit village in the Avenue E corridor with higher density residential uses and commuter-oriented retail activity that capitalizes on proximity to the Hudson Bergen Light Rail Transit System (HBLRTS). Such uses should be targeted for underutilized or transitional heavy commercial and industrial properties along Avenue E.
6. Create attractive gateways at the principal entrances to the City through upgraded land uses, streetscape improvements and signage.

7. Provide for adequate parking to serve established residential and commercial areas. Incorporate adequate parking into new developments.
8. Coordinate land uses with existing and planned transportation infrastructure including the HBLRTS, LeFante Highway/Route 169 and Port Jersey.
9. Address quality of life issues resulting from land use conflicts, intensive commercial and industrial uses, increases in residential density from illegal conversions. vacant or underutilized parcels and limited parking in residential and commercial districts.

Circulation

1. Encourage and support the development of a fully intermodal transportation system consisting of roads and highways, mass transit, ferries, freight rail, marine terminals and bicycle/pedestrian facilities.
2. Improve LeFante Highway/Route 169 by creating a direct connection between the highway and the New Jersey Turnpike, enhancing access to the core area of the City in the northern and southern sections of the highway and providing for safer pedestrian crossings at key intersections.
3. Promote mass transit use by maximizing access to the HBLRTS, extending the HBLRTS to the Texaco site in Bergen Point, preserving existing levels of bus service and supporting ferry service from MOTBY and the Texaco site in Bergen Point to Elizabeth and New York City.
4. Facilitate freight and goods movement by reconfiguring and improving freight rail service and providing increased freight rail service to Port Jersey. Support implementation of the New Jersey Department of Transportation Portway project. In addition, improve rail service to MOTBY.
5. Accommodate and address projected growth at the Global Marine Terminal and Northeast Auto Marine Terminal in Port Jersey.
6. Increase bicycle/pedestrian safety and circulation by improving traffic signals at key intersections, utilizing traffic calming measures and providing bike lanes that connect activity centers throughout the City.
7. Provide way-finding signage on major roads and at gateway locations to facilitate circulation and identify the route to key activity centers and destinations in the City.
8. Evaluate and implement methods of providing adequate parking to serve existing development and proposed redevelopment.
9. Provide for adequate east-west circulation that links the core area of the City to the east side, including MOT and the light rail system.

Economic

1. Promote increased diversification of the City's economic base to address the regional decline of manufacturing, capitalize on growth in the service sector and protect against cyclical downturns in the economy.
2. Focus economic activity in the City's major economic centers including Broadway, MOTBY, the LeFante Highway/Route 169 corridor and Constable Hook industrial area. Recognize the unique character of each area and promote development that will strengthen and reinforce market niches.
3. Capitalize on the City's competitive advantages for economic development purposes including its location in the center of the northern New Jersey/New York City region, extensive transportation and utility infrastructure, land available for redevelopment, stable labor force and quality of life.
4. Plan for and promote the mixed-use redevelopment of MOTBY in order to create employment, generate tax ratables and enhance the quality of life for residents and workers.
5. Promote the revitalization and aesthetic appearance of the Broadway CBD through the public-private partnership between the City and the Special Improvement District (SID) with a focus on niche retail, specialty services, restaurants and entertainment uses. Consider the development of anchor uses to make the CBD a destination and attract shoppers as well as visitors.
6. Support transit-oriented development in HBLRTS station areas, especially on underutilized or vacant commercial and industrial property along Avenue E.
7. Encourage selected retail, office and light industrial development in the LeFante Highway/Route 169 corridor that takes advantage of extensive highway frontage, available land and regional access. Target the corridor for uses that complement Broadway rather than compete with it.
8. Continue industrial retention and recruitment efforts with an emphasis on Constable Hook and Port Jersey peninsula as premier industrial locations in the region.

Housing

1. Protect and preserve established residential character through zoning and rehabilitation, where necessary.
2. Provide a balance of housing options to meet the needs of all residents including low and moderate income housing, middle-income housing and market rate or luxury housing.
3. Continue the City's residential rehabilitation program to improve substandard housing units and preserve neighborhood stability.

4. Address the need for a broad range of senior citizen housing including independent living, assisted living and congregate care housing.
5. Encourage the development of transit-oriented higher density multi-family housing in close proximity to HBLRTS stations along Avenue E.
6. Acknowledge the Bayonne Housing Authority as a provider of housing in the City.
7. Seek Regional Contribution Agreements (RCA's) with COAH approved sending municipalities to expand housing rehabilitation and provide for the creation of low and moderate income housing.
8. Update the City's Housing Element/Fair Share Plan and apply for substantive certification from COAH prior to the expiration of the current period of substantive certification in December, 2002.

Community Facilities

1. Maintain and upgrade existing community facilities, where necessary, and provide new community facilities to serve anticipated population, employment and economic growth.
2. Plan for and provide new community facilities to serve large-scale redevelopment areas, especially MOTBY and Texaco.
3. Upgrade existing school facilities and plan for new school facilities to accommodate enrollment growth, curriculum changes, new programs and technological advances.
4. Maintain and upgrade existing emergency service facilities, especially those facilities which are aging or obsolete. Plan for and provide new facilities to serve planned growth and improve efficiency of service.
5. Provide permanent fire and police facilities at MOTBY in conjunction with the planned mixed-use development of the site.
6. Maintain and upgrade public library facilities. Support the development of a new auditorium at the Main Library for public events, lectures and performances.
7. Maintain existing community centers and provide new community centers in underserved areas of the City. Target the needs of senior citizens and children.
8. Support Bayonne Hospital as the City's principal provider of health care services.

Parks, Recreation and Open Space

1. Preserve and maintain the existing system of parks, open space and recreation facilities.
2. Provide additional parks and open space in underserved areas including the east side of the City.

3. Implement plans for new parks, open space and recreation facilities including the “North 40” site on Newark Bay, the 16th Street boat launch, the waterfront park at MOTBY and the linear passive park between LeFante Highway/Route 169 and Avenue F.
4. Support and promote the completion of the Hudson River Waterfront Walkway including planned segments at MOTBY, the South Cove shopping center and OENJ Cherokee Golf Course in Constable Hook.
5. Encourage the development of a Newark Bay/Hackensack River Walkway connecting existing parks and open space along Newark Bay from the Texaco site in the south to Hudson County Park and the planned “North 40” passive park in the north.
6. Address the need for an indoor recreational facility to accommodate municipal recreation programs, civic events and meetings.
7. Acknowledge the contribution that the City’s schools and private organizations make in meeting the recreational needs of residents.

Conservation

1. Support the implementation of the City’s Environmental Performance Partnership Agreement with the New Jersey Department of Environmental Protection.
2. Encourage the remediation of contaminated sites and brownfield redevelopment to enhance the local environment and return vacant sites to productive use.

Utilities

1. Maintain and upgrade the City’s existing utility infrastructure including public water, wastewater treatment, sanitary sewers and stormwater management.
2. Plan and implement new utility infrastructure to replace aging and obsolete systems that serve redevelopment areas.
3. Address the environmental and stormwater management issues associated with combined sewer systems. Improve existing combined sewer outfalls and separate stormwater and sanitary sewer systems where new infrastructure is installed.
4. Protect the integrity of the City’s public water supply including storage, treatment and distribution systems.
5. Encourage the development of high technology infrastructure including fiber optic data transmission lines, digital switching stations, telecommunication facilities and high-speed internet access.

Historic Preservation

1. Acknowledge the importance of historic resources in providing a link to the past, preserving the City's unique character, enhancing the visual appearance of neighborhoods and promoting economic development.
2. Complete an historic resources survey and identify structures, sites and districts for historic designation.
3. Prepare design guidelines for inclusion in an historic preservation ordinance to ensure that the exterior of designated structures, sites or districts remain intact and are preserved.
4. Apply for Certified Local Government status from the State Historic Preservation Office in order to promote local historic preservation and increase access to grant funding as well as technical assistance.

Recycling

1. Promote recycling to reduce the solid waste stream and increase the reuse of natural resources.
2. Encourage existing commercial and industrial uses to recycle and support the development of "green" industries that incorporate recycling into the production process.

II. LAND USE PLAN ELEMENT

INTRODUCTION

The City of Bayonne is a 5.62 square mile municipality located at the southern end of the Hudson County peninsula. The only land area bordering Bayonne is Jersey City, which is located immediately north of the City. The City is bordered by water on three sides including Upper New York Bay to the east, the Kill Van Kull to the south and Newark Bay to the west. The City's waterfront provides views of Manhattan and Brooklyn to the east, Staten Island to the south and the Port Authority's Elizabeth and Newark Marine Terminals to the west.

Bayonne is a densely developed urban community, with a population density of over 11,000 persons per square mile. The City's population, which has been declining, has started to increase since 1990. Most of this change is attributable to an influx of young couples and an increase in immigration.

THE CITY VISION FOR 2020

As a result of current efforts, Bayonne in 2020 will be a thriving City with a diversified economy, significant employment, modern infrastructure and an expanding tax base. The Military Ocean Terminal (MOT), which will revert to City control in 2001, is planned as a thriving mixed-use center with a deep-water port, light industrial uses, commercial office space, a waterfront residential enclave and extensive recreational amenities such as the Hudson River Waterfront Walkway. The Broadway Central Business District (CBD) will be revitalized as the City's retail, service and entertainment hub with a low vacancy rate, an enhanced streetscape and lively street activity. Other areas, such as the Texaco property and LeFante Highway/Route 169, will be redeveloped with new uses including waterfront housing on Newark Bay and mixed commercial/light industrial complexes at several locations along LeFante Highway/Route 169.

The City's economic revitalization will result in a significant employment increase by 2020 fueled by the redevelopment of the MOT, Texaco site, Broadway CBD, LeFante Highway/Route 169 corridor and Avenue E Transit District. Current private sector employment is projected to be approximately 27,000. The HBLRTS system will run from 1st Street in Bergen Point to 45th Street Uptown near the Jersey City border and will increase mobility, improve the local quality of life and generate redevelopment in station areas. Several stations in the City will evolve into neighborhood transit villages with new housing, neighborhood retail activity and parks. Other infrastructure projects such as the installation of a fiber optic network throughout the City will be completed by 2020, further increasing the City's attractiveness to

service sector businesses that rely upon modern communications and data transmission infrastructure. As a result of the City's growth, the tax base will expand and the tax burden on residential property owners will be reduced. This will improve the local quality of life by enhancing residential stability and attracting new residents.

LAND USE TRENDS

Development History

Bayonne was a largely rural and agricultural community up until the nineteenth century when its location near Manhattan, the onset of the Industrial Revolution and the rapid increase in immigration generated significant demand for development. During the nineteenth century Bayonne rapidly developed as a residential community, influenced by the trolley system which opened in 1863 and connected Bergen Point to Jersey City. In the 1850's, Bergen Point was considered a resort destination with the 200-room LaTourette Hotel which was a popular vacation retreat for people from New York City, Philadelphia and Washington, D.C.

Bayonne's industrial development was concentrated in the Constable Hook area. The first industry to locate in Constable Hook was the Hazzard gunpowder factory, which established itself in the early 1800's. Industrial development, however, did not expand greatly until the late 1870's when the Tidewater Oil Company and Standard Oil Company built refineries and pipeline terminals in Constable Hook. In the decades that followed, major chemical plants, foundries and a multitude of other industrial uses located in Bayonne.

Recent Development Trends

The land use pattern in Bayonne has not changed significantly since the 1990 Master Plan, as shown in Table II-1. Bayonne's land use pattern is predominantly industrial due to the large concentration of such uses in Constable Hook. Industrial uses account for almost 25 percent of the City's land area. When combined with the Military Ocean Terminal, which is presently classified as public, the City's industrial land use concentration increases to 36.9 percent of the City. The other major land uses in the City include residential, which represents 22 percent of the municipal land area, and undeveloped land, which represents greater than 9 percent of municipal land area.

Table II-1 LAND USE TRENDS, 1990 TO 2000 City of Bayonne					
Land Use	1990*		2000		Change
	Acres	Percent	Acres	Percent	Acres
One- and Two-Family Residential	645	17.76	670	18.45	25
Multi-Family Residential	118	3.25	131	3.61	13
Commercial	131	3.61	158	4.35	27
Industrial	880	24.24	905	24.92	25
Public & Semi-Public	339	9.34	339	9.34	0
Military Ocean Terminal	437	12.0	437	12.0	0
Parks and Open Space	162	4.46	162	4.46	0
Undeveloped**	490	13.49	343	9.45	-147
Streets/Rights-of-way	455	12.53	486	13.38	31
Total Land Area	3,631	100.0	3,631	100.0	---
Total Water Area	3,499		3,499		
Total Area	7,130		7,130		
*1990 Bayonne Master Plan, City of Bayonne					
**Includes the Texaco site, parcels along LeFante Highway/Route 169 and small scattered parcels throughout the City.					
Source: Hudson County Strategic Revitalization Plan					

The most significant change in Bayonne's land use pattern over the past ten years is the increase in land used for commercial and residential purposes and the decrease in undeveloped land. Several of the City's older industrial sites have been redeveloped with shopping centers including the new A&P shopping center along Avenue A, South Cove Commons on Route 169 and several new retail stores along North Street. Other industrial areas have been cleared for future development, most notably the Texaco site located in Bergen Point at the intersection of Avenue A and West 1st Street.

While there has not been a significant change in Bayonne's development pattern over the past ten years, a large amount of development has been approved. As shown in Table II-2, almost half a million square feet of commercial retail space has been approved. The majority of the approved development is located along LeFante Highway/Route 169 in the Highway Development (H-D) zone. The build-out of these projects will influence the future complexion of Bayonne's retail sector and economic base.

Table II-2
 MAJOR DEVELOPMENT APPROVALS, 1991 TO 2000
 City of Bayonne, N.J.

<i>Project Name</i>	<i>Location</i>	<i>Type</i>	<i>Size</i>	<i>Status</i>
South Cove	LeFante Highway/Route 169 & New Hook Road	Shopping center	233,000 s.f.	Under Construction
HB Bayonne (A&P)	Avenue A & North Street	Shopping center	66,490 s.f.	Constructed
HB Bayonne (Addition)	Avenue A & North Street	Retail Addition	35,400 s.f.	Under Construction
Green Acres Gardens	Oak Street	Two-Family Homes	27 homes	Under Construction
Rite Aid (uptown)	West 54th Street & Broadway	Drug store	10,004 s.f.	Constructed
Roberson School Redevelopment	Avenue C between Andrew Street and West 17 th Street	Residential Development	22 homes	Constructed
OENJ Cherokee Golf Course	North Hook Road	Golf Course	120 acres	Under Construction
Mid-town Theater	Broadway & East 21 st Street	Movie Theater	10 Screens	Approved
Destiny Builders	West 25 th Street between Broadway and Avenue C	Multi-family Housing	51 units	Approved
Walgreen's	Broadway & West 32 nd Street	Drug Store	15,078 s.f.	Approved
624-626 Broadway Associates	Broadway & East 29 th Street	Medical Office Building	34,176 s.f.	Approved
Bayonne Community Bank	Broadway & East 40 th Street	Bank	4,604 s.f.	Approved
Rite Aid (midtown)	East 22 nd Street & Broadway	Drug store	11,172 s.f.	Constructed
Senior Horizons of Bayonne	Lexington Avenue & East 3 rd Street	Senior Independent Living	74 units	Approved
Waterfront Homes LLC	West 21 st Street & Newark Bay	Residential Development	12 Town-houses	Approved
Rite Aid (downtown)	North Street & Avenue C	Drug store	10,004 s.f.	Constructed
Total Residential		Built:	49 units	
		Approved:	186 units	
Total Non-Residential		Built:	97,670 s.f.	
		Approved:	419,928 s.f.	
<i>Source: City of Bayonne</i>				

There is also significant future development potential in Bayonne. The major area being considered for new development is the 437 acre Military Ocean Terminal, which is closed and will be transferred to City ownership in 2001. Other potential development areas include the vacant Texaco site in Bergen Point, LeFante Highway/Route 169, Broadway and the Avenue E corridor. The development potential of these areas is discussed in more detail in the sections of the Land Use Plan that follow. The Land Use Plan Map also identifies the recommended land use categories throughout the City.

LAND USE ISSUES

There are several land use issues which are addressed in the Land Use Plan, as follows:

1. There were several new zoning districts approved since 1990 that need to be reconciled with the Master Plan. The newly created districts include the Highway Development District, the Waterfront Development District and the Planned Waterfront Recreation District.
2. There are multiple special development areas which are being closely evaluated for potential redevelopment. These special development areas include the Military Ocean Terminal, Texaco site, Broadway, Avenue E corridor and LeFante Highway/Route 169.
3. The plan should focus on areas of potential redevelopment. These areas are identified and discussed in the Plan.
4. The plan should evaluate the adopted zoning for consistency with the existing land use pattern. There are several areas of the City where zone changes are recommended to be consistent with existing land uses.
5. The plan should capitalize on the Hudson Bergen Light Rail Transit System (HBLRTS) currently under construction. The system will have five stops in Bayonne. The Land Use Plan should concentrate on development opportunities created by the HBLRTS.
6. Addressing parking needs in established residential and commercial areas. Planning for parking demand associated with residential, commercial and industrial growth in targeted areas of the City.

LAND USE PLAN

Residential

Single-Family Residential

The Single-Family Residential District is designed for single family development in detached structures. It is located in a relatively small area adjacent to Bayonne/Stephen R. Gregg County Park. The principal issue in this district is to preserve the integrity of the existing single-family neighborhood by reducing the

potential for encroaching commercial and multiple-family uses. No changes are proposed to the existing boundaries of this district.

This district has the lowest residential density in Bayonne. The existing density ranges from 11 units to 15 units per acre. No changes are proposed in order to preserve current density levels.

Detached/Attached Residential

The Detached/Attached Residential district is the predominant residential land use category in Bayonne. This area is characterized by a mixture of housing types including single-family detached homes, two-family detached homes and one- and two-family townhouses. These uses are well-suited to interior blocks within the grid street system. This district has relatively low residential density ranging from 15 units to 35 units per acre. No changes are proposed to existing density levels. Minimal changes are recommended to the Detached/Attached Residential district. The only change is the designation of the former Roberson School site as Detached/Attached Residential consistent with its redevelopment by the Bayonne Housing Authority. Consideration should also be given to zoning standards for minor additions to existing structures that permit review before the Planning Board, rather than Board of Adjustment as is currently the case.

Medium Density Residential

The Medium Density Residential district is designated for areas along major north-south streets that contain a concentration of low-rise apartments. The current density level in this district is 35 units to 44 units per acre. These districts are particularly appropriate in areas located on major north-south streets, such as Avenue C, with proximity to commercial areas and access to mass transit. No changes are proposed to the boundaries or density level of this district.

High Density Residential

The High Density Residential district includes those areas that contain existing high rise apartments. The existing density in this district ranges from 44 units to 109 units per acre. No expansion is recommended to the existing boundaries or density of this zone. However, one site has been changed from low-medium density residential to high density residential due to a recent development approval. This is the Destiny Builders apartment site on West 25th Street between Broadway and Avenue C. This change recognizes the recent use variance approval for a multi-family building on this site.

Mixed-Use

Transit Development District

The Transit-Oriented Development District is a linear corridor along Avenue E that parallels the route of NJ Transit's Hudson Bergen Light Rail Transit System (HBLRTS). The District extends from the

municipal border with Jersey City in the north to East 12th Street in the south and includes the eastern and western frontages of Avenue E. It also includes the area around the 22nd Street station. The District currently has a mixed-use character with significant residential development interspersed with industrial, heavy commercial and institutional uses. The industrial and heavy commercial land uses on Avenue E are in transition due to the on-going restructuring of the local and regional economy, which has been accompanied by a decline in manufacturing activity. There are also pockets of older and substandard residential uses in the corridor that require upgrading. As a result, there are significant opportunities for redevelopment within the District to replace fading industrial and heavy commercial uses and improve housing conditions.

The presence of the HBLRTS in the Avenue E corridor is anticipated to facilitate the redevelopment process and generate the demand for housing and neighborhood retail in close proximity to stations at East 45th Street, East 34th Street and East 22nd Street. The District is therefore designated for transit-oriented development with an emphasis on multi-family housing and small-scale retail uses that serve residents as well as commuters utilizing the HBLRTS.

The purpose of the Transit-Oriented Development District is to address changing conditions in the Avenue E corridor, capitalize on outstanding access to the HBLRTS and provide opportunities for redevelopment in appropriate locations. The District contains existing heavy commercial and industrial uses, particularly in the I-LA Light Industrial and C-2 Community Commercial zones, that conflict with the predominantly residential character of Avenue E. The heavy commercial uses often create nuisance impacts and are more appropriately located in areas where there are compatible uses and increased opportunities for buffering. The reduction and relocation of these uses is desirable, especially since many have limited retail operations that do not require frontage on a major street. The industrial uses are in long-term decline and the remaining manufacturing and warehouse/distribution activity is increasingly concentrated in the Constable Hook area. This trend has produced a number of vacant or underutilized properties on Avenue E. Creative planning is necessary to address these conditions and promote the redevelopment of abandoned or underutilized land.

The Transit-Oriented Development District benefits from the availability of high quality mass transit service provided by the HBLRTS, which began operating in April, 2000. The HBLRTS will connect Bayonne to Jersey City, Hoboken and northern Hudson County and provide convenient intermodal transfers with PATH and ferry service to New York City. The majority of the District is located within a quarter-mile of HBLRTS stations at East 45th Street, East 34th Street and East 22nd Street. The southernmost portion of the District is also located within several blocks of the planned West 8th Street HBLRTS station. The District's high-quality mass transit service is anticipated to act as a catalyst for redevelopment that attracts new residents and businesses to Avenue E.

There are significant opportunities for redevelopment in the Transit-Oriented Development District, especially in areas where there are declining heavy commercial and industrial uses. The majority of these opportunities are found on the eastern side of Avenue E where such uses are concentrated in the I-LA Light Industrial and C-2 Community Commercial zones. Many of the properties located in these zones are suitable for redevelopment because they are relatively large, vacant or underutilized and located along the HBLRTS right-of-way. Redevelopment opportunities on the western side of Avenue E are limited, however, there are several vacant and underutilized properties that are good candidates for residential or commercial reuse. Careful site selection and sensitive site planning is required to ensure that in-fill redevelopment occurs in appropriate locations and with proper attention to the existing character of Avenue E.

The Transit-Oriented Development District is intended to function as a transit village with a mix of uses, high density residential development and an emphasis on mass transit and pedestrian circulation. The District is organized as a linear corridor on Avenue E adjacent to the HBLRTS right-of-way with the East 45th Street, East 34th Street and East 22nd Street station areas as the focal points. The 22nd Street station is also designated as a priority station with its own station area plan.

Implementation will occur primarily through the creation of a new overlay zone corresponding to the boundaries of the District. An overlay zone corresponding to the boundaries of the 22nd Street station area is also proposed to provide an option for transit-oriented development within a quarter mile radius of this station.

It is recommended that individual station area plans be developed for each station. Since each transit station functions differently, the physical boundaries of each overlay district varies. It is expected that the 45th Street station, which will have no exit off LeFante Highway/Route 169, should have an approximately 1,000 foot north-south radius. The 34th Street station, whose focus is along LeFante Highway/Route 169, should have an 800 foot north-south radius. Finally, the 22nd Street station area may have the greatest redevelopment potential and therefore should have a quarter mile radius. Except for the 22nd Street station, all of the station areas should not extend further west than the western frontage lots along Avenue E. In addition, the proposed 8th Street station area should incorporate the commercial and industrial lots adjacent to the station. The existing single-family and two-family neighborhoods surrounding this area should be buffered from any future redevelopment and should not be included in the station area.

The existing infrastructure on Avenue E and arrival of the HBLRTS makes the Transit-Oriented Development District suitable for higher density multi-family housing. A density level of 65 to 75 units per acre is recommended. The District should have a mid-rise character that accommodates increased density without overwhelming adjacent residential neighborhoods. A maximum height of 6 stories and 65 feet is recommended. Relatively high lot coverage standards and minimal setback requirements are recommended in order to address lot size constraints and promote an attractive urban streetscape.

A minimum lot frontage of 150 feet and a minimum lot area of 20,000 square feet is encouraged for multi-family uses so that there is sufficient size to reasonably accommodate development and still maintain adequate buffering from adjacent residences. Further, any new development should be architecturally compatible with the surrounding area.

Parking standards should be evaluated in recognition of the central role that mass transit will have in the District. The State Residential Site Improvement Standards (RSIS) require an average of 2 off-street parking spaces per unit for mid-rise apartments. The City may wish to evaluate the appropriateness of this standard in light of the District's access to light rail service and proximity to Broadway. The City should consider a waiver from the RSIS to implement any changes to this standard. The incorporation of urban design standards for new development should be considered to ensure that redevelopment incorporates high-quality architecture and produces an attractive streetscape.

The Transit-Oriented Development District is also an appropriate location for limited commercial uses that serve residents and commuters but do not compete with Broadway. Appropriate commercial uses include coffee shops, newsstands, dry cleaners, small offices and restaurants. The incorporation of neighborhood retail uses into the ground floor of larger multi-family apartment buildings is encouraged. Offices should be permitted on the upper floors of buildings. The use of corner locations for commuter-oriented neighborhood retail is encouraged while the development of retail strip centers is specifically discouraged. Towards this end, off-street parking is not required for commercial uses in the District. Such uses should utilize on-street parking and public parking lots to create traditional pedestrian-oriented commercial activity.

Harbor Mixed-Use District

The Harbor Mixed-Use District consists of the 437 acre peninsula known as the Military Ocean Terminal (MOT), which extends into Upper New York Bay. The property has significant redevelopment potential and has the distinction of being the largest redevelopment site in New York Harbor. Historically, the MOT was a logistics supply and support services facility operated by the U.S. Army. The facility has been closed and ownership will be transferred from the federal government to the City in 2001. The District contains over 75 buildings with a total floor area of 4.6 million square feet. The existing land use pattern

is a mix of warehousing, light industrial, office and port facilities for the storage and shipment of materials. Related housing and recreational facilities for military personnel are also present.

The District is the largest untapped land resource in the City of Bayonne comprising greater than 17 percent of the land area of the City. The future redevelopment of the 437 acre MOT provides the City with a unique opportunity to capitalize on this local and regional asset. The complexity of issues associated with the redevelopment of the property requires careful site planning, particularly in terms of the mix of uses and infrastructure investments to accommodate such uses.

The District has been formally designated by the City Council as "An Area In Need Of Redevelopment" under the State Local Redevelopment and Housing Law. In conjunction with this designation, a Local Redevelopment Authority has been established to plan and implement the reuse of the site. In order to expedite the transfer of the 437 acres from the U.S. Department to Defense to the City of Bayonne, a land use plan has been submitted to the Army Corps of Engineers and a business plan has been submitted to the U.S. Army headquarters for review. Approval is expected within a 6 to 12 month period, or by the end of 2000.

The primary purpose of the Harbor Mixed-Use District is to promote the redevelopment of the site with a mix of employment generating, harbor-oriented and open space uses. This is consistent with the Land Use Plan of the Redevelopment Authority, which has identified three goals associated with the redevelopment of the District:

1. Improve the quality of life for Bayonne residents.
2. Generate tax ratables through the redevelopment of the site.
3. Create employment to replace those jobs lost due to base closure.

In order to most effectively redevelop the site and respond to market conditions, flexible land use options are proposed. These include a mix of commercial, light industrial, recreational, residential and maritime uses. The location of these uses is arranged to maximize redevelopment opportunities and capitalize on the unique characteristics of the MOT peninsula.

The majority of the District is proposed for residential, accessory retail and office/light industrial use. High technology uses, such as internet service providers and equipment makers, may be suitable for the adaptive reuse of existing warehouses. In addition, a hotel/convention center/exhibition center may also be appropriate.

It is also recommended that redevelopment of the District incorporate a waterfront walkway in conformance with the N.J. Department of Environmental Protection's Hudson River Waterfront Walkway regulations. This recommendation applies to redevelopment initiated by the private and public sector. The walkway will likely extend along the southern and eastern side of the peninsula and will provide access to a planned park in the northeast corner of the site. However, the extent and alignment of the walkway are contingent upon the mix and final location of uses developed on the site.

The development of a waterfront park on the northeastern portion of the site to capitalize on views of the Statue of Liberty, New York City and the harbor is also encouraged. Every effort should be made to maximize public access to the waterfront and provide walkway connections to the proposed golf course to the south and the core area of the City. Further, a portion of the area should be earmarked for open space/recreational use to address the recreation needs of City residents.

It is anticipated that any redevelopment will require both off-site and on-site transportation improvements, although the extent of the improvements has not yet been determined. Off-site improvements may include traffic signalization upgrades, especially at the intersection of LeFante Highway/Route 169 and Prospect Avenue, and a direct roadway connection from the New Jersey Turnpike to LeFante Highway/Route 169. It may also include improvements proposed as part of the N.J. Department of Transportation's Portway project, which will provide enhanced truck and freight rail access to port areas in the region.

The Hudson Bergen Light Rail Transit System (HBLRTS) is adjacent to the western edge of the area and will provide mass transit access to future redevelopment. A 525 space park-and-ride lot for the 34th Street HBLRTS Station is planned on the western portion of the site adjacent to LeFante Highway/Route 169.

There are several access roads to the Harbor Mixed-Use District. These include 32nd Street, 40th Street and 45th Street via the Center Street Bridge. It is recommended that 45th Street be analyzed to evaluate its future function as the major access street into the site from the existing City of Bayonne street network.

Future redevelopment of the area should be sensitive to creating linkages, where appropriate, between the District and the core areas of the City. In particular, a physical and visual connection to the Broadway Central Business District should be established. In the short-term, relatively simple methods such as a way-finding signage plan may prove effective. In the long-term, more extensive improvements in the streetscape, road network and land use pattern may accomplish this goal. Further, any circulation plan developed for the site should include a pedestrian overpass across LeFante Highway/Route 169 from the 34th Street HBLRTS Station into the site.

On-site circulation is a key element of the District's redevelopment due to its size and configuration. An internal shuttle as part of mass transit service on the site is recommended. The extension of the HBLRTS into the site should be considered if redevelopment generates significant ridership as well as need for enhanced mass transit service. A full range of mass transit options, including ferry service and a heliport, should also be considered to meet the transportation demand generated by redevelopment of the MOT.

In summary, the Harbor Mixed-Use District has tremendous redevelopment potential that can provide significant benefits to the City. These benefits include a stable tax base, employment opportunities and amenities such as recreation facilities and access to the waterfront. It is recommended that the implementation of a coordinated land use plan address the following:

- The mix of uses and their complementary interrelationships.
- An on-site and off-site circulation system, including mass transit, which provides sufficient access, accommodates projected traffic volumes and supports intermodal freight and good movement.
- An infrastructure plan which provides adequate utility capacity without overburdening the existing City system.
- Open space and recreational amenities that address the needs of City residents.

Waterfront Development District

The Waterfront Development District contains the 64 acre parcel known as the Texaco site and is located in the southernmost point of the City of Bayonne. The District was formerly the site of an oil refinery and associated heavy industrial activity. Additionally, the block bounded by Avenue A on the west, JFK Boulevard on the east, West 2nd Street on the north and West 1st Street on the south is included in the District. It has significant redevelopment potential due to its large size, location along the Newark Bay waterfront and proximity to the planned West 5th Street HBLRTS Station. The development of the site is affected by significant challenges including its proximity to the CasChem manufacturing site to the north, environmental contamination resulting from its past industrial history and limited accessibility through the local street network. Comprehensive, creative and careful site planning is necessary to provide a mix of uses that will promote the City's goals, address any infrastructure constraints to development, provide appropriate buffering to existing adjacent heavy industrial uses and capitalize on its waterfront location.

The Waterfront Development District is currently being remediated due to contamination and has the potential to be cleaned to residential site standards. A remediation plan is being prepared for the remaining contaminated area adjacent to the Bayonne Bridge. The initial evaluation indicates that this small portion of the site may be unsuitable for residential use. This is a condition that should be factored into overall site development.

The Waterfront Development District is essentially vacant since most buildings have been demolished. One of the few remaining structures is a 700 foot long, 113 foot wide pier which extends into Newark Bay. The pier is recommended for reuse, however, it is in need of structural repair due to physical deterioration.

The District is currently zoned WD Waterfront Development, which permits a mix of residential and commercial uses, including one- and two-family dwellings, multi-family housing, retail, offices, restaurants, theaters, commercial recreation and marinas. A maximum density of 30 units per acre is allowed. An increase in the permitted density may be necessary in order to meet the economic requirements for a development of residential units.

The uses permitted in the WD zone continue to be appropriate for the site, although high technology commercial and light industrial uses may also be suitable. However, heavy industrial uses and uses which generate significant truck traffic such as distribution and warehousing are not appropriate. It is anticipated that the site will accommodate a mixed-use development with a significant portion earmarked for residential use.

The adjacent industrial use to the north creates site development constraints which are currently addressed in the WD zone through standards for buffering and landscaped screening. It is recommended that the buffer standards be increased to 500 feet in order to fully address any land use incompatibility.

The Waterfront Development District's location on Newark Bay is a unique site amenity that should be a focal point of future redevelopment. In addition, the existing pier may be suitable for recreational use and/or a limited commercial use such as a restaurant. A feasibility study should be performed to determine the pier's structural condition and its potential for reuse.

The District should incorporate a waterfront walkway into any future redevelopment plan for the Texaco property. This walkway should conform to New Jersey Department of Environmental Protection standards and provide an inviting public access environment. There is also an opportunity to connect the proposed walkway to the existing Dennis P. Collins Park on 1st Street to the east. An agreement with the Port Authority of New York and New Jersey for access under the Bayonne Bridge will be necessary for such a connection.

The primary means of access to the District is by automobile through the local street network from Avenue A and John F. Kennedy Boulevard. The closest HBLRTS station will be located at West 5th Street and Avenue A, which is several blocks to the north of the site. An extension of the HBLRTS to the

Texaco site is proposed. Future redevelopment of the site should take advantage of its proximity to the planned West 5th Street HBLRTS station and the proposed extension into the site. Further, potential ferry service to and from the site should be considered, particularly in light of its proximity to the Jersey Gardens Mall in Elizabeth. The Mall is a major destination located approximately one or two miles away on the western shore of Newark Bay.

Commercial

Neighborhood Commercial

The Neighborhood Commercial areas are designed to be relatively small scale shopping districts intended to serve the daily needs of residents living in adjacent low and medium density residential districts. Uses in this district typically include small grocery stores, dry cleaners, beauty shops, delicatessens and other take-out eating establishments. There are four existing Neighborhood Commercial districts including one located on Broadway between West 5th Street and LeFante Highway/Route 169, two located along Avenue C and one located on John F. Kennedy Boulevard between West 26th Street and West 20th Street. The Zoning Ordinance currently permits residential uses on the upper floors of structures as conditional uses. It is recommended that such uses be continued and encouraged especially on Broadway between 5th Street and LeFante Highway/Route 169.

Community Commercial

The Community Commercial district is designed to accommodate most shopping facilities, such as supermarkets and retail uses. The district, however, does not include major office or department stores uses. Community commercial areas are located along North Street and Avenue A in Bergen Point, south of West 63rd Street in the northwest section of the City and at the intersection of Broadway and East 53rd Street in the northeast section of the City.

Broadway Corridor

Broadway is a linear corridor that spans the entire length of Bayonne from West 55th Street at the municipal border with Jersey City in the north to 1st Street along the Kill Van Kull in the south. The Broadway corridor is predominantly commercial in character with multi-family residential uses on the upper floors of buildings as well as scattered public and quasi-public uses. It has historically functioned as the City's central business district and primary shopping, entertainment and service destination.

During the past several decades, however, the corridor has experienced economic and physical decline as a result of decreased retail activity, the loss of anchor establishments, disinvestment, deteriorating structures and the proliferation of low-end commercial uses. Significant factors in this trend have been the dispersion of retail activity to suburban municipalities, the restructuring of the local economy and demographic shifts in the population. Another important factor has been the size of the Broadway

corridor, which disperses commercial uses and makes it difficult to achieve the critical mass of economic activity necessary to return it to its former prominence.

The City has made the revitalization of Broadway a priority. The midtown section from 17th Street to 30th Street has been designated the Central Business District (CBD) in recognition of its importance as the core area of Broadway. This area is located within the boundaries of the Broadway Special Improvement District (SID), which is the public-private partnership dedicated to revitalizing this section of Broadway. The goals of the partnership include improving economic conditions, business marketing and the streetscape along Broadway. It is recommended that the SID boundaries be extended in the future so that other areas of Broadway can benefit from the SID goals and revitalization efforts.

The sections of Broadway outside the CBD have been placed in two separate land use categories: Office/Retail Service District and Uptown Business District. The Office/Retail Service District includes downtown Broadway from 8th Street to 17th Street, while the Uptown Business District includes Broadway from 27th Street to 55th Street. The intent of looking at Broadway as three complementary land use districts is to provide each area with a unique identity that will guide future development and provide the necessary concentration of uses to enhance their economic viability.

Issues that have been identified along Broadway include the mix of retail stores, sanitation, hours of operation, signage, aesthetic appearance and public safety. The effort to address these issues and revitalize Broadway is being coordinated by a public/private partnership between the City, Special Improvement District (SID) and local merchants. Progress to date includes increased business recruitment and retention, expanded marketing of the District and physical improvements which will be done in conjunction with the reconstruction of Broadway.

Another issue that has been identified is the existence of split lot zoning in the Broadway corridor. This refers to situations where a lot fronting on Broadway is located in the C-3 zone and a residential zone, usually R-2, to the rear. This condition results in applications for development that conform to the C-3 regulations being referred to the Zoning Board of Adjustment for a use variance because a portion of the property lies in a residential zone. The existence of split lot zoning is an impediment to the development of Broadway. Future zoning ordinance revisions should eliminate split lot zoning by running the C-3 zone line along existing lot lines.

A further expansion of the City's revitalization efforts is planned and should be supported. As part of these efforts, the City expects to retain a marketing/retail expert to prepare a strategic plan for the Broadway corridor. This will facilitate the District's development as a shopping and entertainment

destination, enable it to compete more effectively with shopping malls and create an attractive and inviting downtown environment.

It is recommended that the plan be coordinated with all other revitalization and planning efforts of the City and that the needs of identified businesses be evaluated in light of comprehensive City goals and objectives. Further, it is anticipated that the Plan will identify the type and scale of proposed uses. The interrelationship between retail users and their associated parking needs should also be addressed.

Central Business District

The purpose of the Central Business District is to provide a mixed-use focal point for the Broadway corridor that will accommodate a high density concentration of larger scale retail, service, office and entertainment uses. The District is currently characterized by a variety of low-rise structures containing ground level retail and services with offices and multi-family residential apartments on the upper floors. A limited number of public and quasi-public uses including Bayonne Hospital and the U.S. Post Office are located within the District and Bayonne City Hall is located a block to the west on Avenue C.

Although available land is scarce, there are vacant storefronts and existing buildings in need of renovation or redevelopment. This signals an opportunity to transform the District by creating a new identity and reorienting it from general retail to niche retail, specialty services and entertainment. This process is already underway through the public-private partnership between the City, the SID and local merchants. Comprehensive and coordinated planning is necessary to ensure an appropriate mix of commercial uses, identify suitable locations for redevelopment, provide attractive streetscape amenities and address parking constraints. This district is targeted for anchor, national franchise uses which typically require gross floor space of greater than 10,000 square feet. Assembly of storefronts may be necessary and appropriate as a part of revitalization efforts. It is expected that the proposed Broadway Strategic Plan will reconfirm this goal.

The Central Business District is comprised entirely of the C-3 Central Commercial zone, which is the most intensive commercial zone in Bayonne. The C-3 zone permits a broad range of commercial uses including retail sales, services, restaurants, hotels, movie theaters and multi-family apartments as part of mixed-use buildings. The majority of these uses are appropriate in the District, however, hotels and auto-oriented uses are recommended to be eliminated as permitted uses. Hotels require large lots that cannot be found within the District. Auto-oriented uses create nuisance impacts and are incompatible with the commercial character of the District.

Additional niche retail uses that promote the unique identity of the District are specifically encouraged. Uses that attract residents to the District and generate significant foot traffic on Broadway, such as

entertainment uses, should also be promoted. The movie theater proposed at the intersection of Broadway and East 21st Street, which received approval in 1998, would have a significant positive impact within the District and is the type of use that should be supported. In order to effectively utilize existing buildings, office and residential uses are encouraged above the first floor. Uses with drive-thru facilities such as fast food establishments are not appropriate since they can negatively impact the streetscape and pedestrian oriented character of the District.

It is recommended that the redevelopment process as outlined under State statute be considered for the area along the east side of Broadway between 19th and 21st Streets. This area is underutilized and has the potential to be redeveloped for more productive uses such as structured parking and retail/office.

Parking is an issue in the Central Business District, as it is in most locations throughout Bayonne. The District has certain advantages that limit and reduce the need for off-street parking to serve new development. These include access to mass transit such as bus service on Broadway and the HBLRTS, the existence of municipal off-street parking lots and the availability of on-street parking. New development in the District should therefore be exempt from the requirement to provide off-street parking. This will have the added benefit of maximizing the productive use of scarce land and preserving the traditional urban streetscape, which makes the District visually distinctive and is a marketing asset.

Office/Retail Service

The Office/Retail Service District consists of those portions of the Broadway corridor between 8th Street and 17th Street. The Office/Retail Service District is distinguished by mixed-uses with a variety of low-rise structures containing ground level retail and services as well as offices and multi-family residential apartments on the upper floors. The District's retail base has also been eroded by competition from shopping malls in other municipalities and the loss of retail anchors that attracted significant foot traffic. Available land is scarce, however, there are vacant storefronts and existing buildings in need of renovation or redevelopment. This represents an opportunity to revitalize the District by introducing new commercial uses that complement existing retail activity. An emphasis on office and retail service uses is recommended. Careful planning is necessary to ensure contextual in-fill redevelopment that is compatible with the established character of Broadway.

The Office/Retail Service District also shares many of the same challenges, issues and opportunities as the Central Business District. The development of office and retail service uses is encouraged through adaptive reuse, renovation or new construction. Auto-oriented uses may be appropriate subject to adequate provisions for urban design, buffering, screening and circulation.

The limited availability of parking is also an issue in the Office/Retail Service District. It is recommended that off-street parking be required in conjunction with new development. Parking standards must be carefully formulated to prevent excessive off-street parking. Parking lots should be located to the rear of buildings in order to preserve the uniquely urban streetscape of the District wherever possible.

The issues in the Office/Retail Service District include the retail mix, sanitation, public safety, hours of operation, signage, parking and the appearance of the District. Unlike the Central Business District, a SID does not exist in the Office/Retail Service District to fund and coordinate revitalization efforts in cooperation with the City. In the absence of such a public-private partnership, it is recommended that the Bayonne Economic Development Corporation (BEDC) and local Chamber of Commerce or Merchant's Association lead efforts to improve the District.

The BEDC has the capability to target and recruit businesses that would enhance the retail mix within the District while the Chamber of Commerce can expand marketing efforts. There are also potential funding sources, such as Transportation Enhancement Grants, that may be used for physical improvements.

Streetscape improvements are necessary to enhance the retail and shopping environment. The street furniture, decorative lights and other improvements should complement streetscape improvements in the Central Business District. However, they should be dispersed and appear less concentrated in order to differentiate among the Broadway Districts.

Uptown Business District

The Uptown Business District located between 30th Street and 55th Street is virtually indistinguishable from the Central Business District and shares many of the same characteristics. The District is distinguished by mixed uses with a variety of low rise structures containing ground floor retail and services with offices and multi-family on the upper floors.

The Uptown Business District also shares many of the same issues and opportunities as the other two Broadway Districts. It is recommended that this District be targeted for "boutique" retail uses. Targeting these type of retail uses will complement existing retail office activity and assist in revitalizing the District. The proposed Broadway Strategic Plan should reconfirm and provide strategies to reinforce this goal.

The proximity of the HBLRTS stations to this District provides a unique opportunity to "capture" an additional market. As such, connections between the transit station areas and this District should be strengthened to capitalize on this interrelationship.

There is also a growing demand for medical offices, such as group practices. The section of the District in the vicinity of Bayonne Hospital has emerged as a node of medical related office development. This trend should be encouraged.

The lack of adequate parking is an issue throughout this District. Although it is recommended that on-site parking be required, care should be taken to prevent the construction of large parking lots in the front of the building. In order to preserve the streetscape, parking should be located to the rear or side of the building. This will assist in preserving the streetscape, wherever possible.

Highway Commercial/Selected Light Industrial

The Highway Commercial/Selected Light Industrial district is a new district created after the adoption of the 1990 Master Plan. This district extends along LeFante Highway/Route 169 in the Constable Hook area of the City. This is an area in transition, which is presently industrial but contains a number of vacant and underutilized property. With the completion of LeFante Highway/Route 169, access to these properties has improved considerably. The Highway Commercial/Selected Light Industrial district offers the opportunity for significant new commercial development in the City by replacing older, obsolete industrial tracts with new retail and light industrial uses. The success of this new district is evident by the number of development approvals granted since the area was rezoned. At present, three shopping centers with a combined size of over half a million square feet have been approved in this district.

The District is oriented towards LeFante Highway/Route 169, which provides excellent highway access from all points in Bayonne and connections to Jersey City, Staten Island and destinations throughout the northern New Jersey/New York City region. It also contains vacant and underutilized land that is suitable for large-scale redevelopment. Consideration should be given to the use of the redevelopment process to address environmental issues, property assembly and other constraints to development.

The purpose of the District is to capitalize on the accessibility afforded by LeFante Highway/Route 169 to promote the development of highway-oriented commercial and/or light industrial uses that provide the City with shopping opportunities, employment and tax ratables. In recognition that “big box” retail and warehouse/distribution operations have similar location, operation and facility requirements, the District consolidates the previously distinct Highway Development and Light Industrial Districts in this area.

It is recommended that Highway Development/Selected Light Industrial District should accommodate a broad range of “big box” retail, research/office, processing and assembly and warehouse and distribution uses. The permitted uses in the HD and I-LB zones are appropriate and are retained in the District. Heavy industrial uses, on the other hand, conflict with the predominantly commercial and light industrial

character of the area. In addition, warehouses with accessory retail outlets are permitted subject to site design that addresses the unique needs of light industrial and retail development.

The bulk requirements of the HD zone are incorporated into the District subject to revisions in the lot area and height requirements. The recommended minimum lot area is increased to 5 acres and the maximum height is decreased to 50 feet. The increase in lot area will encourage cohesive and large-scale commercial or light industrial development rather than piecemeal development of small lots with incompatible commercial or light industrial uses. The decrease in building height to 50 feet will accommodate “big box” commercial and light industrial development being constructed by the market while preventing buildings of excessive height. The incorporation of new site plan and subdivision standards is recommended for mixed commercial and light industrial projects to ensure safe and efficient site layout, parking, circulation, truck access and buffering.

Industrial

Light Industrial

The Light Industrial district is designed to promote uses that have a relatively low impact on the environment, including food processing, light assembly and warehouse/distribution. This district is located in Bergen Point and the southernmost section of Constable Hook east of Hobart Avenue and Lexington Avenue.

Heavy Industrial

The Heavy Industrial district includes traditional heavy industrial uses, such as petrochemical firms and basic metals. These uses require large land areas to operate efficiently. These uses are generally concentrated in the Constable Hook area where they are separated from residential and commercial uses. An additional heavy industrial district is located in western Bergen Point on Newark Bay. The area along North Hook Road which is currently zoned Heavy Industrial is proposed to be redesignated as Highway Commercial/Selected Light Industrial.

Port Industrial

This District encompasses the Port Jersey peninsula in the northeastern section of Bayonne adjacent to Jersey City. This peninsula has historically been used for port related uses and is proposed for the continuation of these uses. The future dredging of the channel and the construction of the Portway project will enhance its accessibility and function as a major port destination.

Waterfront Recreation

The Waterfront Recreation district is also a new district created since the 1990 Master Plan was adopted. This district is located on the north shore of Constable Hook and includes the former municipal landfill and

vacant property owned by Public Service Electric & Gas. The property is presently vacant but is being developed with a golf course. The site is 563 acres in size, of which approximately 156 acres are upland. There are significant constraints to developing this property, including the need to properly close the landfill, clean up any contamination on the site and add a significant amount of fill to bring the site out of the flood plain.

The property, which was previously located in the Light Industrial B zone, is bordered to the south by a variety of heavy industrial uses and to the north by water, beyond which is the Military Ocean Terminal. The site is appropriate for construction of commercial recreation uses, such as a golf course or marina, because of its constraints to conventional development. Commercial recreation use is appropriate for the area given its access to the waterfront, which is a significant amenity.

Public and Semi-Public

Public and semi-public uses include all major public facilities such as schools, fire facilities, places of worship, clubs, private schools and hospitals. It is recommended that limited commercial uses adjacent to the New Jersey Turnpike be permitted.

Parks and Open Space

The Parks and Open Space district includes all existing parks in Bayonne. A passive park known as the "North 40" is proposed in the northwest section of the City on Newark Bay between 63rd and 48th Streets. This area is owned by NJDOT, NJDEP and the City and consists of fill and wetlands remaining from the construction of Route 440/LeFante Highway/Route 169 in this area. The only change to this district is the addition of existing open space areas along Newark Bay.

Gateways

There are numerous areas in Bayonne which function as gateways into the City. These gateways are identified on the Land Use Map and are discussed in more detail in the Circulation Plan Element.

Gateways play an important role in defining the image of the City. Since gateways are highly visible, they should present a positive and inviting impression. This can be accomplished through landscaping, quality of design, signage and site development. The City should identify specific initiatives for each gateway which improve their function as an image defining entry into the City.

ADDITIONAL LAND USE RECOMMENDATIONS

The following are general land use recommendations:

Telecommunications Facilities

The siting of telecommunications facilities has become a significant land use issue. It is recommended that the City consider adopting an ordinance which regulates their location and establishes standards for bulk, screening, buffering and appearance.

Residential Site Improvement Standards (RSIS)

The Residential Site Improvement Standards were adopted by New Jersey in January 1997 and govern any site improvements carried out in connection with a residential development application. According to the Statute, the standards are intended to create uniform development guidelines and ensure predictability. The rules supersede municipal standards for residential development and took effect on June 3, 1997.

It is recommended that the amended Land Development Ordinance contain provisions which are consistent with RSIS. Consideration should be given, however, to requesting a waiver from the State parking standards. The creation of parking standards that reflect unique conditions in the City such as the dense pattern of development, mass transit service and limited available land should be considered.

Lot Coverage/Open Space Standards

The existing Land Development Ordinance does not contain any coverage standards for the majority of the zoning districts. As such, there is no control over the extent of "green" on a lot. Coverage standards are traditionally used to control aesthetics. By limiting coverage to less than 100 percent, a percentage of the lot would be landscaped which "softens" the hard edge of the development.

It is recommended that the ordinance be amended to provide for coverage standards for each zone. The standards should not affect the ability of homeowners to construct decks, patios and pools.

Assisted Living Residences (ALR)

The Statewide trend towards an increasingly aging population is particularly evident in Bayonne, where the proportion of the population that is more than 65 years old is 18.7 percent. As a result, there is a need to address the needs of senior citizens and improve their quality of life. Assisted living residences are high density residential facilities which provide an alternative living arrangement for the frail elderly who are unable to live independently. It is recommended that Assisted Living Residences be permitted as a conditional use in certain zones where it would be compatible with the surrounding areas.

III. CIRCULATION PLAN ELEMENT

INTRODUCTION

There is a close relationship between circulation and land use that has a direct impact upon the vitality and viability of municipalities such as the City of Bayonne. From the earliest colonial period to the modern era, communities have developed in locations where the prevailing mode of transportation provided local mobility, access to markets and links to other communities as well as regions. During the 18th century, towns and cities clustered along bodies of water served by ships, ferries and ports. In the 19th century, towns and cities evolved along rail lines served by stations, terminals and yards. During the 20th century, towns and cities grew in locations served by roads, highways and interchanges. In each case, transportation has played a central role in the development and well-being of the community in question.

Bayonne is fortunate to be served by an extensive intermodal transportation system consisting of roads and highways, mass transit, bicycle/pedestrian facilities, freight rail and a port. The City's transportation system makes a significant contribution to the local quality of life, economy and on-going revitalization efforts.

The Circulation Plan discusses the adequacy of Bayonne's existing transportation system as well as proposed improvements. In addition, major transportation focus areas such as the Hudson Bergen Light Rail Transit System (HBLRTS), LeFante Highway/Route 169 and Port Jersey complex are identified and analyzed. The Plan will also address parking issues associated with current needs and anticipated demand from future development.

The HBLRTS is the most significant transportation investment in the City in decades and is projected to have a positive impact on local mobility, quality of life and economic development. The integration of this new mode of transportation into the City's existing transportation system is an important issue to be addressed. LeFante Highway/Route 169 has been expanded and upgraded since the 1990 Master Plan; however, there is a need to improve connections to the local street network as well as regional highways. The Port Jersey complex is an active marine terminal that is projected to experience future growth as cargo volumes increase and the Port Authority of New York and New Jersey implements its plan for port expansion in the region. Major issues include truck and freight rail access, which are to be addressed through the New Jersey Department of Transportation's Portway project. Emphasis is given to increasing intermodal connections in order to increase access to all modes of transportation, further integrating the City's transportation system and promoting efficiency.

ROAD NETWORK

Regional Road Network

The City of Bayonne's road network provides outstanding access to the northern New Jersey/New York City metropolitan region as well as links to destinations throughout the U.S. As shown in Table III-1, and the Roadway Network Map, Bayonne's regional road network consists of the New Jersey Turnpike Hudson County Extension (I-78), LeFante Highway/Route 169, Route 440 and John F. Kennedy Boulevard (CR 501). The City's most heavily traveled regional roads are the New Jersey Turnpike Hudson County Extension and LeFante Highway/Route 169. They provide connections to Jersey City and Manhattan in the north, Staten Island in the south and Newark in the west. Route 440 and John F. Kennedy Boulevard are less heavily traveled and provide connections to Jersey City in the north as well as other municipalities in Hudson County. The major issues confronting the regional road network include traffic congestion, inadequate connections and limited access to the local street network.

New Jersey Turnpike Hudson County Extension

The New Jersey Turnpike Hudson County Extension is a limited access freeway that traverses the northern portion of Bayonne from west to east. The Hudson County Extension connects the City to Jersey City and New York City in the north as well as Newark and the regional highway network to the west. It is accessible via interchange 14A, which connects to Avenue E, East 53rd Street and LeFante Highway/Route 169. The primary issues as they relate to the Hudson County Extension are traffic congestion and the inadequate connection with LeFante Highway/Route 169.

The New Jersey Turnpike Hudson County Extension is the most heavily traveled regional road in Bayonne with 1998 average daily traffic of 70,830, as shown in Table III-1. The high volume of traffic on the Hudson County Extension results in significant congestion, especially during peak periods when commuters from the City and throughout the region utilize it for access to employment destinations on the Jersey City waterfront and in New York City. The problem of traffic congestion is compounded by the lack of alternatives to the Hudson County Extension. It is one of the few access routes to the Hudson River waterfront, Holland Tunnel and destinations across Newark Bay for Bayonne residents. When accidents occur or traffic volume exceeds the roadway capacity, the Extension becomes a bottleneck that impedes local and regional circulation. There are no plans to expand the capacity of the Hudson County New Jersey Turnpike Extension, however, the HBLRTS will provide an attractive alternative for access to the Hudson River waterfront and New York City.

Bayonne's access to the New Jersey Turnpike Hudson County Extension is constrained by the poor connection between interchange 14A and LeFante Highway/Route 169. In addition, the capacity of

interchange 14A is limited and must be increased. At present, drivers on LeFante Highway/Route 169 bound for the Hudson County Extension must follow a circuitous route that includes Port Jersey Boulevard before entering interchange 14A. Drivers exiting interchange 14A bound for LeFante Highway/Route 169 must also follow a circuitous route that includes a local street, two traffic signals and an elevated ramp before reaching the highway. In addition to being inefficient, there is the potential for safety conflicts because of heavy truck traffic on Port Jersey Boulevard and Pulaski Street. The limited access to and from LeFante Highway/Route 169 compounds local circulation problems because the primary route to the Turnpike from Bayonne's local street grid is along the overburdened two-lane Avenue E. A direct connection between interchange 14A and LeFante Highway/Route 169 consisting of dedicated ramps and flyovers is recommended to improve utilization of LeFante Highway/Route 169 and ease traffic conditions on Avenue E.

Table III-1 REGIONAL ROAD NETWORK, 2000 City of Bayonne		
<i>Facility</i>	<i>Functional Classification</i>	<i>Average Daily Traffic</i>
<i>Interstate</i>		
New Jersey Turnpike Hudson County Extension (I-78)	Freeway	70,830 (1998)
<i>State</i>		
LeFante Highway/Route 169	Principal Arterial	25,110 (1998)
Route 440	Principal Arterial	28,260 (1991)*
<i>County</i>		
John F. Kennedy Boulevard (CR 501)	Principal Arterial	13,045 (1996)
*Traffic count is from a location just north of the City's municipal border with Jersey City. No traffic counts are available for Bayonne.		
Source: New Jersey Department of Transportation		

LeFante Highway/Route 169

LeFante Highway/Route 169 is a limited access principal arterial that connects the Bayonne Bridge with the New Jersey Turnpike Hudson County Extension. It traverses the City along the eastern side before swinging west to terminate at North Street and the Bayonne Bridge. LeFante Highway/Route 169 is the City's first arterial State road. It provides a four lane dualized highway alternative for motorists who previously had to utilize north-south City thoroughfares such as Avenue C, Avenue E or J.F.K. Boulevard to access the Turnpike and other connections. LeFante Highway/Route 169 also provides access to the Constable Hook industrial area, the emerging commercial centers located at the intersection of New Hook Road and North Hook Road and the planned development at and around MOTBY. It is accessible from

Avenue A, John F. Kennedy Boulevard, East 5th Street, East 22nd Street/Hook Road, New Hook Road, East 30th Street, Prospect Avenue/MOTBY and Pulaski Street. The primary issues concerning LeFante Highway/Route 169 are inadequate connections to New Jersey Turnpike interchange 14A and the local street network, particularly in the northern and southern sections of the highway.

LeFante Highway/Route 169 is the second most heavily traveled regional road in Bayonne with 1998 average daily traffic of 25,110, as shown in Table III-1. The highway provides local circulation and regional access to the Jersey City waterfront as well as New York City. It is used primarily by residents of the City, businesses in Constable Hook and commuters from Staten Island. LeFante Highway/Route 169 was expanded and improved by the New Jersey Department of Transportation in the early 1990's and has sufficient capacity to accommodate existing traffic volumes. Traffic congestion is not an issue at present, however, traffic volume is expected to increase in the future due to the redevelopment of MOTBY and the presence of several large park-and-ride lots serving the HBLRTS.

The improvement of LeFante Highway/Route 169 was a significant upgrade in Bayonne's road network that increased local and regional north-south circulation. Coordination with the State is necessary to ensure that the highway continues to function as a high capacity arterial while supporting anticipated redevelopment in the corridor.

LeFante Highway/Route 169 is a direct link between the Bayonne Bridge and the New Jersey Turnpike that enables regional through-traffic to bypass heavily traveled local streets such as Avenue E, Avenue C and John F. Kennedy Boulevard. However, the circuitous connection to the New Jersey Turnpike is inefficient as discussed in the previous section and improvements are necessary.

LeFante Highway/Route 169 also enhances local north-south circulation and provides access to redevelopment sites at MOTBY and in Constable Hook. There are numerous ingress and egress points, however, these are concentrated in the central section of the highway. Access between LeFante Highway/Route 169 and the local street network is limited in the northern and southern sections of the highway. There is virtually no access between the highway and the core area of the City north of the Prospect Avenue/MOTBY intersection. The only exit is at Pulaski Street, which feeds traffic east into the Port Jersey complex. Consideration should be given to providing a direct connection between LeFante Highway/Route 169 and the local street network in the northern section of the highway in light of anticipated redevelopment at MOTBY, commencement of service on the HBLRTS and traffic congestion on Avenue E.

There is limited and difficult access between LeFante Highway/Route 169 and the local street network south of North Street/8th Street in Bergen Point. This is particularly the case at Avenue A where access

ramps terminate in a T-intersection. The egress ramp onto Avenue A is potentially unsafe due to its geometry and length. Vehicles exiting LeFante Highway/Route 169 must decelerate on a relatively short ramp and negotiate a sharp curve to reach Avenue A. Traffic on Avenue A is projected to increase due to redevelopment of the Texaco site and construction of the West 5th Street HBLRTS station; therefore, improvements to the exit ramp and T-intersection should be considered. The connection between LeFante Highway/Route 169 and John F. Kennedy Boulevard is considered adequate at present.

LeFante Highway/Route 169 is somewhat under-utilized by those seeking to travel through the north-south length of Bayonne, whether to connect to the Bayonne Bridge or to areas of Bayonne below North Street/8th Street. This appears to be the result of several factors including the lack of prominent and adequate advisory signage on John F. Kennedy Boulevard and at the New Jersey Turnpike toll plaza. Other factors are:

- The somewhat circuitous and inefficient northern access to LeFante Highway/Route 169 from the New Jersey Turnpike for southbound traffic.
- The lack of access from the northern end of LeFante Highway/Route 169 to the City core for those wishing to return to the City rather than enter the New Jersey Turnpike.
- The inadequate southern access at Avenue A.

Possible improvements include enhanced way-finding signage advising that LeFante Highway/Route 169 is an alternative and express route to the Bayonne Bridge, more direct access from the New Jersey Turnpike to LeFante Highway/Route 169, increased access between the northern section of LeFante Highway/Route 169 and the City core and an upgraded entrance and exit in the southern end of LeFante Highway/Route 169 to Avenue A. Such improvements would contribute to the increased utilization of LeFante Highway/Route 169 and address existing deficiencies.

Since the expanded use of LeFante Highway/Route 169 will have positive impacts on circulation and traffic throughout Bayonne, the goal of further improving this highway is hereby incorporated into the Master Plan. Any improvement efforts should be coordinated with the New Jersey Department of Transportation, New Jersey Turnpike Authority and the Local Redevelopment Authority for MOTBY.

Route 440

Route 440 is a limited access principal arterial that runs in a north-south direction and is located in the northwestern portion of Bayonne. Route 440 is a stub highway within the City that terminates in an interchange with LeFante Highway/Route 169. It provides access to Jersey City in the north and Staten Island in the south via LeFante Highway/Route 169 and the Bayonne Bridge. Route 440 also connects with West 63rd Street for access to the local street network. It carries a relatively high volume of traffic

because of its function as a regional highway. As shown in Table III-1, Route 440 had 1991 average daily traffic of 28,260.¹ The segment of Route 440 in the City is considered adequate to meet current and future travel demand.

John F. Kennedy Boulevard

John F. Kennedy Boulevard (CR501) is a principal arterial that traverses the western portion of Bayonne from north to south. The Boulevard has the dual purpose of providing local circulation and a regional link connecting municipalities in eastern Hudson County. It originates at West 1st Street in Bergen Point and spans the entire length of the City to the municipal border with Jersey City at West 63rd Street. John F. Kennedy Boulevard is accessible from most points in Bayonne and carries a relatively high volume of local and regional traffic. As shown in Table III-1, 1996 average daily traffic was 13,045.

Although traffic congestion on the Boulevard is an issue, Hudson County is currently in the process of upgrading traffic signals along the entire length of the roadway to improve the level of service and system efficiency. This project is expected to improve traffic conditions and roadway safety, especially during peak periods.

There are several projects that are under construction or are planned that will help to alleviate circulation constraints in Bayonne. Most notable is the HBLRTS which entered service in April, 2000.

The HBLRTS will also provide a high quality public transit alternative to Bayonne commuters who currently rely on the congested regional road network for journey to work trips. This is especially the case for those who work on the Hudson River waterfront and in New York City. The use of this new mode of transportation should be encouraged and promoted. Although the HBLRTS is expected to reduce locally generated traffic on the regional road system, there may be a corresponding increase in traffic on the regional road network due to non-resident commuters utilizing the park-and-ride lots in Bayonne. This situation should be monitored to determine the actual impact upon traffic conditions and parking around the HBLRTS stations at 45th and 34th Streets.

Local Road Network

Bayonne's unique geography as a narrow peninsula oriented in a north-south direction determines the local road network. The network was designed in a grid configuration with the main vehicular circulation routes running in a north-south direction. Several of these north-south corridors, such as John F. Kennedy Boulevard, feed into the regional highway network. All east-west roads are local in nature and

¹ This traffic count was taken by NJDOT on Route 440 in Jersey City at a point immediately north of the municipal border. No traffic counts for Route 440 in Bayonne are available.

provide access to residential areas of the City, with the exception of designated cross-town collector roads. These collector roads, however, do not differ considerably from other east-west streets in terms of their right-of-way width, alignment, speed limits or access to development.

Bayonne's local street grid is bisected by the former Central Railroad of New Jersey right-of-way which creates a physical barrier between the core area of the City and the residential and industrial areas to the east. Improvements in east-west circulation and enhanced linkages between the core area of the City and the east side are necessary to serve redevelopment of the MOT and light rail stations. The east-west access points along Avenue E that bridge this barrier are critical to the performance of the local street network. They permit vehicles to access the eastern portion of Bayonne, where MOTBY and other redevelopment areas in Constable Hook are located.² These streets also permit access to LeFante Highway/Route 169 and the HBLRTS stations at 45th Street, 34th Street and 22nd Street. (There are also stations at 8th Street and West 5th Street, but these will not require travel to the City's east side). In addition, enhancements to the East 21st Street and East 22nd Street one-way couple are proposed to increase the links between the Broadway Central Business District and the east side of the City, including LeFante Highway/Route 169.

Access from the local road network to LeFante Highway/Route 169 occurs at several points in the highway corridor. Starting at the southern point before LeFante Highway/Route 169 enters the Bayonne Bridge, a connection exists between the highway and Avenue A through access ramps. Proceeding northward, the next access occurs at 21st Street and 22nd Street through underpasses from Avenue E. The traffic signals and lighting at these intersections and the approaching streets and intersections (such as 21st and Prospect) must be improved as traffic volumes increase with expanded east-side development.³ Thereafter, there is access to the east-side and LeFante Highway/Route 169 at 30th Street and 32nd Streets.⁴ Cross-town routes then become more sparse as one moves uptown, with the 40th Street bridge and the 45th Street bridge providing access to the immediate east side. These bridges, however, do not connect to LeFante Highway/Route 169. Methods of improving these bridges as cross-town routes should be explored.

² As the development of the MOTBY itself is occurring under the auspices of the LRA, the Circulation Element of this Master Plan will focus upon access to the MOTBY site but will not comment in detail on the types of access and circulation required within the site itself.

³ LeFante Highway/Route 169 can also be accessed from East 5th Street, but such access does not require crossing Avenue E, which in the vicinity of 8th Street swings westward and actually becomes 8th Street. Additionally, there is access across Avenue E to the city's east side at Linnet Street, but Linnet offers no direct access to LeFante Highway/Route 169.

⁴ A proposed commercial shopping center fronting on North Hook Road will require that this road be improved and extended to a signalized intersection on LeFante Highway/Route 169. This improvement will also provide access to 32nd Street, which will have to be improved and extended to LeFante Highway/Route 169. Finally, at the northern point, a ramp from Pulaski and Port Jersey Boulevard will provide access from the west side to LeFante Highway/Route 169. It is recommended that the access streets be given special consideration for improvements or signal time since they will be utilized by vehicles heading for LeFante Highway/Route 169 or into the North Hook area.

The anticipated high level of ridership on the HBLRTS will increase vehicular and pedestrian traffic, mostly in an west-east direction, as well as the demands on the current circulation system. To address this, consideration should be given to enacting certain measures on west-east access streets to improve rush hour traffic flow. For example, 45th Street would likely be a major west-east feeder into the HBLRTS parking lot located just over the 45th Street bridge. Currently there is a “No right on red” (between 8:00 a.m. and 4:00 p.m.) sign at the corner of 45th Street and JFK Boulevard and no light at the intersection of 45th Street and Avenue B. Such conditions will significantly constrain the flow of west-east traffic moving towards HBLRTS stations and alternatives should be examined. In fact, methods of expanding the capacity of 45th Street, or portions of it, to handle increased volume of traffic as an access street to the HBLRTS stations and MOTBY should be studied.

Additionally, there may be an issue regarding the impact that increased use of LeFante Highway/Route 169 will have on local arteries such as northern Avenue E and Avenue A/North Street. Steps should be taken to ensure that rush hour bottlenecks do not occur on upper Avenue E going onto or coming off of the Turnpike, conditions that will increase with MOTBY development and use of the HBLRTS by non-residents. Direct roadway connection from the New Jersey Turnpike to LeFante Highway/Route 169, Port Jersey and MOTBY and from the northern end of LeFante Highway/Route 169 into the City could help alleviate such difficulties. Similarly, redevelopment of the Texaco site at lower Avenue A must be sensitive to the limitations of the local road network in this area. Commercial or industrial development in the Texaco site may be inappropriate given the limited capacity and access to the regional road network in this area. Likewise, any residential development should include easy access to the planned light rail or ferry service to reduce rush hour auto traffic.

Parking is also an issue impacting on circulation patterns in Bayonne. The local road network is adversely impacted by the under-utilization of municipal parking lots in certain areas and lack of municipal parking lots in other areas. Efforts should be made, particularly in the areas north of 30th Street, to identify locations that could be developed as municipal parking lots. Additionally, to the extent that high and medium density residential development occurs, provisions for off-street parking in accordance with a reasonable formula should be considered in assessing development applications. It is recommended that a parking waiver from the State Residential Site Improvement Standards be requested since the standards do not adequately address parking conditions in urban areas such as Bayonne.

Such efforts will complement the planned park-and-ride lots to be developed in conjunction with the HBLRTS stations at 45th Street and 34th Street. It is important that well-lit and well-maintained vehicular and pedestrian access to such lots from existing roadways and from the HBLRTS stations exist. Finally, redevelopment activity at MOTBY, in the LeFante Highway/Route 169 corridor and along the HBLRTS

should be connected to the Broadway commercial district. Appropriate advertising as well as way-finding signage systems should be developed. Likewise, intra-city public transportation by shuttle bus, perhaps also providing service to the eastern tip of MOTBY, is recommended.

Parking

Parking is a significant issue in Bayonne which is a large and densely developed municipality. In line with the City's efforts to ensure that developing parking needs do not overburden the evolving circulation system, municipal parking facilities and municipal parking ordinances may wish to focus upon methods of increasing available parking within the City's street grid. Examples of areas where review could increase available public parking include:

1. Consideration of an ordinance under N.J.S.A. 39:4-138.3 that would allow parallel parking in front of driveways so as to maximize on-street parking.
2. Review of Section 10-20, Chapter X of the revised general ordinances to ensure the optimum and appropriate use of restricted parking, with particular consideration given to reducing from three to two years the verification review requirement outlined in subsection j and to regularly review the criteria of restricted parking permits.
3. Evaluation of the feasibility of converting, where appropriate, municipal surface parking lots in the Central Business District to multi-level structured lots as a means of increasing the CBD's ability to accommodate shoppers, workers, visitors and anticipated redevelopment.
4. Consideration of the appropriate mechanisms for establishing a permit parking program that preserves the ability of residents to utilize on-street parking without adversely impacting or the City's ability to accommodate shoppers, visitors and workers in commercial and industrial areas.
5. Consideration of revising street cleaning schedules so that street cleaning in residential areas of Avenues A, B, C, and E occur at times that do not conflict with the peak period rush hours and commuting patterns of residents.
6. Explore the feasibility of a loop shuttle system connecting residential areas to the central business district, light rail stations and other activity centers in order to provide an alternative to driving and preserve availability of existing on-street and off-street parking.

GATEWAYS

Bayonne, because of its location at the southern tip of the Hudson County peninsula, has a limited number of transportation connections to adjacent municipalities and the region. There are, however, several prominent gateway locations where various regional and local roads enter the City from the north and south. Gateways are high visibility entrance points into a municipality that function as the "front door"

to a community. They have the potential to help a municipality create a unique identity and convey an image as an attractive place to live, work and visit. They can also facilitate circulation by clearly delineating the routes to major destinations in the City.

As shown in Table III-2 and on the Roadway Network Map, Bayonne has 5 primary gateway locations and six secondary gateway locations. The primary gateways are located at interchange 14A of the New Jersey Turnpike Hudson County Extension, the intersection of LeFante Highway/Route 169 and Prospect Avenue at MOTBY, where John F. Kennedy Boulevard enters the City from Jersey City and at the point where LeFante Highway/Route 169 connects to Avenue A and John F. Kennedy Boulevard at the foot of the Bayonne Bridge. Thousands of travelers, many of them non-residents, pass through these gateway areas each day. These gateways have the potential to enhance the image of the City and help it develop a unique identity.

Table III-2
GATEWAY LOCATIONS, 2000
City of Bayonne

<i>Gateway</i>	<i>Location</i>
<i>Primary</i>	
Northwest Gateway	John F. Kennedy Boulevard and Route 440 at the municipal border with Jersey City
North Gateway	Interchange 14A of the New Jersey Turnpike Hudson County Extension
Central Gateway	Intersection of LeFante Highway/Route 169 and Prospect Avenue at MOTBY
South Gateway	LeFante Highway/Route 169 exit/entrance ramps at Avenue A and John F. Kennedy Boulevard
<i>Secondary</i>	
North Gateway	Avenue C and Broadway at the municipal border with Jersey City
Northeast Gateway	Entrance to LeFante Highway/Route 169 from Pulaski Street
Central Gateway	Intersections of LeFante Highway/Route 169 and Hook Road/East 22 nd Street and LeFante Highway/Route 169 and New Hook Road
South Gateway	Bayonne Bridge

There are numerous methods to enhance gateway locations including attractive and informative way-finding signage, landscaping and streetscape improvements and the promotion of desirable land uses. A combination of these methods is recommended for the major gateway locations as follows:

Northwest Gateway

The northwest gateway is located where John F. Kennedy Boulevard enters Bayonne from Jersey City. Since this area contains established land uses, a combination of signage, streetscape improvements and landscaping is recommended.

North Gateway

The north gateway is located at interchange 14A of the New Jersey Turnpike Hudson County Extension. Since this area is primarily devoted to established transportation and industrial uses, a combination of way-finding signage, landscaping and streetscape improvements is recommended. The redevelopment of underutilized and unattractive uses on East 53rd Street and the northernmost section of Avenue E is also recommended.

Central Gateway

The central gateway is located at the intersection of LeFante Highway/Route 169 and Prospect Avenue, which functions as the “front door” to MOTBY. Land uses in this area are fixed since the western side of this intersection is used for the 34th Street HBLRTS station and the eastern side is part of the MOTBY redevelopment area. A combination of way-finding signage, landscaping and streetscape improvements is therefore recommended.

South Gateway

The south gateway is located at the LeFante Highway/Route 169 entrance and exit on Avenue A as well as John F. Kennedy Boulevard. The land uses on John F. Kennedy Boulevard are established, so a combination of way-finding signage, landscaping and streetscape improvements is recommended for this area. Similar improvements are proposed for Avenue A, however, there is also a vacant industrial property (Bayonne Brass Foundry) directly opposite the ramps from LeFante Highway/Route 169 that should be redeveloped with an upgraded use.

Priority should be given to upgrading the primary gateways first since they are high visibility and high traffic locations. Once completed, a similar combination of improvements is recommended for the secondary gateways listed in Table III-2.

MASS TRANSIT

Hudson Bergen Light Rail Transit System

The Hudson Bergen Light Rail Transit System (HBLRTS) is the most significant transportation investment in Bayonne in decades. It will reconnect the City to the regional commuter rail system for the first time since the Central Railroad of New Jersey provided regular train service and the State ceased operating the Bayonne Scoot across Newark Bay to Elizabeth in the 1970's. The HBLRTS will connect the City to Jersey City, Hoboken and other municipalities in northern Hudson County and southern Bergen County. It will offer Bayonne residents a 15 minute commute to Exchange Place in Jersey City and provide convenient intermodal transfers to PATH and ferry service to New York City. When completed, the HBLRTS will have five stations in the City and extend for a distance of approximately 20.5 miles from the West 5th Street station in the south to the Vince Lombardi Park-and-Ride on the New Jersey Turnpike in Ridgefield, Bergen County. The major issues as they relate to the HBLRTS are preserving on-street parking for residents in station areas, addressing potential increases in traffic congestion caused by commuters who drive to stations and providing sufficient intermodal access for pedestrians, buses, shuttles and other modes of transportation.

Table III-3 HBLRTS STATIONS, 2000 City of Bayonne		
<i>Station</i>	<i>Type of Facility</i>	<i>Parking Spaces</i>
<i>Operating</i>		
East 45 th Street Station	Local Park-and-Ride	225
East 34 th Street Station	Regional Park-and-Ride	525
<i>Planned</i>		
East 22 nd Street Station	Local Walk-on Station	90
8 th Street Station	Local Walk-on Station	52
West 5 th Street Station	Regional Park-and-Ride	1,000
<i>Proposed</i>		
Texaco Site (south of West 1 st Street)	Local Walk-on Station	0
Extension to Staten Island*	Regional Park-and-Ride	1,000
*Any extension and station stop in Staten Island should include a regional parking facility which will eliminate the need for a regional parking facility at 5 th Street.		
<i>Source:</i> Bayonne Extension Supplemental Draft Environmental Impact Statement; NJ Transit; 1995.		

As shown in Table III-3 and detailed on the Mass Transit Map, the HBLRTS in Bayonne will consist of two regional stations at East 34th Street and West 5th Street and three local stations at East 45th Street, East 22nd Street and 8th Street. The regional stations will have park-and-ride lots to accommodate local and regional commuters. The local stations are primarily walk-on facilities for Bayonne residents with limited commuter parking. It is recommended that efforts be made to extend the HBLRTS across the Bayonne Bridge to Staten Island to accommodate commuters. Further, if the extension is implemented, the regional parking facility at 5th Street should become a local station and the station in Staten Island should become a regional park-and-ride facility.

The regional park-and-ride lots will be located at the West 5th Street station near Avenue A with 1,000 parking spaces and the East 34th Street station with 525 parking spaces on Prospect Avenue and the westernmost portion of MOTBY. These park-and-ride facilities are easily accessible from the Bayonne Bridge and LeFante Highway/Route 169 and will serve the residents of Bayonne as well as a large number of commuters from Staten Island.

The smaller local stations will primarily serve Bayonne residents and are located at 8th Street, East 22nd Street and East 45th Street. They will contain a limited amount of parking depending upon the availability of land and are pedestrian-oriented. Additional access will be provided through the provision of drop-off locations and feeder bus service.

The HBLRTS will utilize the former Central Railroad of New Jersey right-of-way throughout Bayonne, which will eliminate conflicts with automobiles and pedestrians since it is grade separated as far south as Avenue A. An extension of the planned alignment is proposed to serve the Texaco redevelopment site south of West 1st Street and Avenue A in Bergen Point. The station serving this redevelopment area should be a local walk-on facility without parking since the nearby West 5th Street station is a regional park-and-ride with up to 1,000 spaces. Opportunities for intermodal connections to planned ferry service from the Texaco site across Newark Bay to Elizabeth and New York City should be provided.

The Bayonne segment of the HBLRTS will provide a new mode of transportation and high-quality mass transit for the residents of the City as well as southeastern Jersey City and parts of Staten Island. It will serve two key travel markets; trips to the burgeoning Hudson River waterfront and trips to New York City. Surveys have shown that nearly 50 percent of the waterfront market and approximately 90 percent of the Manhattan market presently use transit. The HBLRTS is expected to capture a large share of these travel markets and mitigate the impact of traffic congestion on the regional road network.

At present, the primary mode of mass transit in Bayonne is bus service, which must compete with automobiles and trucks for space on congested local roads and highways. The lack of an exclusive right-of-way diminishes the efficiency and attractiveness of bus service for many commuters. The HBLRTS will provide a convenient, high-speed and high-capacity alternative to bus service for City residents who travel to destinations on the Hudson River waterfront and in New York City. It is anticipated that bus service will remain an important element of the City's circulation system, especially for access to destinations that are not served by the HBLRTS such as Journal Square and the Route 440 corridor. Every effort should be made to preserve bus routes after the commencement of service on the HBLRTS so that the City maintains a diversified and flexible mass transit network.

Bus Service

The primary mode of mass transit in Bayonne at present is bus service operated by NJ Transit and private carriers. Bus service is provided primarily on the City's major north-south roads to Jersey City and New York City. As shown in Table III-4 and the Mass Transit Map, there are four major bus routes that run on Broadway, Avenue C and John F. Kennedy Boulevard.

NJ Transit operates the 81 and 120 lines from West 1st Street in Bergen Point to Exchange Place in Jersey City and Wall Street and the Battery in New York City, respectively. For the most part, these lines are routed along Avenue C from West 10th Street in the south to the municipal border with Jersey City and/or the New Jersey Turnpike in the north. They provide access to employment destinations, shopping and colleges and universities as well as intermodal connections to PATH and ferry service to New York City. NJ Transit plans to reroute bus service in the City in order to serve the HBLRTS, however, final decisions about revised route alignments and levels of service have not been made yet. Existing bus service should be preserved in order to provide access to destinations that are not served by the HBLRTS.

Table III-4 BUS SERVICE, 2000 City of Bayonne		
<i>Line</i>	<i>Operator</i>	<i>Destination</i>
81	NJ Transit	Exchange Place, Jersey City
120	NJ Transit	Wall Street/Battery, New York City
Broadway	Broadway Bus	Journal Square
John F. Kennedy Boulevard	Boulevard Transit Lines	Journal Square
<i>Source:</i> NJ Transit		

Private carriers also provide intra-City and inter-City bus service that supplements existing NJ Transit bus routes. The major private carrier bus routes run on Broadway and John F. Kennedy Boulevard and are operated by the Broadway Bus Company and Boulevard Transit Lines. They serve Journal Square, which is a major employment, shopping and government destination as well as the location of Hudson County Community College. Convenient intermodal transfers to the PATH for service to Newark and New York City are also available at Journal Square. These routes should be preserved since the HBLRTS does not serve Journal Square.

Ferry Service

Ferry service has experienced a renaissance in the region during the past decade as new routes linking New Jersey to New York City have been initiated and attracted significant ridership. Bayonne is a good candidate for ferry service by virtue of its extensive waterfront access, proximity to lower Manhattan employment destinations and large number of residents who commute to work in New York City. Such service is proposed for MOTBY and the Texaco site at West 1st Street and Avenue A, both of which have

waterfront access and will be the location of significant redevelopment. It is recommended that the proposed ferry service provide access to major waterfront destinations including Jersey Gardens Mall in Elizabeth, Newark International Airport and the World Financial Center and Wall Street in lower Manhattan. Ferry service should provide intermodal connections to the HBLRTS, which is proposed for an extension below West 5th Street to the Texaco site.

FREIGHT AND GOODS MOVEMENT

Bayonne has an intermodal network of freight and goods movement consistent with its history as an industrial and transportation center. This network provides connections to destinations throughout the region, elsewhere in the U.S. and overseas. It consists of highways, freight rail and a port and is located primarily in the eastern portion of the City. Bayonne's intermodal freight and goods movement network gives it a competitive advantage that makes it an attractive location for commercial and light industrial uses that rely heavily on transportation services. The network is continuously being improved and there are plans to expand the network to accommodate projected increases in cargo and freight volume over the next decade. The major issues as they relate to freight and goods movement are enhancing intermodal connections, increasing freight rail access to port areas and protecting residential neighborhoods from the impact of trucks.

Highways

Bayonne has three regional highways that are designated truck routes to accommodate freight and goods movement. They are the New Jersey Turnpike Hudson County Extension, LeFante Highway/Route 169 and Route 440 as shown in Table III-5 and the Freight and Goods Movement Map. The Turnpike provides connections to destinations throughout the State, New York City as well as the national highway network. LeFante Highway/Route 169 is a major truck route connecting Staten Island to New Jersey, port areas and the Turnpike. Route 440 provides a connection to U.S. Route 1 and 9T, which is a major regional freight and goods movement corridor. The New Jersey Department of Transportation is planning significant improvements to the regional freight and goods movement network through the Portway project. Possible improvements in Bayonne include dedicated truck access to the Port Jersey and MOTBY areas, improved connections between the New Jersey Turnpike and LeFante Highway/Route 169 and a new truck-only interchange in the vicinity of interchange 14A.

Table III-5 INTERMODAL FREIGHT NETWORK, 2000 City of Bayonne	
<i>Facility</i>	<i>Description</i>
<i>Highway</i>	
New Jersey Turnpike Hudson County Extension	Truck Route
LeFante Highway/Route 169	Truck Route
Route 440	Truck Route
<i>Freight Rail</i>	
Bayonne Branch	CSX/Norfolk Southern Rail Line
<i>Port</i>	
Global Marine Terminal	Container Terminal
Northeast Auto Marine Terminal	Auto Import Terminal

Freight Rail

Bayonne's freight rail network consists of the former Conrail Bayonne Branch, which is a single track line serving MOTBY, Constable Hook and industrial areas along Avenue A in Bergen Point. The Bayonne Branch connects the City to the national freight rail network via the Lehigh Valley Line across Newark Bay. This line is currently under the control of a joint operating company owned by CSX and Norfolk Southern, which acquired Conrail in 1999. This acquisition has introduced competitive freight rail service into the City for the first time in decades, which should result in service and infrastructure improvements. The Port Authority of New York and New Jersey has long-range plans to expand freight rail service into Port Jersey and MOTBY in cooperation with the railroads. Outstanding issues include funding, protecting residential neighborhoods from impacts and constructing a grade separated crossing over LeFante Highway/Route 169.

Port

Bayonne has one active port area at Port Jersey in the northeastern section of the City on the municipal border with Jersey City. This area contains the Global Marine Terminal and Northeast Auto Marine Terminal, which handle containers and auto imports respectively. The Port Authority has long-term plans to expand the Global Marine Terminal into a portion of the Auto Marine Terminal in order to accommodate the projected 100 percent increase in container volume in the region by 2010. This plan, however, is contingent upon relocating part or all of the Auto Marine Terminal. The City's Local Redevelopment Authority (LRA) has also identified port activity as a possible use on a portion of the MOTBY peninsula.

Any maritime activity in this area is subject to LRA and City review and approval and will be contingent upon plans for the overall redevelopment of the site.

The prevailing trend in freight and goods movement is towards intermodal connections and capability. Bayonne is fortunate to have the three primary components of a fully intermodal freight and goods movement network in highways, freight rail and a port. The City also benefits from the location of these facilities in the eastern portion of the City relatively distant from the core residential and commercial areas of the community. This helps to mitigate the impact of such activity upon residents such as noise and vibration. At present, the City's highway, freight rail and port infrastructure has limited connections. Projects that will facilitate the development of a truly intermodal freight and goods movement network should be supported. These include the Portway project and the Port Authority's plan for enhanced freight rail access to Port Jersey and MOTBY.

RECOMMENDATIONS

Bayonne's circulation system is a significant asset that contributes to the City's outstanding quality of life and gives it a competitive advantage over other municipalities in efforts to attract employment, investment and economic development. There is a need for improvements, however, to integrate the various modes of transportation, preserve and upgrade existing infrastructure and increase the speed and efficiency of the system. The recommendation circulation improvements are as follows:

1. Create a direct connection between the New Jersey Turnpike Hudson County Extension and LeFante Highway/Route 169 to eliminate the circuitous and inefficient system of jughandles, local roads and elevated ramps that currently link the two highways.
2. Provide for improved connections between LeFante Highway/Route 169 and the core area of the City to the west of the highway to facilitate local circulation, especially in the northern and southern sections of the highway.
3. Utilize East 21st Street and East 22nd Street as the primary east-west access route between the Broadway Central Business District and LeFante Highway/Route 169. Improvements such as way-finding signage and enhanced traffic signals should be implemented to facilitate the usage of these streets as a one-way couple. Consideration should also be given to restricting or eliminating on-street parking on East 21st Street and East 22nd Street in order to increase roadway capacity and circulation, especially during peak periods.
4. Reinforce gateway locations to provide visually attractive entrances to the City, enhance the image and identity of the City and facilitate circulation. Recommended improvements include way-finding signage, landscaping, streetscape improvements and the promotion of desirable land uses.

5. Prepare for and capitalize on the commencement of service on the HBLRTS. The use of this new mode of transportation should be encouraged to improve local circulation and reduce traffic congestion. Particular attention should be given to station areas in order to preserve on-street parking for residents, provide adequate access to station facilities and promote transit-oriented development opportunities. Shuttle bus service is recommended for access to HBLRTS stations during the Initial Operating Segment.
6. Extend the HBLRTS south from the planned West 5th Street station to the Texaco redevelopment site at West 1st Street and Avenue A. The extension will provide additional mass transit access for residents of Bergen Point and serve the planned large-scale redevelopment of the Texaco site. The proposed station should be a local walk-on facility with limited parking in light of the large park-and-ride facility planned at West 5th Street.
7. Preserve local and regional NJ Transit and private carrier bus service after commencement of service on the HBLRTS. Such service is necessary to provide mass transit access to destinations that are not served by light rail including Journal Square, Route 440 and New York City.
8. Encourage ferry service from MOTBY and the Texaco site in Bergen Point to Elizabeth, Newark Airport and New York City. Ferry service would increase the mass transit options available to City residents and capitalize on the City's extensive waterfront access.
9. Promote pedestrian and bicycle safety and circulation by providing intersection improvements at high traffic locations, utilizing traffic calming measures at selected locations and providing bicycle lanes and storage lockers where appropriate. Locations targeted for pedestrian and bicycle safety improvements include HBLRTS station areas and major crossing points on LeFante Highway/Route 169 including Pulaski Street, Prospect Avenue/MOTBY and Hook Road/East 22nd Street.
10. Support the development of a fully intermodal freight and goods movement network to facilitate circulation, reduce truck traffic and support economic development efforts. Recommended improvements include a direct connection between the New Jersey Turnpike Hudson County Extension and LeFante Highway/Route 169, increased freight rail service to the Port Jersey maritime complex and appropriate access to MOTBY. Coordination with the New Jersey Department of Transportation on implementation of the Portway project is necessary to ensure that planned improvements are consistent with the goals and objectives of the City.
11. Acknowledge parking as an issue and evaluate multiple strategies for addressing current parking needs as well as future parking demand associated with light rail stations and residential, commercial and industrial redevelopment. Strategies to be considered include a permit parking program, provision of off-street lots in targeted locations and encouraging alternatives to driving for access to light rail stations. These may include jitney service, shuttles, and enhanced pedestrian /bicycle facilities.

12. To consider an exit ramp northbound off Route 169 at 45th Street with a ramp on the eastside onto what is currently MOTBY property, and connecting to the Center Street Bridge and to Avenue E at 45th Street.
13. To consider the extension and connection of the current MOTBY that runs north/south, east of Route 169, with Pulaski Street. This would create an almost exclusive road to and from the MOTBY area without placing an additional burden on Route 169. This recommendation should be considered in coordination with the redevelopment of MOTBY and the Portway Project.
14. To consider an extension of the HBLRTS across the Bayonne Bridge to Staten Island as an alternative to building a 1,000 space parking lot at the southern end of the City. Further consider, if needed, an extension of the HBLRTS through Staten Island over the Goethals Bridge into Elizabeth.

IV. ECONOMIC PLAN ELEMENT

ECONOMIC OVERVIEW

The City of Bayonne has experienced significant economic change since the last Master Plan was prepared in 1990. The City endured the national economic recession of 1989 to 1992, fostered service sector growth to replace manufacturing and made preparations for the redevelopment of the U.S. Army's Military Ocean Terminal (MOT). During this period, the City's economy has been restructured and the large industrial base has been replaced by finance/insurance/real estate, retail and services. The conditions for growth are good and the City is poised on the verge of a long-term economic expansion and revitalization.

Bayonne's economic revival is the product of planning, infrastructure investment and programs initiated by the City over the past several years. These include plans to redevelop major economic activity centers such as the MOT and the Texaco property in Bergen Point. Plans to revitalize the Broadway central business district (CBD) and capitalize on development opportunities in the LeFante Highway/Route 169 corridor are being developed as part of the current Master Plan Update. The City has benefited from recent infrastructure investments such as the improvement of LeFante Highway/Route 169 and the extension of the Hudson Bergen Light Rail Transit System (HBLRTS) into Bayonne. The HBLRTS is expected to increase access to, and boost the redevelopment of, major economic activity centers including the MOT, Broadway CBD and Texaco property. The City has initiated programs to revitalize the Broadway CBD including the creation of a Special Improvement District (SID) from 19th Street to 26th Street. These efforts, many of which are in the implementation phase, are expected to generate significant benefits for the City including employment growth, increased tax ratables and an enhanced quality of life.

LEGAL BASIS AND PURPOSE

The New Jersey Municipal Land Use Law, Article 3, Section 40:55D-28(a) states that an economic plan element should "consider all aspects of economic development to be promoted with the characteristics of the labor pool resident in the municipality and nearby areas;" and (b) provide "an analysis of the stability and diversity of the economic development to be promoted."

The purpose of the Economic Plan element is to evaluate the economy of the City of Bayonne and identify trends, strengths, opportunities and constraints. The City's economy is analyzed and compared with the Hudson County economy to provide a comprehensive view of present economic activity and

future economic development potential. It should be noted that employment and labor force data will be updated after the 2000 U. S. Census is completed and information is released.

SUMMARY OF MAJOR TRENDS

1. Private sector covered employment in Bayonne fluctuated between a high of 15,277 in 1989 and a low of 12,059 in 1997. Anecdotal evidence, including the relocation of several firms to Bayonne and a low municipal unemployment rate, indicates that the City's employment base has stabilized.
2. Private sector employment in Bayonne is projected to increase to 26,728 by 2020. The majority of this increase will be generated by the redevelopment of targeted areas including Military Ocean Terminal (MOT), Texaco, Broadway and the LeFante Highway/Route 169 corridor.
3. Annual average wages in Bayonne increased by 64.4 percent from \$18,218 in 1985 to \$29,947 in 1997.
4. Unemployment in Bayonne was 4.8 percent in 1999, which is significantly lower than the Hudson County rate of 7.2 percent and compares favorably to the Statewide rate of 4.6 percent.
5. The labor force in Bayonne is relatively well-educated in comparison to the rest of Hudson County. More than 70 percent of all City residents age 25 and over have a high school, bachelor's or graduate degree compared with 64 percent for the County.
6. Bayonne's economy is increasingly service-oriented with retail trade, finance/insurance/real estate and services accounting for 59 percent of all private sector employment in the City. The City has a high concentration of employment in the retail trade and service sector compared with Hudson County as a whole.
7. Future economic activity in Bayonne will be focused on several large redevelopment areas including the 437 acre MOT and the 64 acre Texaco property as well as sections of LeFante Highway/Route 169 and Broadway. These areas will generate future employment, increase tax ratables and attract private sector investment.

TOTAL PRIVATE SECTOR EMPLOYMENT

The total number of private sector jobs located in Bayonne, known as covered employment,⁵ fluctuated between 1988 and 1997. Total covered employment refers to all private sector or non-government jobs located in the City that are held by residents and non-residents. As shown in Table IV-1, the number of jobs decreased from 1989 to 1992, increased from 1992 to 1994 and decreased again from 1994 to 1997. Overall, total private sector employment in the City decreased by an estimated 3,155 jobs or 20.7 percent between 1988 and 1997. In comparison, the County had a decrease of 4,210 jobs or 2.1 percent during this period. The City's recent employment decline can be attributed to the loss of several major employers including Maidenform, Domenico Tours and Kiwi Airlines. The County also experienced an employment decline in 1995 and 1996 due to the loss of several major employers. However, anecdotal evidence such as a low unemployment rate, the relocation of firms such as Imperial Bag and Paper and the approval of 132,000 square feet of non-residential development in 1998 indicate that the City's employment base has stabilized. In addition, the redevelopment of the MOT, Texaco property, LeFante Highway/Route 169 and Broadway is expected to generate several thousand new jobs over the next twenty years.

⁵ Covered employment is a monthly count of full and part-time employees who earned wages during the pay period as reported quarterly by employers covered by the New Jersey Unemployment Compensation Law. Basically, any employer paying at least \$1,000 in wages in the current or preceding calendar year is covered. Jobs not covered by the law include self-employed and unpaid family workers or certain agricultural and in-home domestic workers.

Table IV-1 TOTAL PRIVATE SECTOR EMPLOYMENT, 1988-1997* City of Bayonne and Hudson County						
<i>City of Bayonne</i>				<i>Hudson County</i>		
		<i>Difference</i>				<i>Difference</i>
<i>Year</i>	<i>Number of Jobs</i>	<i>Number</i>	<i>Percent</i>	<i>Number of Jobs</i>	<i>Number</i>	<i>Percent</i>
1988	15,214			198,730		
1989	15,277	63	0.4	208,196	9,466	4.8
1990	14,397	-880	-5.8	198,120	-10,076	-4.8
1991	13,840	-557	-3.9	186,047	-12,073	-6.1
1992	13,126	-714	-5.2	180,627	-5,420	-2.9
1993	13,195	69	0.5	183,810	3,183	1.8
1994	14,494	1,299	9.8	192,322	8,512	4.6
1995	13,369	-1,125	-7.8	192,840	518	0.3
1996	12,260	-1,109	-8.3	191,913	-927	-0.5
1997	12,059	-201	-1.6	194,520	2,607	1.4
Change, 1988-1997		-3,155	-20.7		-4,210	-2.1
*Total private sector jobs located in Bayonne and Hudson County.						
Source: New Jersey Department of Labor, Covered Employment Trends, 1988-1997.						

ECONOMIC BASE

In general, Bayonne has experienced economic stability characterized by low unemployment and service-sector growth since the peak recession year of 1992. Between 1990 and 1997, the City experienced an increase in employment in the wholesale trade, retail trade, finance/insurance/real estate and service sectors of the economy, as shown in Table IV-2. In contrast, there were employment declines in the construction, manufacturing and transportation sectors of the economy.

Both Bayonne and Hudson County experienced significant declines in employment in the goods-producing sector of the economy between 1990 and 1997. Goods-producing industries are businesses that generally produce goods that can be exported elsewhere and include manufacturing and construction. All other industries are considered service-producing industries. Employment in the City's goods-producing sector fell from 3,918 in 1990 to 2,273 in 1997 compared with a decline of from 45,920 in 1990 to 37,962 in 1997 for the County.

During the 1990-1997 period, Bayonne's employment in the service-producing sector declined from 10,479 to 9,675. In contrast, the County's employment in the service-producing sector of the economy increased during this period. This trend is expected to reverse itself as commercial redevelopment in the LeFante Highway/Route 169 corridor, Texaco, Broadway and Military Ocean Terminal commences.

Table IV-2 PRIVATE-SECTOR COVERED EMPLOYMENT BY INDUSTRY, 1990 -1997 City of Bayonne and Hudson County						
Industry	City of Bayonne			Hudson County		
	1990	1994	1997	1990	1994	1997
<i>Number of Employees</i>						
Agriculture	N/A	N/A	N/A	161	197	N/A
Construction	711	550	451	6,168	4,308	4,379
Manufacturing	3,207	1,723	1,771	39,752	33,654	28,633
Transportation	1,877	2,719	1,206	24,193	25,560	23,233
Communications and Utilities	N/A	N/A	N/A	4,420	3,672	3,305
Wholesale Trade	1,205	1,755	1,395	26,224	23,301	21,587
Retail Trade	2,456	2,446	2,262	34,623	33,869	32,037
Finance, Insurance & Real Estate	669	721	584	16,144	21,284	25,046
Services	4,095	4,436	4,189	46,163	46,289	52,251
Total ¹	14,397	14,494	11,897	197,854	192,322	190,684
Goods-producing sector	3,918	2,273	2,222	45,920	37,962	33,012
Service-producing sector	10,479	12,221	9,675	151,934	154,360	157,672
Change, 1990 – 1997	-2,500			-7,170		
<i>Percent of Total Employment</i>						
Agriculture	N/A	N/A	N/A	0.0	0.1	N/A
Construction	4.9	3.79	3.79	3.1	2.2	2.3
Manufacturing	22.2	11.8	14.89	20.0	17.5	15.0
Transportation	13.0	18.7	10.14	12.2	13.2	12.1
Communications and Utilities	N/A	N/A	N/A	2.2	1.9	1.7
Wholesale Trade	8.3	12.1	11.73	13.2	12.1	11.3
Retail Trade	17.0	16.8	19.01	17.5	17.6	16.8
Finance, Insurance & Real Estate	4.6	4.9	4.91	8.1	11.0	13.1
Services	28.4	30.6	35.21	23.3	24.0	27.4
¹ N/A indicates that data have been suppressed because there are less than three companies in an industry or where one company makes up 80 percent or more of the industry.						
Source: New Jersey Department of Labor, Division of Labor Market and Demographic Research						

ANNUAL AVERAGE WAGES

The wages paid by employers in Bayonne, known as annual average wages, have grown consistently since 1985. Annual average wages refers to the average compensation for jobs located in the City, whether they are held by residents or non-residents. Unlike per capita per income, which is based on place of residence, annual average wages are determined by work place. As shown in Table IV-3, the annual average wage for jobs in the City increased from \$18,218 in 1985 to \$29,947 in 1997. This represents a gain of \$11,729 or 64.4 percent during this period. In comparison, Hudson County and the State have 1997 annual average wages of \$37,928 and \$37,032 respectively. Anecdotal evidence suggests that the City's relatively large number of jobs in mature sectors of the economy such as retail trade, wholesale trade and manufacturing may contribute to this difference. A positive consequence of this difference is that the City's wage levels are relatively affordable and represent a significant competitive advantage that may be used for economic development purposes.

Table IV-3 PRIVATE SECTOR ANNUAL AVERAGE WAGES, 1985-1997 City of Bayonne, Hudson County and New Jersey			
<i>Year</i>	<i>City of Bayonne (\$)</i>	<i>Hudson County (\$)</i>	<i>New Jersey (\$)</i>
1985	18,218	19,953	20,958
1990	24,214	26,733	28,192
1994	28,827	31,890	32,782
1997	29,947	37,928	37,032
Absolute Change, 1985-1997	11,729	17,975	16,074
Percentage Change, 1985-1997	64.4	90.1	76.7
<i>Source:</i> N.J. Department of Labor, N.J. State Data Center			

MAJOR EMPLOYERS

The City of Bayonne was once the home of major employers including Domenico Tours, Texaco, Maidenform and the Military Ocean Terminal. These and other employers have either closed or relocated out of the City and County over the past 20 years. This trend has continued in the 1990's and is most pronounced in the manufacturing sector. As a consequence, the local economy has experienced a restructuring with service providers replacing manufacturers and industry. At present, the largest private sector employer in the City is Local 2-406 (PACE) with more 1,385 members. Local 2-406 (PACE) is headquartered in Bayonne; however, a significant portion of the jobs are outside of the City.

As shown in Table IV-4, the major employers in Bayonne include Bayonne Hospital, Bayonne Board of Education, Ideal Aluminum Products and Dynamic Delivery Corporation. The City of Bayonne is also a major employer with 902 jobs. The majority of the large private sector employers are in the membership organization, health service, motor freight/transportation/warehousing and manufacturing sectors of the economy. The service sector is the largest employer in the City and currently accounts for greater than 35 percent of all jobs. In the future, the majority of employment growth is expected to occur in this sector and associated sectors such as retail and finance/insurance/real estate.

Table IV-4 MAJOR EMPLOYERS, 2000 City of Bayonne		
<i>Employer</i>	<i>Number of Employees</i>	<i>Industrial Sector</i>
Local 2-406 (PACE)*	1,385	Membership Organization/Union
Bayonne Board of Education	1,147	Educational Services
City of Bayonne	902	Government
Bayonne Hospital	800	Health Services
Ideal Aluminum Products Company	336	Fabricated Metal Products
Dynamic Delivery Corporation	300	Motor Freight, Transportation & Warehousing
Jerhel Plastics Incorporated	300	Miscellaneous Manufacturing
International Matex Tank Terminals	250	Motor Freight, Transportation & Warehousing
H. J. Rashti	225	Wholesale Trade, Manufacturing
Bookazine Company Incorporated	210	Wholesale Trade-Nondurable Goods
Haddad	205	Wholesale Trade – Non-durable Goods
JEM Discount Stores	200	General Merchandise Stores
Shop-Rite of 26 th Street (Inserra Corp.)	192	Food Stores
Imperial Bag and Paper Company	150	Wholesale Trade, Manufacturing
A & P	150	Food Stores
Royal Wine/Kedem	140	Food and Kindred Products
*Local union headquarters are in Bayonne, however, a large majority of these jobs are located outside the City.		
Source: Bayonne Economic Development Corporation, Hudson County Economic Development Corporation.		

LABOR FORCE CHARACTERISTICS

Resident Labor Supply

Bayonne's resident labor force, or the group of residents currently employed or seeking employment, contains 31,464 workers, as shown in Table IV-5. This represents a labor force participation rate of 62 percent for the City's compared with 66 percent for Hudson County and 67 percent Statewide. This difference is primarily the result of the large number of retired senior citizens in the City. Approximately 18.7 percent of the City's population is age 65 and over compared with 12.7 percent for the County. Almost 43 percent of Bayonne's labor force works in the City. This is significantly higher than most municipalities as well as the County and State. On average, only 31 percent of workers in Hudson County municipalities work in their place of residence and only 23 percent of workers Statewide work in their place of residence.

The majority of Bayonne's labor force or 55 percent commutes to work by car, however, 17 percent use public transportation. The percentage of workers from the City who commute via public transportation is significantly higher than Statewide but is less than throughout Hudson County. The number of Bayonne residents who commute via public transportation is expected to increase when the Hudson Bergen Light Rail Transit System (HBLRTS), which includes five stations in the City, is completed. The initial operating segment of the HBLRTS will include station stops at East 45th Street and East 34th Street and became operational in April, 2000.

Table IV-5 RESIDENT LABOR FORCE CHARACTERISTICS, 1990 City Of Bayonne, Hudson County and New Jersey						
	City of Bayonne		Hudson County		New Jersey	
	Number	Percent	Number	Percent	Number	Percent
<i>Labor Force Participation</i>						
Persons 16 and over	50,638		444,338		6,129,923	
Persons in Labor Force	31,464	62.1	295,273	66.5	4,128,789	67.4
Employed	29,613	94.1	269,310	91.2	3,892,814	94.3
Unemployed	1,851	5.9	25,963	8.8	235,975	5.7
Males	16,853	53.6	161,714	54.8	2,239,044	54.2
Females	14,611	46.4	133,559	45.2	1,889,745	45.8
<i>Commuting Characteristics</i>						
Workers 16 and over			262,745		3,812,684	
Percent drove alone	15,902	55.0	111,404	42.4	2,729,882	71.6
Percent in carpools	4,395	15.2	40,463	15.4	472,773	12.4
Percent using public transportation	4,915	17.0	76,984	29.3	335,516	8.8
Percent using other means	260	0.9	3,416	1.3	34,314	0.9
Percent walked or worked at home	3,441	11.9	31,267	11.9	236,386	6.2
Mean travel time to work	25.5		27.4		25.3	
<i>Place Of Work</i>						
Worked in place of residence	12,368	42.8	82,621	31.4	668,911	23.0
Worked outside of place of residence	16,544	57.2	180,124	68.6	2,233,703	77.0
Worked in county of residence	19,633	78.2	141,169	70.8	2,235,202	66.4
Worked outside of county of residence	5,483	21.8	58,245	29.2	1,131,814	33.6
Worked in state of residence	25,116	86.9	199,414	75.9	3,367,016	88.3
Worked outside of state of residence	3,796	13.1	6,331	24.1	445,668	11.7
<i>Source:</i> U.S. Bureau of the Census, 1990						

Resident Unemployment

The City of Bayonne has a resident unemployment rate that is significantly lower than Hudson County, as shown in Table IV-6. The City's 1999 unemployment rate was 4.8 percent, which represents a decline of

2.8 percent from the peak recession year of 1992. In comparison, the County had a 1999 unemployment rate of 7.2 percent. The City is expected to outperform the County in terms of unemployment for the foreseeable future because of the structural unemployment that exists at the County level.

Bayonne's 1999 unemployment rate of 4.8 percent is not only lower than the County's unemployment rate of 7.2 percent, it compares favorably with the State unemployment rate of 4.6 percent. The City's labor force is relatively stable compared to the rest of Hudson County, where unemployment has remained consistently above the State average due to the continuing erosion of the manufacturing base and a skills gap in the labor force. Much of the unemployment problem in the County is concentrated in Jersey City, where the 1998 unemployment rate was 9 percent.

Table IV-6 RESIDENT UNEMPLOYMENT RATE 1990-1999 City of Bayonne and Hudson County				
	<i>City of Bayonne</i>		<i>Hudson County</i>	
	<i>Number</i>	<i>Difference</i>	<i>Number</i>	<i>Difference</i>
1990	4.9	-	7.3	-
1991	5.9	1.0	8.7	1.4
1992	7.6	1.7	11.2	2.5
1993	6.8	-0.8	10.0	-1.2
1994	6.3	-0.5	9.3	-0.7
1995	6.3	0	9.3	0
1996	6.2	-0.1	9.2	-0.1
1997	5.3	-0.9	7.8	-1.4
1998	4.9	-0.4	7.3	-0.5
1999	4.8	-1	7.2	-1
Total Change, 1990-1999		-1		-1

Source: New Jersey Department of Labor, New Jersey State Data Center

Resident Labor Skills

Bayonne's resident labor force is relatively well-educated compared with Hudson County as a whole, as shown in Table IV-7. Approximately 70 percent of all City residents age 25 and over have a high school, bachelor's or graduate degree. In comparison, only 64 percent of all County residents have a high school, bachelor's or graduate degree. The gap between the City and County is most pronounced for high school graduates. Approximately 37.5 percent of all Bayonne residents age 25 and over have a high

school degree compared with 28.3 percent for all Hudson County residents. Although the percentage of City residents with bachelor's or graduate degrees is lower than the County, this gap is expected to narrow as the City's population evolves and new residents move in.

A high quality labor force is needed to support the emergence of sophisticated service industries in which the New York metropolitan region has traditionally enjoyed a competitive advantage. A recent trend that warrants further attention is the development of a bimodal work force, with one group of highly skilled, highly educated workers and another group of relatively unskilled workers. Economic opportunities for this second group are limited because the educational and social system cannot overcome the cultural, monetary and social difficulties that separate the two groups. Preventing this bimodal split, which disconnects one segment of the City from meaningful participation in the work force, is necessary for the long-term economic well-being of the City and its residents.

Table IV-7 RESIDENT EDUCATIONAL ATTAINMENT, 1990 ¹ City Of Bayonne and Hudson County				
<i>Educational Attainment</i>	<i>City of Bayonne</i>		<i>Hudson County</i>	
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
Less than 9th grade	4,992	11.39	64,096	17.23
9th to 12th grade, no diploma	8,138	18.56	69,652	18.72
High school graduate	16,435	37.49	105,339	28.31
Some college, no degree	5,502	12.55	45,646	12.27
Associate degree	1,493	3.40	13,977	3.76
Bachelor's degree	4,864	11.09	49,687	13.35
Graduate or professional degree	2,418	5.52	23,709	6.37
Total	43,842	100	372,106	100
Percent high school graduate or higher		70.05		64.06
Percent bachelor's degree or higher		16.61		19.72
¹ Persons 25 years and over				
<i>Source:</i> U.S. Bureau of the Census, 1990				

Resident Employment Characteristics

The City of Bayonne has a significant concentration of residents working in the manufacturing, transportation, retail trade and finance/insurance/real estate industries, as shown in Table IV-8. In total, 50.4 percent of all City residents are employed in these industries. Many residents also work in health

services, education and public administration. The City is under-represented in several industries including business services, personal services, professional services and entertainment. Since these are growth industries, there is an opportunity for City residents to capture an additional share of these jobs in the region.

Table IV-8
RESIDENT LABOR FORCE BY INDUSTRY OF EMPLOYMENT, 1990¹
City Of Bayonne, Hudson County and New Jersey

<i>Industry</i>	<i>City of Bayonne</i>		<i>Hudson County</i>		<i>New Jersey</i>	
	<i>No. of Employees</i>	<i>Percent of Labor Force</i>	<i>No. of Employees</i>	<i>Percent of Labor Force</i>	<i>No. of Employees</i>	<i>Percent of Labor Force</i>
Agriculture and mining	71	0.2	1,145	0.4	45,227	1.2
Construction	1,683	5.7	11,557	4.3	231,328	6.0
Manufacturing, non-durable goods	2,967	10.1	33,366	12.4	347,224	9.0
Manufacturing, durable goods	1,707	5.8	18,663	6.9	306,212	7.9
Transportation	3,126	10.6	23,553	8.8	198,877	5.1
Communications & other public utilities	834	2.8	6428	2.4	134,002	3.5
Wholesale trade	1,508	5.1	15,985	6.0	207,413	5.4
Retail trade	3,761	12.8	38,425	14.3	587,969	15.2
Finance, insurance & real estate	3,250	11.1	28,354	10.6	346,037	8.9
Business & repair services	1,482	5.0	16,405	6.1	204,342	5.3
Personal services	607	2.1	8,303	3.1	107,413	2.8
Entertainment & recreation services	368	1.3	3,794	1.4	66,807	1.7
Health services	2,091	7.1	18,517	6.9	314,897	8.1
Education services	2,014	6.9	15,795	5.9	305,531	7.9
Other professional & related services	1,552	5.3	16,692	6.2	284,950	7.4
Public administration	2,333	7.9	11,834	4.4	180,469	4.7
Total*	28,747		268,816		3,868,698	

¹Employed persons 16 years and over

*Figures may not match employment information in Tables IV-1 and IV-2 due to data collection methods used by U.S. Census.

Source: U.S. Bureau of the Census, 1990

Bayonne has a significant concentration of residents working in executive and managerial, professional specialty, administrative support and precision production, craft and repair occupations as shown in Table IV-9. Greater than 60 percent of all City residents are employed in these occupations. The City also has a greater proportion of resident workers employed in professional specialty, administrative support, precision production/craft/repair and transportation occupations compared to Hudson County. In total, 53.3 percent of all City residents are employed in these occupations versus 46.7 percent for County residents. Many residents also work in sales and service occupations.

Table IV-9 RESIDENT LABOR FORCE BY OCCUPATION, 1990 City of Bayonne and Hudson County				
Occupation	City of Bayonne		Hudson County	
	Number	Percent	Number	Percent
Executive & managerial	3,550	12.1	32,866	12.2
Professional specialty	3,812	13.0	31,992	11.9
Technicians & related support	950	3.2	8,256	3.1
Sales	2,784	9.5	28,309	10.5
Administrative support	7,123	24.3	56,608	21.1
Private household	27	0.1	860	0.3
Protective service	924	3.1	6,392	2.4
Service	2,507	8.5	26,924	10.0
Farming, forestry & fishing	114	0.4	995	0.4
Precision production, craft & repair	3,191	10.9	23,649	8.8
Machine operators & assemblers	1,622	5.5	25,318	9.4
Transportation	1,484	5.1	13,102	4.9
Handlers, helpers & laborers	1,266	4.3	13,545	5.0
Totals	29,354	100.0	268,816	100.0
<i>Source:</i> U.S. Bureau of the Census, 1990				

EMPLOYMENT PROJECTIONS

The employment picture in Bayonne is expected to improve significantly in the long-term with continued economic growth at the State and national levels as well as the redevelopment of key activity areas such as the MOT, Texaco, Broadway and the LeFante Highway/Route 169 corridor. As shown in Table IV-10, the City's total employment is projected to increase to 26,728 in 2020. This represents a gain of 14,669 jobs or approximately 122 percent between 1997 and 2020. In comparison, Hudson County is projected to have an employment increase of 167,751 jobs or 86 percent between 1997 and 2020. Within the

County, Bayonne's projected employment growth is greater than that of all other municipalities with the exception of Jersey City and Weehawken.

The majority of the employment growth in Bayonne will be in the service sector, however, new jobs in manufacturing and distribution may be created as a result of the redevelopment of the MOT. The City's manufacturing sector has stabilized and even added jobs between 1994 and 1997, as shown in Table IV-2. Despite this, the outlook for manufacturing and other industrial employment is uncertain given the long-term decline in this sector at the County and State level. The erosion of the local manufacturing base is an issue to be addressed within the context of the overall economic development strategy for the City. Broad-based service sector growth is expected to compensate for any further contraction in manufacturing employment. In the public sector, government employment will continue to be an important element of the local economy but will provide fewer jobs due to the closure of the MOT. According to the Hudson County Targeted Industries Study (Fall 1998), light manufacturing, food production and printing are projected growth industries in the County.

The employment projections for Bayonne are based on anticipated development in the City through 2020. According to the Hudson County Strategic Revitalization Plan, 656,270 square feet of commercial space and 1,780,000 square feet of industrial space are in the development pipeline. This will result in 14,669 additional jobs and total employment of 26,728 by 2020. The majority of the new jobs created will be in the finance/insurance/real estate, retail and service sectors of the economy. Employment growth may also occur in the wholesale trade sector, which has a significant presence in the local economy.

In contrast, continued long-term decline is anticipated in manufacturing of durable goods and non-durable goods. This trend reflects regional, State and national trends such as the relocation of industry to the south and west as well as lower cost foreign countries. These projections should be used with caution because of the difficulty of anticipating future events, however, they are useful for indicating the direction of change in total employment and identifying long-term trends in specific industries that will generate job growth.

Table IV-10 EMPLOYMENT PROJECTIONS, 1997 TO 2020 City of Bayonne and Hudson County				
			<i>Change, 1997-2020</i>	
	<i>1997</i>	<i>2020</i>	<i>Number</i>	<i>Percent</i>
Bayonne	12,059	26,728	14,669	121.6
Hudson County	194,520	362,271	167,751	86.2
<i>Source: Hudson County Urban Complex Strategic Revitalization Plan</i>				

FUTURE EMPLOYMENT

The City of Bayonne contains several areas with significant redevelopment potential for commercial and/or industrial use. They include the MOT, Texaco, Broadway and the LeFante Highway/Route 169 corridor. These areas, which are described below, offer opportunities for future employment growth.

Military Ocean Terminal (MOT)

The 437 acre Military Ocean Terminal (MOT) is located on the east side of Bayonne along Upper New York Bay. The MOT was at one time the largest employer in Bayonne and is scheduled to be transferred to City ownership in 2001. The facility represents a significant opportunity for redevelopment. The City of Bayonne has formed a Local Redevelopment Authority (LRA) and is marketing the property for redevelopment. The LRA will act as the lead agency for the purpose of planning and implementing the reuse of the MOT.

The MOT is well-served by transportation infrastructure including roads, rails and ports. It will also have access to recent mass transit through the proposed HBLRTS station at East 34th Street, which is located across LeFante Highway/Route 169 immediately to the west.

A mix of uses is recommended for MOT. A goal of the redevelopment plan is proposed to generate employment.

Texaco Property

The 64 acre Texaco property is located in Bergen Point at the southwestern tip of Bayonne and formerly contained an oil refinery which the company has closed. The existing structures on the site have been demolished and an environmental cleanup of the land is currently under way. It is proposed that the site will be redeveloped as a mixed-use planned development project. The property is currently zoned Waterfront-Development (WD) which permits a mix of residential, commercial and health care uses. It is recommended that a portion of the site (at least 10 acres near the Bridge) be developed for commercial use which could capitalize on potential ferry service from the site and the proximity of the future 5th Street light rail station. Heavy industrial uses and uses which generate heavy truck traffic (e.g. distribution centers) are not encouraged.

Broadway Corridor

The Broadway Corridor is currently being revitalized through the efforts of the City, the SID and the merchants. This corridor has economic development potential through the selective redevelopment of underutilized parcels and the upgrade of existing buildings. The Central Business District portion of the corridor is recommended as a retail niche and entertainment core.

LeFante Highway/Route 169 - Constable Hook

The Constable Hook Area is located on the eastern waterfront of Bayonne north of 22nd Street and generally east of LeFante Highway/Route 169. Constable Hook, which encompasses 400 acres of land, contains the largest concentration of industry in Bayonne. Heavy industrial and petrochemical activities are generally located south of East 22nd Street while warehouse/distribution centers are located along New Hook Road. Road access is provided from LeFante Highway/Route 169 which connects to the New Jersey Turnpike. The area is served by rail which connects to former Conrail lines that provide access to regional and national markets.

There are four principal sites under consideration for development, including the municipal landfill/PSE&G site, the Drogin site, South Cove Commons and LeFante Highway/Route 169.

Municipal Landfill/PSE&G Site

The former Bayonne landfill, which consists of approximately 30 acres of uplands, is located along North Hook Road. The landfill has been capped and there are existing gas and groundwater monitoring wells located along the perimeter of the property.

The 88 acre PSE&G site is located directly east of the municipal landfill site. It is presently vacant except for a small substation in the southwestern corner. Between 1940 and 1968, the property was used by the City as part of the sanitary landfill.

The City has an agreement with OENJ Cherokee to fill the site using dredge spoils, and ultimately redevelop the area to create a golf course. The City has zoned the two properties as a Waterfront Recreation Zone. The project will be undertaken in phases and will take several years to complete.

Drogin Site

The Drogin site, at the intersection of New Hook Road and LeFante Highway/Route 169, has development potential for highway commercial or light industrial use.

South Cove Commons

South Cove Commons is a 233,000 square foot shopping center which is located on a 21 acre site near the intersection of North Hook Road and LeFante Highway/Route 169. It is under construction with a supermarket and other commercial uses.

LeFante Highway/Route 169

There is an approximately 45 acre area located along the east and west sides of LeFante Highway/Route 169 that is underutilized and has redevelopment potential. Specifically, this area is bounded by Hook

Road, 30th Street and 22nd Street. It is recommended that this area be evaluated to determine if it is an area in need of redevelopment under State law.

HBLRTS Station Areas

The construction of the HBLRTS creates a unique opportunity to capitalize on this mass transit investment and link it to future economic development in the City. As detailed in the Land Use Plan Element, the area surrounding the proposed stations are envisioned to be redeveloped as high density mixed use nodes of residential and commuter-oriented commercial uses. The creation of neighborhood retail and office uses will provide new employment opportunities.

General Recommendations

It is recommended that the Bayonne Economic Development Corporation (BEDC) coordinate all economic development initiatives in the City.

There are a number of plan elements in the 1999 Hudson County Comprehensive Economic Development Strategy document which are particularly relevant to the City and should be actively supported. These include the following:

1. Continue to support the Hudson-Bergen Light Rail Transit System.
2. Support dredging activity for deep-sea port facilities.
3. Expand the Commercial Revitalization program; intensify downtown beautification and cleanup programs.
4. Encourage the development of niche retail markets.
5. Support the reuse of the Marine Ocean Terminal – Bayonne.
6. Encourage the creation of a new Foreign Trade zone.

V. HOUSING PLAN ELEMENT

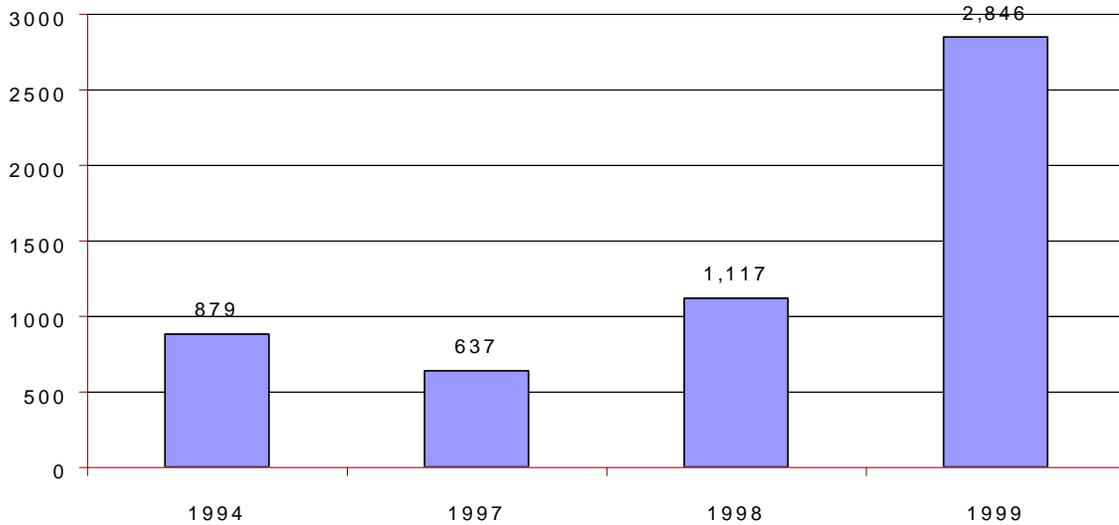
INTRODUCTION AND OVERVIEW

The City of Bayonne is a mature, fully developed municipality with a broad range of residential development that provides residents with numerous housing options. These include detached single-family homes, detached two-family homes, attached townhouses and multi-family apartment buildings. The quality and diversity of Bayonne's housing stock, as well as the high rate of home ownership, contributes to residential stability and a desirable quality of life.

The predominant housing type in Bayonne is the detached two-family home, which is found in almost every neighborhood in the City. There are also significant but lesser amounts of detached single-family housing and attached multi-family housing, especially 3 to 4 family units. Approximately 50 percent of all homes in the City were constructed prior to 1940, however, many units have been renovated or upgraded over the years and housing conditions are good. This trend is projected to continue because of the availability of City administered rehabilitation programs, housing turnover as young couples and families replace older homeowners and the strong residential real estate market which encourages housing improvement.

Bayonne has recently experienced new residential development that contributes to the quantity and quality of the housing stock. As shown below, the number of residential building permits increased from 879 in 1994 to 2,846 in 1999. This represents an increase of almost 224 percent and indicates a strong housing market. The demand for housing in the City is growing and is precipitated by several factors including the well-regarded school system, the construction of the HBLRTS and the planned redevelopment of the MOTBY and Texaco sites. Significant projects include the on-going development of detached two-family homes on Oak Street known as Green Acres Gardens, the recently approved Destiny Builders apartment project on West 25th Street and the planned redevelopment of the Texaco site in Bergen Point with a variety of housing. There has also been growing interest in providing new housing for targeted segments of the population including senior citizens and professionals who commute to work in Jersey City and New York City via the HBLRTS.

Table V-1
Residential Building Permits by Year, 1994 to 1999
City of Bayonne



Source: City of Bayonne

Bayonne's privately owned housing stock is complemented by the facilities of the Bayonne Housing Authority. The Housing Authority is a major provider of quality, affordable public housing for a broad range of City residents including senior citizens, families and other qualified residents. At present, it owns and maintains 1,912 units of housing located at 13 complexes as well as at scattered sites throughout the City. In addition, the Housing Authority recently completed the Roberson School redevelopment project with 20 detached two-family homes for first time low- and moderate-income homebuyers.

HOUSING ELEMENT/FAIR SHARE PLAN

The City of Bayonne's Housing Element/Fair Share Plan was prepared in 1996 pursuant to the New Jersey Municipal Land Use Law (N.J.S.A. 40:55-D28) and Fair Housing Act (P.L. 1985, c. 222, section 10). Bayonne submitted the Housing Element/Fair Share Plan to the Council on Affordable Housing (COAH) and petitioned for substantive certification in 1996. COAH granted substantive certification in December, 1996 for a period of 6 years expiring in December, 2002. Substantive certification indicates that a municipality's Housing Element/Fair Share Plan and zoning ordinance comply with the Fair Housing Act. It also provides a municipality with significant protection against allegations of exclusionary zoning and builder's remedies lawsuits. The City's Housing Element/Fair Share Plan is incorporated into the Master Plan as adopted in 1996 (see Appendix). No revisions or amendments are proposed in order to preserve substantive certification from COAH through 2002.

COAH is currently preparing the next round of municipal fair share affordable housing obligations for the period 2000 to 2005. Municipalities will receive their fair share obligations for this period after information from the 2000 U.S Census is made available to COAH. Bayonne's substantive certification is valid through 2002, however, the City will have to address its fair share obligation after this status expires. The following issues, goals and objectives, which were developed during the Master Plan process, supplement the City's 1996 Housing Element/Fair Share Plan:

1. Preserve established residential character wherever possible by preventing the intrusion of incompatible commercial and industrial uses and promoting the rehabilitation of substandard units.
2. Provide a broad range of housing to meet the needs of all residents including low and moderate income housing, middle-income housing and market rate or luxury housing. Encourage the development of housing that is affordable to younger couples and families seeking to remain in, or move to, the City.
3. Encourage the use of Regional Contribution Agreements (RCA's) to fund the City's residential rehabilitation program.
4. Promote the development of senior citizen housing that enables older residents to "age in place" including independent living, assisted living and congregate care housing.
5. Support the development of quality, higher density multi-family housing on Avenue E near HBLRTS stations in order to serve the commuter population.
6. Acknowledge the role of the Bayonne Housing Authority in providing housing that is affordable to low and moderate income residents of the City.
7. Recognize the potential of selected vacant, underutilized or deteriorated properties for in-fill residential development.
8. Identify commercial and industrial properties that are suitable for adaptive reuse and encourage their redevelopment for housing.

VI. COMMUNITY FACILITIES PLAN

INTRODUCTION

The City of Bayonne has entered a period of renewed growth and revitalization characterized by redevelopment, infrastructure renewal and population stability. This trend is projected to continue into the future as major projects are implemented including the redevelopment of MOTBY and Texaco and the completion of the HBLRTS. Despite the changes that have occurred since the 1990 Master Plan, Bayonne has maintained its unique character as a close-knit community with an outstanding quality of life. One of the most significant factors influencing the City's quality of life is the availability and high quality of community facilities. These facilities include schools, emergency services, libraries, hospitals and community centers. Community facilities have a direct relationship to the adequacy of public services and, therefore, to the quality of life experienced by residents, workers and visitors. The Community Facilities Plan recognizes the importance of community facilities and the contribution that they make to the City's reputation as a good place to live and work.

The City of Bayonne has an extensive system of community facilities befitting its status as a major urban center and the second largest municipality in Hudson County. Bayonne's community facilities make an important contribution to the quality of life and are generally adequate to serve existing residents, businesses and visitors. There are, however, facilities that are aging and in need of improvement. The 1990 Master Plan included the goal of promoting the preservation and expansion of community facilities to serve the needs of the population. This recommendation remains valid and is incorporated into the current Master Plan.

The Community Facilities Plan provides an evaluation of the public facilities and services in Bayonne. Existing conditions have been analyzed through discussions with the Master Plan Task Force, City officials and information supplied by various departments. Recommendations for facilities and services are made at the end of the Plan.

SCHOOLS

The City of Bayonne's public school system has an outstanding reputation and is one of the highest performing school systems in Hudson County. Bayonne's school system has experienced relative stability over the past ten years characterized by level enrollment, improvement of existing facilities and the introduction of new programs. The school system currently has 12 facilities consisting of 10 primary schools, 1 high school and 1 specialized school, as shown in Table VI-1. In addition, there is an Adult

High School at Bayonne High School for older students seeking to complete their secondary education. The schools are located throughout the City, which reflects its status as a fully developed community with dense pattern of residential development.

Public School Facilities

The City of Bayonne's public schools were constructed in the early twentieth century when the City was experiencing rapid development and population growth. As shown in Table VI-1, the majority of Bayonne's schools were constructed between 1903 and 1935 and have an average age of 75 years. Many schools, however, have been expanded and renovated over the years to meet the changing needs of the student population and support curriculum advancements. There are 10 primary schools that enroll students in kindergarten through grade 8 (K to 8). The primary schools operate as neighborhood schools that serve Bayonne's various residential areas. There are 3 schools located in the uptown section of the City including Horace Mann School Number 6, Washington School Number 9 and Woodrow Wilson School Number 10. The Walter F. Robinson School Number 3, Philip G. Vroom School Number 2 and Midtown Community School are located in the midtown section of the City. There is one school, John M. Bailey School Number 12, located downtown on West 10th Street. The east side of Bayonne is served by Lincoln School Number 5 and Bergen Point is served by Mary J. Donohoe School Number 4 and Henry E. Harris School Number 1.

The City of Bayonne has one secondary school, Bayonne High School, that serves the entire City. The High School enrolls students in grades 9 to 12 and is located on Avenue A at West 29th Street. It was constructed in 1935, as shown in Table VI-1.

Bayonne also has one gifted and talented school, School Number 14, that is located on Avenue E and East 24th Street. School Number 14 enrolls students in grades 4 to 8 and provides specialized educational programs.

Table VI-1 PUBLIC SCHOOLS, 2000 City of Bayonne			
<i>School</i>	<i>Address</i>	<i>Grades</i>	<i>Year Constructed</i>
<i>Primary</i>			
John M. Bailey School No. 12	West 10 th Street	K to 8	1909
Mary J. Donohoe School No. 4	East 5 th Street and Dodge Street	K to 8	1920
Henry E. Harris School No. 1	Avenue C and West 5 th Street	K to 8	1921
Lincoln School No. 5	Prospect Avenue and East 30 th Street	K to 8	1919
Horace Mann School No. 6	Broadway and West 38 th Street	K to 8	1914
Midtown Community School No. 8	Avenue A and West 24 th Street	K to 8	1992
Walter F. Robinson School No. 3	J.F.K. Boulevard and West 31 st Street	K to 8	1903
Philip G. Vroom School No. 2	Broadway and West 26 th Street	K to 8	1914
George Washington School No. 9	Avenue B and West 47 th Street	K to 8	1917
Woodrow Wilson School No. 10	Avenue B and West 56 th Street	K to 8	1931
School No. 14 (Gifted and Talented)	Avenue E and East 24 th Street	4 to 8	1921
<i>Secondary</i>			
Bayonne High School	Avenue A and West 29 th Street	9 to 12	1935
<i>Source:</i> Board of Education, City of Bayonne			

Recent Facility Improvements

The City of Bayonne school district has initiated and completed a series of facility improvements since the 1990 Master Plan. As shown in Table VI-2, these improvements include a new school and the expansion of several existing schools. They are intended to upgrade aging facilities and accommodate enrollment growth, curriculum requirements and new programs.

The most significant facility improvement in Bayonne since the last Master Plan is the Midtown Community School, which was completed in 1992. Midtown Community School is a state-of-the-art facility that replaces the former Roberson and Roosevelt Schools, which were aging and in need of replacement. It offers a full range of curricular and program spaces for students in kindergarten through grade 8.

Several schools in Bayonne are also being improved through the construction of additions and the renovation of existing space. These improvements are necessary to accommodate the Early Childhood

Program, which will provide full-day kindergarten and half-day preschool in all primary schools. Henry Harris School Number 1 was expanded in 1999 with 9 new classrooms, a speech room, faculty room and multi-purpose room. Three other primary schools are currently being expanded for the 2000-2001 school year. Mary J. Donohoe School Number 4 is being expanded with 4 new classrooms, a library/media center, computer room, faculty room, nurse office and multi-purpose room. An addition is also being constructed to George Washington School Number 9 containing 7 new classrooms, a computer room, faculty room and multi-purpose room. In addition, John M. Bailey School Number 12 is being expanded with 4 new classrooms, 2 group instruction rooms, multi-purpose room and renovated restrooms.

Table VI-2 PUBLIC SCHOOL IMPROVEMENTS, 1991 TO 2000 City of Bayonne			
<i>School</i>	<i>Address</i>	<i>Improvements</i>	<i>Completion Date</i>
<i>New Facilities</i>			
Midtown Community School	Avenue A and West 24 th Street	New school	1992
<i>Expanded Facilities</i>			
Henry Harris School No. 1	Avenue C and West 5 th Street	9 classrooms, faculty room, speech room, multi-purpose room	1999
Mary J. Donohoe School No. 4	East 5 th Street and Dodge Street	4 classrooms, library/media center, computer classroom, faculty room, nurse office, multi-purpose room	2000
George Washington School No. 9	Avenue B and West 47 th Street	7 classrooms, computer room, faculty room, multi-purpose room	2000
John M. Bailey School No. 12	West 10 th Street	4 classrooms, 2 group instruction rooms, multi-purpose room, renovated restroom	2000
<i>Source:</i> Board of Education, City of Bayonne			

Enrollment Trends

Over the past 10 years, the City of Bayonne school district has experienced a significant increase in enrollment. The number of students attending public school increased from 6,736 in the 1991-1992 school year to 7,657 in the 1999-2000 school year as shown in Table VI-3. This represents enrollment growth of 921 students or 13.7 percent during the decade. The increase in enrollment has occurred at all grade levels, however, it is most pronounced in kindergarten through grade 8 (K to 8). This is primarily the result of the demographic trend known as the “baby boom echo.” This refers to adults born between 1946 and 1964, who are in their prime child-bearing years, and whose children are enrolled in the lower

grade levels. This trend is expected to continue over the course of the next several years. In order to accommodate enrollment growth at the elementary level, the Midtown Community School was opened in 1992, Henry Harris School Number 1 was expanded in 1999 and three other primary schools are currently being expanded.

Table VI-3 SCHOOL ENROLLMENT TRENDS, 1991 to 2000 City of Bayonne			
Year	Enrollment	Change, 1991-2000	
		Number	Percent
1991-1992	6,736	--	--
1992-1993	6,997	261	3.9
1993-1994	7,509	512	7.3
1994-1995	7,663	154	2.1
1995-1996	7,728	65	.80
1996-1997	7,548	-180	-2.3
1997-1998	7,682	134	1.8
1998-1999	8,036	354	4.6
1999-2000	7,657	-379	-4.7
CHANGE, 1991-2000		921	13.7

Source: City of Bayonne, Board of Education.

Projected Enrollment

The City of Bayonne's school system is projected to experience continued enrollment growth over the next several years. Current enrollment for the 1999-2000 school year is 7,657. This is projected to increase to 8,410 students in 2000-2001, as shown in Table VI-4. This represents a gain of 753 students or 9.8 percent during the next year. A significant portion of this growth is the result of the new Early Childhood Education Program, which provides full-day kindergarten and half-day preschool for all age eligible children in the City. This program will begin in the 2000-2001 school year and is expected to attract several hundred new students into the school system. Additional enrollment increases are projected over the next several years as a result of residential redevelopment, housing turnover and an increase in the school-age population resulting from the "baby boom echo."

Table VI-4 PROJECTED SCHOOL ENROLLMENT, 2000-2001 City of Bayonne			
		<i>Change, 1999-00 To 2000-01</i>	
<i>Year</i>	<i>Enrollment</i>	<i>Number</i>	<i>Percent</i>
1999-2000	7,657	---	---
2000-2001	8,410	753	9.8

Source: Board of Education, City of Bayonne

Private Schools

The City of Bayonne's public school system is complemented by numerous private schools that provide a broad range of educational instruction and programs for children and their families. Bayonne has a tradition of strong support for private schools, many of which are parochial or religious schools affiliated with churches, temples and houses of worship in the City. As shown in Table VI-5, there are 9 private schools in the City with a total enrollment of 1,700. They provide an alternative to the public schools for families who desire a specialized or religiously-oriented education. The City's private schools also provide additional educational capacity, which is especially important in light of recent public school enrollment growth.

Table VI-5 PRIVATE SCHOOLS, 2000 City of Bayonne	
<i>School</i>	<i>Address</i>
Beacon Christian Academy	100 East 22 nd Street
Holy Family Academy	239 Avenue A
Marist High School	1241 Kennedy Boulevard
Messiah Christian High School	100 East 22 nd Street
Our Lady of Mount Carmel School	23 East 22 nd Street
Saint Andrew's School	126 Broadway
Saint Mary, Star of the Sea School	19 West 13 th Street
Saint Vincent DePaul School	80 West 47 th Street
Yeshiva Gedolah of Bayonne	735 Avenue C

Source: Board of Education, City of Bayonne

LIBRARY FACILITIES

The City of Bayonne Free Public Library has facilities located in the northern, southern and central sections of the City to serve residents, schoolchildren and visitors. As shown in Table VI-6, the Bayonne library system consists of a main facility and two branch facilities. The Main Library and Cultural Center is located in midtown at 697 Avenue C. The Story Court Branch is located in Bergen Point at West 4th Street and Story Court while Branch Number 2 is located uptown at 1055 Avenue C. The City's library facilities are considered adequate to meet the needs of current residents.

The Main Library and Cultural Center is one of Bayonne's major educational and cultural facilities. It is also an historically significant Carnegie library that was constructed in 1903. In addition to its book collection, the Main Library provides a broad range of educational and cultural programs in the M.E. O'Connor Gallery. The administration of the Free Public Library has identified the need for a modern and technologically advanced auditorium, possibly at the rear of the Main Library. There is also a need for a long-range facilities plan to identify necessary facility improvements. According to the Library Director, such a plan is currently in the early stages of preparation.

Table VI-6 PUBLIC LIBRARY FACILITIES, 2000 City of Bayonne	
<i>Facility</i>	<i>Address</i>
Main Library and Cultural Center	697 Avenue C
Story Court Branch	West 4 th Street and Story Court
Branch Number 2	1055 Avenue C
<i>Source: Bayonne Free Public Library</i>	

The Bayonne Free Public Library has an extensive collection of books, newspaper and periodicals and electronic media as shown in Table VI-7. The collection currently consists of 189,283 book titles and 265,214 book volumes; 234 periodicals and newspapers; and 6,857 audio-visual materials and 439 electronic media. The City's Free Public Library has a total annual circulation of approximately 170, 884.

Table VI-7 PUBLIC LIBRARY COLLECTION, 2000 City of Bayonne	
<i>Category</i>	<i>Number</i>
Book Titles	189,283
Book Volumes	265,214
Periodicals and Newspapers	234
Audio-Visual Materials	6,857
Electronic Materials	439
Circulation	170,884
<i>Source: 1999 Public Library Statistical Report, Bayonne Free Public Library.</i>	

The Bayonne Free Public Library provides numerous services to the community in addition to its basic function as a place to read, conduct research and borrow books. The Main Library and Cultural Center has a meeting room for the use of community groups. The Free Public Library also provides computers and internet access to residents of the City. There are currently 34 computer terminals for public use in the 3 library facilities. In addition, the Public Library has reciprocal borrowing agreements with over 73 libraries in Hudson, Bergen, Passaic and Essex Counties. This provides expanded access to books, periodicals and other library holdings.

FIRE DEPARTMENT FACILITIES

The City of Bayonne is a fully developed, urban community with diverse residential neighborhoods, multiple commercial districts and large industrial areas that require fire protection. As a result, Bayonne has an extensive network of fire facilities and a broad range of equipment to serve residents, businesses and visitors. There are 7 fire stations with various types of fire fighting apparatus as shown in Table VI-8. These facilities are geographically distributed so that every section of the City is within 1.5 miles of a fire station, providing outstanding coverage. This is a standard used in assessing fire protection systems by the National Board of Fire Underwriters. Bayonne's water flow for fire-fighting are rated highly and response times are consistent with an adequate level of fire protection.

Bayonne's Fire Department is a full-time professional force that provides 24 hour service and fire protection. In addition to local fire protection services, the City maintains several mutual aid agreements with adjacent municipalities and governmental agencies. These include a written agreement with the Jersey City Fire Department, the Military Ocean Terminal Bayonne and verbal agreements with the North

Bergen Fire Department, the Port Authority Police and the City of Newark. In the event of an emergency, the Bayonne Fire Department provides fire coverage and fire fighting assistance in these communities.

Table VI-8 FIRE DEPARTMENT FACILITIES, 2000 City of Bayonne	
<i>Facility</i>	<i>Equipment</i>
Headquarters/27 th Street Station	1,250 GPM Pumper, 95' Telescoping Platform, Hazardous Materials Response Unit, Rescue Trailer and Shift Commander Vehicle.
4 th Street Station	1,250 GPM Pumper, 75' Telescoping Platform.
16 th Street Station	1,250 GPM Pumper w/50' Telescoping Boom, 18' Boston Whaler, 12' Inflatable Raft
34 th Street Station	1,250 Pumper with Foam System, Mobile Air Unit
57 th Street Station	1,250 GPM Pumper w/54' Articulating Boom, 100' Telescoping Ladder, 1,250 GPM Pumper (Reserve)
Hook Road Station	1,250 GPM Pumper, 6,500 Gallon Water Tanker, 2.5 Ton Foam Truck, 1,250 GPM Emergency Water Pumper, Decontamination Trailer
MOTBY Station	2,000 GPM Pumper, 1,000 GPM Reserve Pumper, 100' Elevating Platform, Ambulance, Reserve Truck
<i>Source:</i> Bayonne Fire Department	

The majority of Bayonne's Fire Department facilities are aging and many are in need of repair or renovation. This problem is compounded by the often obsolete design of older facilities since many are relatively small and were intended to accommodate horse drawn apparatus. The Fire Department has identified the need for reinforced floors at the 4th Street and 57th Street Fire Stations as well as a new roof at the 16th Street Fire Station. In addition, the Fire Director has indicated that future consolidation, relocation and construction of new fire facilities should be considered. There is also the need for a fire apparatus replacement plan to upgrade equipment and fire fighting capabilities. This is particularly important as redevelopment at MOTBY and Texaco commences.

Bayonne's unique geography as a peninsula makes emergency access to the water an important issue. The Fire Department will be able to launch a boat from the 16th Street Boat Launch when it is completed for fire fighting and rescue purposes.

POLICE DEPARTMENT FACILITIES

The City of Bayonne Police Department is responsible for law enforcement and public safety throughout the City’s diverse residential neighborhoods, multiple commercial districts, large industrial areas and busy highway corridors. The Police Department provides services to residents as well as the thousands of employees and visitors who work or pass through the City each day. The Department has multiple facilities to support its operations, as shown in Table VI-9. The majority of these facilities are considered adequate to meet the needs of the City and Police Department.

The Bayonne Police Department operates from a centrally located headquarters facility at the Municipal Building on Avenue C and West 27th Street as shown in Table VI-9. In addition, the Police Department has substations at Bayonne/Stephen Gregg County Park, the Bayonne Housing Authority complex on Avenue E and East 18th Street and MOTBY. A Police Garage and Impound Lot are located in Constable Hook. The Department also has access to a firing range operated by Policeman’s Benevolent Association Local 7, however, it does not own the range. The only new facility under development is a substation planned by the developer of the former Maidenform Building on Lexington Avenue in Bergen Point, known as Senior Horizons of Bayonne. It is scheduled for completion by 2002 when the senior independent living project is completed.

Table VI-9 POLICE DEPARTMENT FACILITIES, 2000 City of Bayonne	
<i>Facility</i>	<i>Location</i>
<i>Existing</i>	
Police Department Headquarters	Municipal Building, Avenue C and West 27 th Street
Bayonne County Park Substation	Bayonne/Stephen Gregg County Park at J.F.K. Boulevard
Community Oriented Police Field Office	Bayonne Housing Authority, East 18 th Street and Avenue E
MOTBY Police Office (Temporary)	MOTBY
Police Garage	Bayonne Central Garage, Hook Road
Police Impound Lot	OENJ Cherokee, Constable Hook
<i>Proposed</i>	
Senior Horizons of Bayonne Substation	Maidenform Building, Lexington Avenue and East 3 rd Street
<i>Source:</i> Bayonne Police Department	

The Bayonne Police Department has identified several recommended facility improvements as part of the Master Plan process. According to the Law Enforcement Director and Police Chief, there is a need for additional office space, increased storage space, a new Impound Lot and a permanent substation at

MOTBY. The Police Department has plans for these improvements with the exception of a MOTBY substation, which is contingent upon the pace and scale of redevelopment under the guidance of the Local Redevelopment Authority (LRA).

MUNICIPAL BUILDING

Prior to 1960, Bayonne government functions were located in various facilities throughout the City including the old City Hall on Avenue E, the Finance Office on 8th Street, Fire and Police headquarters on Avenue C and Parks and Public Buildings within City Park. In order to consolidate municipal functions and provide office space for the various City departments, a new municipal building was constructed in 1972 between 27th and 28th Streets on a 2.14 acre site. The building consists of 162,550 square feet on two floors and a mezzanine level. This total also includes a Fire and Police Department headquarters and a 130 parking space garage on the basement level. There may be a need to expand a portion of City Hall in order to ease crowding and meet the need for additional office space.

HOSPITALS

The City of Bayonne has one major medical facility, Bayonne Hospital, that serves the entire City and is a significant community asset. Bayonne Hospital is located on East 30th Street between Broadway and Avenue E. The Hospital offers comprehensive medical services including an emergency room, acute care and outpatient services. Due to the City's relatively isolated location, Bayonne Hospital makes an important contribution to the health and safety of residents. It also functions as an engine of economic development, especially for office space and health related services. In recognition of its importance to the community, Bayonne Hospital should be supported and encouraged to expand in appropriate locations.

MAJOR PRIVATE RECREATION FACILITIES

The City of Bayonne has a strong tradition of civic involvement and public service by private institutions and organizations, especially in areas that improve the local quality of life such as recreation and schools. The City has numerous private institutions and organizations that provide recreation facilities and programs for residents. Foremost among these are the Jewish Community Center and YMCA, as shown in Table VI-10. They contain facilities for active recreation such as gymnasiums, pools, health and fitness centers, exercise rooms and a running track. They also operate numerous recreation programs ranging from athletic leagues to fitness programs. The important contribution that the Jewish Community Center and YMCA, as well as other such institutions and organizations, make in meeting the recreational needs of residents is recognized and encouraged.

Table VI-10
 MAJOR PRIVATE RECREATION FACILITIES, 2000
 City of Bayonne

<i>Facility</i>	<i>Location</i>	<i>Facilities</i>
Jewish Community Center	1050 John F. Kennedy Boulevard	Gymnasium, pool, health and fitness center, aerobics room, track
YMCA	Avenue E and East 22 nd Street	Gymnasium, pool, weight room, track, exercise room
<i>Source:</i> Jewish Community Center, YMCA		

VII. PARKS, RECREATION AND OPEN SPACE PLAN ELEMENT

INTRODUCTION

The City of Bayonne has an extensive and diverse system of parks, athletic facilities and open space to meet the active and passive recreation needs of residents. Bayonne's parks and recreation facilities make a substantial contribution to the quality of life experienced by residents and enhance its reputation as a desirable place to live and work. In addition to providing a recreational outlet, the City's system of parks and recreation facilities provides much needed open space, a gathering place for social and civic events and a refuge from the urban environment found throughout much of Hudson County. Bayonne has made it a priority to preserve existing parks and recreation facilities, and create new parks and recreation facilities in targeted areas, in recognition of their importance to the City.

Bayonne has also entered into an Environmental Performance Partnership Agreement, the first of its kind in the State, with the New Jersey Department of Environmental Protection (NJDEP) to enhance the local environment including the provision of parks and open space. One of the goals of this Agreement is to increase parkland in the City by 25 acres over the next 5 years. The Parks, Recreation and Open Space Plan is consistent with this goal and endeavors to provide a framework for future park and open space expansion.

AVAILABILITY OF PARKS AND OPEN SPACE

The City of Bayonne has a multi-tiered system of parks and open space consisting of City and County facilities with a total area of almost 163 acres. This amount of parks and open space is considered sufficient for a mid-sized City such as Bayonne, depending upon the standard used. The geographic distribution of parks and open space is uneven, however, with 4 parks on the western and southern waterfronts accounting for 91 percent of all parkland and open space. There is a limited amount of parks and open space on the east side of the City.

As shown in Table VII-1, Bayonne has an adequate amount of parks and open space according to the New York City and New Jersey Balanced Land Use standards. Under the New York City standard, Bayonne should have 153.6 acres of parks and open space based upon a 1990 population of 61,444. According to the New Jersey Balanced Land Use standard, the City should have 108.9 acres of parks and open space based upon a total developable area of 3,631 acres. The City exceeds both of these standards, although it should be noted that Bayonne County Park accounts for more than half of all parkland and open space in the City.

Table VII-1 PARK AND OPEN SPACE STANDARDS, 2000 City of Bayonne				
<i>Category</i>	<i>Parks Area Standard</i>	<i>Recommended Park Area</i>	<i>Existing Park Area</i>	<i>Parks & Open Space Surplus/Deficit</i>
New York City	2.5 acres/ 1,000 population	153.6 acres	162.6 acres	+9 acres
N.J. Balanced Land Use	3% of developed/ developable area	108.9 acres	162.6 acres	+53.7 acres
N.J. Green Acres	8 acres/ 1,000 population	491.6 acres	162.6 acres	-329 acres
* The New York City standards consist of 2 acres of active recreation space per 1,000 population and .5 acres of passive recreation space per 1,000 population.				
<i>Source:</i> Open Space Guidelines, New York City Department of Planning; New Jersey Open Space and Outdoor Recreation Plan Summary – 1994 to 1999; Green Acres Program, New Jersey Department of Environmental Protection.				

Bayonne, in contrast, has a parks and open space deficit according to the New Jersey Green Acres standard. Under this standard, the City should have 491.6 acres of parks and open space based upon 1990 population of 61,444. The Green Acres standard does not reflect conditions in fully developed and densely populated municipalities such as Bayonne. It is better suited to suburban and rural communities with moderate to low population densities and available land for park development. The Green Acres standard should therefore be discounted as a measure of the City's parks and open space adequacy.

The primary issue as it relates to parks and open space in Bayonne is the need for additional facilities to serve the residents of the east side of the City. The core area of the City, especially those neighborhoods west of Broadway, are well-served by parks and open space. There are a variety of parks and recreation facilities to provide residents in these areas with passive and active recreational opportunities. The provision of additional parks and open space on the east side is encouraged, including vest-pocket parks, community parks and the Hudson River Waterfront Walkway.

EXISTING PARKS AND RECREATION FACILITIES

The City of Bayonne has a well-developed system of park facilities that provide recreational opportunities, open space and a gathering place for social as well as civic events. There are currently 22 parks and recreation facilities with a total area of almost 163 acres in the City, as shown in Table VII-2 and detailed on the Parks, Recreation and Open Space Map. The facilities vary in size from large County parks that are regional in nature to intermediate-sized parks that serve the City and small parks that are

neighborhood-oriented. They provide a broad range of active and passive recreational amenities including ballfields, playgrounds, pools, sitting areas and waterfront walkways. The City's parks and recreation facilities are intensively utilized for organized and informal recreation on a year-round basis. This reflects Bayonne's urban character, limited open space and the overall good condition of existing facilities. The primary issue with regard to parks and recreation is the need for additional facilities on the east side of the City and achieving the goal of increasing parkland throughout the City by 25 acres over the next 5 years.

TABLE VII-2 EXISTING PARKS AND RECREATION FACILITIES, 2000 City Of Bayonne			
<i>Facility</i>	<i>Location</i>	<i>Size (acres)</i>	<i>Amenities</i>
<i>County</i>			
Bayonne/Stephen R. Gregg County Park	Avenue C between West 40th St. and West 41st St.	97.9	Ballfields, tennis courts, football field, track/exercise course, spray pool, playground, picnic area, community center, waterfront walkway
Mercer County Park	John F. Kennedy Blvd. & West 63rd St.	6.4	Baseball/football field, volleyball court, basketball courts, tot lot, picnic area
<i>Municipal</i>			
Dennis P. Collins Park	1st Street & Kill Van Kull	20.10	Ballfields, basketball courts, tennis courts, volleyball court, bocce, playground, wading pool, waterfront walkway
G. Thomas DiDomenico Park/16th Street Park	West 16th Street	19.50	Ballfields, soccer field, basketball courts, tennis courts, handball court, playgrounds, pool, rest rooms, docks, waterfront walkway
Don Ahern Veteran's Memorial Park	West 25th Street	11.20	Ballfield, football stadium, soccer field, track, playground, wading pool, waterfront walkway
Terry Collins Park	East 5th Street & Isabella Avenue	1.80	Playground, sitting area
Francis G. Fitzpatrick Park	Avenue C between West 26th St. & West 27th St.	.90	Playground, wading pool, rest rooms, sitting area
Sister Miriam Theresa Park	Gregg Lane & 23 rd Street	.80	Sitting area
Russell Golding Park	Avenue E between East 49th St. & East 51st St.	.77	Basketball courts, playground, wading pool, sitting area
11th Street Park	Avenue E & East 11th St.	.77	Ballfield, playground, sitting area
Edward F. Clark Park	Avenue C & West 9th Street	.60	Basketball courts, playground, sitting area
Cottage Street Playground	Cottage St. & Hobart Ave.	.40	Basketball court, playground, sitting area
North Street Mini-Park	Avenue A & North St.	.23	Playground, wading pool, sitting area

TABLE VII-2 (cont'd)			
EXISTING PARKS AND RECREATION FACILITIES, 2000			
City Of Bayonne			
<i>Facility</i>	<i>Location</i>	<i>Size (acres)</i>	<i>Amenities</i>
28th Street Park	Avenue F & East 28th St.	.19	Basketball court, playground, sitting area
Al Slootsky Park	Juliette St. between Avenue A & John F. Kennedy Blvd.	.19	Basketball court, wading pool, playground, sitting area
40th Street Playground	Avenue E and East 40th St.	.18	Playground, sitting area
Dr. Morris Park	Broadway & West 47th St.	.17	Sitting area
19th Street & Avenue C Mini-Park	Avenue C between West 18th St. & West 19th St.	.15	Playground, wading pool, sitting area
24th Street Playground	John F. Kennedy Blvd. & West 24th St.	.15	Playground, sitting area
John H. Donohoe Park/World War I Memorial	East 5th St. and Dodge St.	.01	Monument
East 5th Street Park	East 5th St. & Ingham Ave.	---	Ballfield
Total Park and Open Space Area		162.63 Acres	
<i>Source:</i> Bayonne Department of Public Works, Parks and Recreation.			

City Parks and Recreation Facilities

Bayonne has 20 municipal parks and recreation facilities located in neighborhoods throughout the City as shown in Table VII-2. The parks and recreation facilities range in size from Dennis P. Collins Park, which is 20.10 acres in size, to John H. Donohoe Park/World War I Memorial, which is .01 acres in size. They contain extensive amenities such as ballfields, playgrounds, wading pools, sitting areas and waterfront walkways. The size and mix of amenities determines how each park and recreation facility is used as well as the service area it covers. The larger parks, which are located on the western and southern waterfronts, have significant amenities and serve the entire City. The smaller parks, which are dispersed throughout the City, have limited amenities and primarily serve the neighborhoods in which they are located. Overall, the municipal park and recreation system functions well and is adequate to meet the current needs of residents. The larger parks are the foundation of the system, providing diverse recreational opportunities, while the smaller parks complement them, providing specialized recreational opportunities.

The majority of Bayonne's parks and recreation facilities are concentrated in the core area of the City west of Avenue E. This includes the largest parks in the City, which are Dennis P. Collins Park, G. Thomas DiDomenico Park and Don Ahern Veteran's Memorial Park. They are located on the Kill Van Kull and Newark Bay waterfronts, providing extensive waterfront access and outstanding views of the harbor. The parks also contain numerous amenities such as ballfields, basketball courts, tennis courts, playgrounds, sitting areas and waterfront walkways. They are significant community assets that provide a unique combination of recreation, open space and access to the waterfront. The remainder of Bayonne's parks and recreational facilities are relatively small, less than 1 acre, and are located in neighborhoods throughout the City. This includes Francis G. Fitzpatrick Park in mid-town near City Hall, Russell Golding Park uptown along Avenue E, 28th Street Park on Avenue F in the east side and Al Sloatsky Park under the Bayonne Bridge in Bergen Point. The parks provide an active and passive recreational outlet for the neighborhoods they are located in and contain amenities such as playgrounds, basketball courts, wading pools and sitting areas. They are an important local source of recreation and open space for residents, especially those with limited mobility such as senior citizens and children.

The major recreation issues in Bayonne are the limited amount of parks and open space as well as the lack of City-owned facilities. Municipal parks are intensively utilized for a variety of active and passive recreational activities and there is significant demand upon existing facilities. The City is fully developed, however, and there is limited opportunity for the creation of additional parks and open space. This problem is most acute on the east side of the City, especially those areas east of the former Central Railroad of New Jersey right-of-way. The development of additional facilities such as neighborhood parks and vest pocket parks in this area should be encouraged.

Bayonne's Division of Parks has also identified the lack of City-owned and operated facilities as an issue. The City often borrows facilities from the Board of Education to meet the demand for recreation programs. This problem is most acute during the winter when the City and Board of Education must share the limited number of indoor facilities that currently exist. Consideration should be given to the development of an indoor facility for municipal recreation programs, preferably in a central location accessible from all points in the City.

County Parks and Recreation Facilities

Bayonne has two Hudson County parks and recreation facilities located in the northern portion of the City that supplement the municipal park system. As shown in Table VII-2, the County parks are Bayonne/Stephen R. Gregg Park and Mercer Park. They are large regional facilities that provide a broad range of active and passive recreational opportunities for residents of the City as well as the County. The parks contain numerous amenities such as ballfields, basketball courts, tennis courts, picnic areas, sitting areas and waterfront walkways. Bayonne/Stephen R. Gregg Park is a major source of recreation and

open space by virtue of its large size, extensive amenities and relatively central location. Mercer Park is an important but secondary source of recreation and open space because of its relatively small size, limited amenities and isolated location. Both have been recently rehabilitated and are in good physical condition. The primary issues concerning the Hudson County parks are coordinating with the County to preserve and maintain facilities, enhancing links to the municipal park system and increasing access to Mercer Park.

Bayonne/Stephen R. Gregg Park is the largest recreational facility in the City with a total area of 97.9 acres and almost a half-mile of waterfront access. The park is located on Newark Bay between West 37th Street and West 48th Street. It is accessible from West 37th Street, West 48th Street and John F. Kennedy Boulevard as well as Avenue C between West 40th and West 41st Streets. The park contains the full spectrum of active and passive recreational amenities including ballfields, basketball courts, tennis courts, track, spray pool, playground, tot lot, walking/running trails, picnic area, sitting area, community center and waterfront walkway. As a result, it functions as a regional park that is used by County residents, a community park that is used by City residents and as a venue for organized activities such as softball and soccer leagues. In addition, Bayonne/Stephen R. Gregg Park's extensive waterfront access makes it an exceptional recreation and open space asset that is unique in the County. Future connections to other waterfront parks in the City, such as Don Ahern Veteran's Memorial Park at West 25th Street and the proposed "North 40" park immediately to the north, should be considered to enhance access to Newark Bay and connect to the Hudson River Waterfront Walkway.

Mercer Park is one of the larger recreation facilities in Bayonne with a total area of 6.4 acres and a variety of amenities. These include ballfields, volleyball courts, basketball courts, tot lot, picnic area and sitting area. The park is located in the northernmost section of the City on John F. Kennedy Boulevard near the intersection with West 63rd Street. It is accessible from the Boulevard as well as Avenue C, which connects to Merritt Street in Jersey City for access to the park from the east. Mercer Park is separated from the core area of Bayonne by the New Jersey Turnpike Hudson County Extension, Conrail Lehigh Valley Line and LeFante Highway/Route 169. This results in physical isolation that limits park use primarily to residents of northern Bayonne and southern Jersey City. Consequently, the park functions as a community park for the northern section of the City and a regional park for the southern section of the County. Increasing the utilization of Mercer Park has been identified as a key goal by the City. Improvements that enhance the physical and visual connections between Mercer Park, the core area of Bayonne and Bayonne/Stephen R. Gregg Park are recommended in order to increase its use.

PLANNED PARKS AND RECREATION FACILITIES

The City of Bayonne has established the goal of increasing parkland by 25 acres in its Environmental Performance Partnership Agreement with the New Jersey Department of Environmental Protection

(NJDEP). In order to achieve this goal, the City has plans to develop 5 additional parks and recreation facilities as shown in Table VII-3. They consist of the “North 40” park, 16th Street Park boat launch, MOTBY park , a park at the southeastern tip of the Port Jersey peninsula and a buffer park between Avenue F and LeFante Highway/Route 169. According to the City’s agreement with the NJDEP, the initial emphasis of park development is on the creation of passive recreation facilities such as the “North 40” site. In addition to the recreational benefits of this approach, it will have the added benefit of increasing open space and reclaiming unused or contaminated land. The planned facilities will be used for a variety of passive and active recreation, as follows:

Table VII-3 PLANNED PARK AND RECREATION FACILITIES, 2000 City of Bayonne		
<i>Facility</i>	<i>Location</i>	<i>Type of Facility</i>
“North 40” Park	On Newark Bay, north of Bayonne Park, south of Route 440, LeFante Highway/Route 169 and west of John F. Kennedy Boulevard	Passive recreation
16th Street Park Boat Launch	Southwest portion of 16th Street Park on Newark Bay	Active recreation
Military Ocean Terminal (MOTBY) Park	MOTBY peninsula	Active and passive recreation
Port Jersey Park	Southeastern portion of Port Jersey peninsula	Passive recreation
Buffer Park	East side of Avenue F between homes and LeFante Highway/Route 169	Passive park
<i>Source:</i> City of Bayonne; Environmental Performance Partnership Agreement between the City of Bayonne and NJDEP, 1999.		

The “North 40” site consists of approximately 40 acres of waterfront land along Newark Bay that is planned for passive recreational use. The site is bordered by LeFante Highway/Route 169 and Route 440 to the north, Bayonne/Stephen R. Gregg County Park to the south, Newark Bay to the west and properties fronting on John F. Kennedy Boulevard to the east. It is jointly owned by Bayonne, the NJDEP and the New Jersey Department of Transportation (NJDOT). The City has entered into a 99 year lease with the NJDOT to incorporate their property into the planned park. The City is also negotiating for NJDEP to use their property within the site for parkland. It is anticipated that successful negotiations will be completed by the end of the year. The primary purpose of the park is to provide passive recreational opportunities, enhance and expand wetlands and serve as a location for environmental education. A system of trails, natural areas and informational markers is proposed. Every effort should be made to link the “North 40” site to Bayonne/Stephen R. Gregg County Park in the south and the Jersey City waterfront in the north.

The 16th Street Park boat launch consists of ramps and a staging area for recreational boating in the southwestern corner of 16th Street Park on Newark Bay. The facility would increase waterfront access by enabling residents to trailer their boats to the existing 16th Street Park and launch them into Newark Bay. This facility is expected to facilitate waterborne recreation including fishing, sailing and exploration of the Newark Bay and Upper New York Bay estuaries.

Bayonne is planning to utilize a portion of MOTBY for parks and open space as part of the mixed-use redevelopment of the site. The long-term redevelopment plan is still being formulated, however, a portion of the MOTBY peninsula has been reserved for recreational use. According to the City's Environmental Performance Partnership Agreement with the NJDEP, the northeastern portion of the peninsula will be developed as a park in order to capitalize on the site's outstanding waterfront access and views of the harbor. The planned parkland would be designed for passive and active recreation. Additional land at the western edge of the MOTBY peninsula may be developed for active recreational use subject to the review and approval of the City and Local Redevelopment Authority (LRA).

A waterfront park has been proposed by Bayonne for the southeastern portion of the Port Jersey peninsula on the periphery of the Northeast Auto Marine Terminal. This relatively small area is unused at present and offers outstanding waterfront access as well as views of the harbor. It would be designed for passive recreational use and would complement the proposed park at the northeastern tip of MOTBY across Port Jersey Channel. The park would also complement the elevated viewing platform that is located nearby on the north side of Port Jersey Boulevard. This park is still in the proposal phase and there are significant issues to be addressed including funding, access and negotiations with Port Authority of New York and New Jersey.

Bayonne also plans a linear passive park between Avenue F and LeFante Highway/Route 169. The park is to be developed along an abandoned rail right-of-way from East 29th Street to East 25th Street. It will buffer homes on Avenue F from the highway.

HUDSON RIVER WATERFRONT WALKWAY AND NEWARK BAY/HACKENSACK RIVER WALKWAY

The City of Bayonne has extensive waterfront area due to its unique geography as a peninsula surrounded by water in three directions. The City is bordered to the east by Upper New York Bay, to the west by Newark Bay and to the south by the Kill Van Kull. The waterfront represents a potentially important source of recreation and open space, however, access has historically been limited by the use of waterfront areas for industry and transportation. The barriers to waterfront access in the City have gradually decreased as manufacturing activity has declined, freight railroads and shipping lines have reduced operations and waterfront redevelopment has grown. Bayonne has a strong foundation for increased waterfront access and the development of a waterfront walkway due to the presence of several

large parks on Newark Bay and the Kill Van Kull. Pending redevelopment projects offer the opportunity to link existing waterfront parks and provide public waterfront access where none currently exists. Foremost among these are the redevelopment of MOTBY, Texaco, the former City land-fill and the "North 40" site. The implementation of these projects is encouraged since they will greatly expand the existing Hudson River Waterfront Walkway and form the basis for a similar walkway on Newark Bay and the Hackensack River.

Hudson River Waterfront Walkway

The Hudson River Waterfront Walkway is a planned linear park spanning the entire length of Hudson County from the George Washington Bridge in the north to the Bayonne Bridge in the south. It is intended to create uninterrupted access to the Hudson River and Upper New York Bay, provide active and passive recreational opportunities and link the waterfront communities of eastern Hudson and Bergen Counties. In Bayonne, the Walkway is largely unbuilt with the exception of Dennis P. Collins Park on the Kill Van Kull and a small section on the east side of LeFante Highway/Route 169 adjacent to MOTBY. The Hudson River Waterfront Walkway is on the verge of a significant expansion, however, as pending redevelopment projects are implemented over the next several years. These redevelopment projects will trigger the NJDEP's Hudson River Waterfront Walkway regulations, which require parallel access to the waterfront and the provision of a walkway within a 30 foot wide easement. Foremost among the projects are the redevelopment of MOTBY, Texaco and the former City land-fill.

The largest and most significant redevelopment project in Bayonne is the planned redevelopment of MOTBY. A mix of uses is currently planned for the site including parks and open space. The Hudson River Waterfront Walkway will be a major component of the parks and open space element. The Walkway will provide extensive waterfront access, passive and active recreational opportunities and pedestrian links to the interior of the site. Careful planning is necessary to ensure that the section of the Hudson River Waterfront Walkway at MOTBY connects to the core area of the City and future Walkway sections to the south. Issues to be addressed include Walkway alignment, length and design.

The Texaco site in Bergen Point on the Kill Van Kull is located at the southern terminus of the Hudson River Waterfront Walkway. Current plans for the redevelopment of the site include waterfront access and a waterfront walkway. When completed, it will connect to Dennis P. Collins Park and provide the City with approximately 10,000 linear feet of uninterrupted access to the southern waterfront along the Kill Van Kull. The Texaco site is unique because it contains a 700 foot long pier that is a potentially significant recreational amenity for boating, fishing, walking and passive recreation. Consideration should be given to retaining all or part of the pier, subject to a structural evaluation and a determination about the extent of rehabilitation needed. Outstanding issues include negotiating with the Port Authority of New York and New Jersey for a connection under the Bayonne Bridge to Dennis P. Collins Park and providing an

adequate link to the existing waterfront walkway on Newark Bay at the A&P site several blocks to the north.

Of the major projects currently being planned in Bayonne, the redevelopment of the former City land-fill on North Hook Road opposite MOTBY is in the most advanced stage of implementation. A firm known as OENJ Cherokee is redeveloping the site and an adjacent property formerly owned by Public Service Electric and Gas as a golf course. The site is located on Upper New York Bay and will include a waterfront walkway spanning the entire length of the property. OENJ Cherokee is currently capping and closing the land-fill and will construct the golf course and waterfront walkway over the next several years. It will connect to a section of the Hudson River Waterfront Walkway at the adjacent South Cove shopping center to the west and ultimately to MOTBY. When the golf course and other redevelopment projects in the area are completed, the City will have uninterrupted waterfront access from the eastern end of MOTBY, around South Channel, to the eastern end of Constable Hook. Monitoring of the project is necessary to ensure an adequate connection to the Hudson River Waterfront Walkway at the South Cove shopping center and public access to the Walkway from North Hook Road, including sufficient parking.

During the next several years, Bayonne's portion of the Hudson River Waterfront Walkway will be significantly expanded as redevelopment along the waterfront accelerates. After MOTBY, Texaco and the former City land-fill are redeveloped, the primary issue will be linking the Hudson River Waterfront Walkway across industrial areas such as Port Jersey and Constable Hook. Adequate connections north to the section of the Walkway in Jersey City and south to the section of the Walkway along the Kill Van Kull are necessary to provide continuous waterfront access. The implementation of a way-finding sign program and streetscape improvements are recommended if the existing street and highway system is used to provide such connections. Alternative methods of waterfront access, such as elevated viewing platforms, should be pursued with NJDEP to provide access at selected locations in Port Jersey and Constable Hook. The City should also coordinate with Hudson County on the development of the Hudson River Waterfront Walkway. The County is developing an initiative to complete the Walkway by constructing missing links and upgrading substandard sections. Since the majority of the Walkway through Bayonne is undeveloped, the County's initiative may be of significant benefit to the City.

Newark Bay/Hackensack River Walkway

The Newark Bay/Hackensack River Walkway is a proposed linear park along Bayonne's Newark Bay waterfront from the Bayonne Bridge in the south to the municipal border with Jersey City in the north. The Walkway would function as an extension of the Hudson River Waterfront Walkway and connect to the Hackensack Meadowlands Development Commission's proposed Hackensack RiverWalk in Jersey City. It would provide the City with additional parkland and open space and be used for a variety of active and passive recreational activities such as walking, jogging, fishing and "people watching." A significant

portion of the Newark Bay/Hackensack River Walkway is already present in the form of existing City and County parks, however, there are missing links that need to be addressed in order to complete the Walkway.

The foundation of Bayonne's Newark Bay/Hackensack River Walkway consists of the City's West 16th Street Park and West 25th Street Park as well as Hudson County's Bayonne/Stephen R. Gregg Park. These parks provide approximately 5,000 linear feet of waterfront walkway and access to Newark Bay. In addition, there is an existing waterfront walkway behind the A&P shopping center on Avenue A between North Street and West 5th Street. Improvements to this section of walkway are recommended since it is in poor condition and lacks amenities such as street furniture, adequate lighting and landscaping. The City's plans to redevelop the Texaco and "North 40" sites include enhanced waterfront access that will expand the proposed Walkway. These sites will serve as the north and south "bookends" of the Newark Bay/Hackensack River Walkway.

There are four major gaps in the Newark Bay/Hackensack River Walkway as it is currently envisioned. They are located between Bayonne/Stephen R. Gregg County Park and West 25th Street Park, West 25th Street Park and West 16th Street Park, West 16th Street Park and the A&P site and the A&P site and the Texaco site. Creative planning and sensitive in-fill development is necessary to eliminate the missing links in the Walkway while preserving residential neighborhoods and viable industrial uses. At present, Avenue A is the designated route to connect the existing elements of the Newark Bay/Hackensack River Walkway. In order to create a physical and visual connection between these sites, improvements such as way-finding signage and streetscape enhancements are recommended. In the long-term, opportunities to develop additional waterfront walkway sections along Newark Bay should be pursued as land and funding becomes available. The area along Newark Bay between West 25th Street Park and West 16th Street Park is a good candidate for the construction of a waterfront walkway because existing development is setback from the water's edge. A recently approved residential development on West 21st Street at Newark Bay includes such a walkway, further reducing the gap in this area.

Other issues to be considered in the development of the Newark Bay/Hackensack River Walkway include providing connections to the core area of the City, ensuring consistent and high quality design and coordinating with the County and State on implementation.

VIII. CONSERVATION PLAN ELEMENT

The City of Bayonne is a fully developed urban community characterized by relatively dense residential neighborhoods, multiple commercial districts and extensive industrial areas. Most sections of Bayonne have been altered by human activity and there are few areas that can be considered natural or conservation areas. The City has, however, large areas devoted to parks and open space, extensive waterfront lands and numerous contaminated or brownfield sites. In order to increase parks and open space, improve waterfront access and reclaim brownfield sites, Bayonne has entered into an Environmental Performance Partnership Agreement with the New Jersey Department of Environmental Protection (NJDEP). This agreement is the first of its kind in the State and makes the City a leader among municipalities in environmental planning and management.

The purpose of the Environmental Performance Partnership Agreement is to enhance the capacity of Bayonne to protect the local environment, manage environmental issues, accelerate environmental improvements and link environmental improvements with development opportunities. The NJDEP is acting as a partner with the City in addressing these goals for the period of the agreement, which is from October 12, 1999 to October 11, 2004. A joint planning process is being utilized consisting of identifying environmental issues and concerns, preparing a baseline environmental assessment, developing goals and indicators and implementation actions. The Environmental Performance Partnership Agreement addresses the full spectrum of environmental issues, challenges and opportunities in Bayonne and is incorporated into the Master Plan as the Conservation Plan Element.

**ENVIRONMENTAL
PERFORMANCE
PARTNERSHIP AGREEMENT**

**Between
The City of Bayonne
And
The Department of
Environmental Protection**

October 12, 1999 – October 11, 2004

The State of New Jersey's Department of Environmental Protection (DEP) and the City of Bayonne, in order to assist the residents of Bayonne in preserving, restoring, sustaining, protecting and enhancing the environment and to ensure the integration of environmental quality, public health and economic vitality, agree as follows:

INTRODUCTION

The Strategic Plan of the DEP outlines the Department's mission and vision, six broad environmental goals, milestones and specific strategies in order to achieve these goals. It represents both a cultural shift in the mindset of the DEP and a new way of doing business for the Department. The Plan emphasizes the utilization of new concepts and approaches to environmental management. These new concepts include designing place-based approaches to environmental management, employing performance incentives for continual improvement, building and strengthening partnerships, managing for environmental results, and investing in our workforce.

I. PURPOSE OF AGREEMENT

This Environmental Performance Partnership Agreement between the City of Bayonne and the DEP is designed to enhance the capacity of the City to protect the environment and manage environmental issues, accelerate environmental improvements in and around the City of Bayonne, and link environmental improvements with local development opportunities.

It is adapted from the performance partnership agreement between the DEP and the United States Environmental Protection Agency (EPA) which is a component of the National Environmental Performance Partnership System (NEPPS). NEPPS is a process that takes an integrated, multi-media and multi-program, approach to environmental management and utilizes results-based management, data collection and assessment, traditional and innovative management strategies, public outreach and involvement, and partnerships.

It is the intent of this agreement to take the new approaches to environmental management that the DEP has implemented and institutionalized within its programs and work processes through NEPPS and its Results-Based Management Reporting System and share the lessons learned from these experiences. In addition, this agreement allows the DEP to focus its technical, scientific and managerial knowledge and expertise, and GIS and computer capabilities in one single geographic boundary in an integrated, multi-program and multi-media manner.

By focusing on the geographic boundaries of a particular jurisdiction, the partnership will facilitate a better understanding of the full range of environmental issues and problems affecting the community, and the

major sources or causes of each. It will also give the Department a chance to leverage its resources, tools and strategies and apply them to these issues and problems. Furthermore, it will enable the DEP to view these issues through a broader lens and thereby identify new opportunities and new ways to address these issues that would be less obvious using a piecemeal approach or viewing each issue independently.

This partnership agreement will commence on October 12, 1999 and extend for a period of five (5) years, ending on October 11, 2004.

II. THE JOINT PLANNING PROCESS

As this agreement is adapted from NEPPS, results-based management approaches and techniques will be utilized as the DEP and the City work together in partnership to develop and achieve a shared vision for improving and enhancing the environment in Bayonne. This will be done through a joint planning process that incorporates the key components of NEPPS. These components include: identifying environmental issues and concern, collecting and analyzing relevant information, developing shared goals, milestones/objectives and environmental indicators, and monitoring and reporting progress.

Environmental Issues and Concerns

The work of the partnership will focus on the environmental issues and concerns that have been developed by the City of Bayonne and will include all planned and ongoing development and redevelopment initiatives (See Attachment #1). This list may be amended and expanded during the course of the partnership agreement at any time, based on the mutual consent of both parties.

Baseline Data Assessment

The DEP has gathered information regarding these issues and concerns in order to establish baselines and assess the present status of each of these areas in the City (See Attachment #2). A summary of this information is included in Section III of his agreement. The baseline data does not provide an indication of environmental trends, as the historical information needed for this kind of assessment was not readily available. However, as part of this agreement, all information needed to identify environmental trends and to establish the strongest performance measurements possible will be gathered, assessed and analyzed by both parties.

Development of Goals and Indicators

The main component of the joint planning process is the development of goals, sub-goals, milestones and objectives, and performance indicators. This information will pertain solely to the jurisdictional boundaries of the City of Bayonne. The overall goals will be long-range general goals for the given resource. Sub-

goals will be developed that will break down the overall goal into manageable elements. Milestones and objectives will be identified for each sub-goal and will quantify desired environmental outcomes in a given time frame. Milestones provide quantitative targets for a given timeframe and objectives provide a directional goal statement (e.g., increase, decrease, maintain) where targets have not yet been established. Lastly, environmental indicators will be developed to measure progress toward achieving each milestone/objective. Specific activities that directly support the achievement of the goal, but are not environmental indicators, will also be identified and may be either the exclusive responsibility of one party, or have shared responsibilities for implementation.

An example of the types and kinds of information to be developed through this partnership agreement is taken from the New Jersey Environmental Performance Partnership Agreement 1999 - 2000 between the DEP and EPA and is presented as follows:

Goal:

Air Quality/Radiation

Sub-goal:

Bring the entire state into attainment for all criteria air pollutants and maintain air quality in areas already meeting health standards.

Milestone/Objective:

Attain the 1-hour and 8-hour air quality standards for ozone statewide by 2007 (by 2005 in the south for 1-hour ozone)

Indicators:

Cause Indicator - Base year emission inventory for VOC (volatile organic compounds) and Nox (nitrogen oxides)

Condition Indicator - Ambient ozone levels from at least 14 sites, number of exceedances and number of people exposed and duration

Response Indicator - Increased availability of public transportation

Project Management

A single point of contact will be identified within the Offices of the Mayor of the City of Bayonne and the Commissioner of the DEP. These individuals will serve as the overall project manager for their

organization and be responsible for updating their Mayor/Commissioner on the progress of the agreement and alert him to any obstacles, concerns or deficiencies.

Monitoring and Tracking of Progress

An Action Plan will be developed for project management purposes and will list the information that was developed in the joint planning process. This information will include the goals, specific activities to achieve the goals, individuals/programs responsible for implementing the activities, and due dates for implementation.

The project managers will ensure that the activities are being implemented by the appropriate responsible parties within their organizations and work with them to ensure success.

The City and the DEP will determine an appropriate system for the monitoring and tracking of partnership activities and the evaluation, assessment and reporting of progress.

The City Administration and DEP understand that this partnership agreement confirms their respective legal powers to regulate activity within the City and does not alter or diminish that authority in any manner.

III. BASELINE ASSESSMENT

The following section is a summary of the baseline data that was compiled by the DEP relative to the environmental issues and concerns expressed by the City. The summary provides an indication of the status of environmental conditions in Bayonne and identifies additional information that needs to be collected. Any historical trends and patterns that exist are noted, as well as the need for additional baseline data.

WATER QUALITY ISSUES

Combined Sewer Overflow Points (CSO Points)

Wastewater generated in the City is collected and conveyed to the Passaic Valley Sewerage Commissioners Water Pollution Control Facility in Newark for treatment. However, approximately 1,780 acres within Bayonne are serviced by combined sewer systems. During wet weather events when the available capacities of the collection, conveyance and treatment facilities are exceeded, wastewater is intermittently discharged to waters of the State at locations called CSO Points. There are thirty-three (33) CSO Points in Bayonne's combined sewer system.

Specific information concerning pollutant loadings from CSO Points to the waters of the State is not known. However, the City of Bayonne, in accordance with the terms of the City's NJPDES Individual Authorization under the General Permit for Combined Sewer Systems (NJPDES Permit No. NJ0105023) will be developing a CSO Discharge Characterization Study. The Study will result in a calibrated and verified Storm Water Management Model of the City's combined sewer system. The study will project the anticipated frequency, duration and chemical and biological nature of the discharges from the CSO Points during given or historical events of precipitation.

Solids/Floatables

The DEP's Operation Clean Shores program is responsible for managing and coordinating the removal of debris on New Jersey's beaches and coastlines. From 1994 to 1998, the program has removed a total of 3,226 cubic yards of floatable debris from the Kill Van Kull and Newark Bay areas. The amount of cubic yards of debris collected during each of these five years is as follows: 1998 - 830, 1997 - 700, 1996 - 736, 1995 - 600, and 1994 - 360. Obviously, there has been an upward trend in the amount of floatable debris collected in and around Bayonne, which is usually the result of stormy weather conditions.

Through formal action, the DEP and the City have developed an agreement that specifies the City's obligations, responsibilities and actions in complying with the New Jersey Sewerage Infrastructure Improvement Act, NJPDES General Permit for Combined for Combined Sewer Systems - Permit No. NJ0105023, and other regulatory requirements in the operation of the combined sewer system. It is recommended that the commitments of this negotiated agreement be included in the partnership agreement.

The Final Comprehensive Conservation and Management Plan, March 1996, for the New York - New Jersey Harbor Estuary Program (HEP) focuses on protecting, restoring and enhancing habitat in the harbor estuary. It outlines management strategies to prevent pollution and reduce contaminants at the source, integrates programs and plans, and relies upon public and private partnerships. Included in these strategies are recommendations for the DEP to continue the implementation of the successful short-term action plan and the nine minimum control measures of the National CSO Control Policy.

The action plan was developed in 1989 to confront ongoing beach closings in the summers of 1987 and 1988 and has been implemented each year since. The intent of the plan is to minimize beach wash-ups of floatables and includes surveillance, regular and non-routine clean-ups, increased communications and public awareness.

The nine minimum control measures of the National CSO Policy constitute a minimum recommended level of CSO control. These controls include:

- Proper operation and regular maintenance programs for the sewer system and CSO pipes
- Maximum use of collection systems for storage
- Review and modification of pretreatment programs to assure CSO impacts are minimized
- Maximization of flow to sewage treatment plants
- Prohibition of CSO discharges during dry weather
- Control of floatable materials in CSO discharges
- Pollution prevention programs that focus on containment reduction activities
- Public notification to ensure that the public receives adequate information on CSO occurrences and impacts
- Effective monitoring to characterize CSO impacts and the efficacy of CSO controls.

Funds

A total of \$13,742,846 in Federal Grants, State Bond Funds, and State Aid has been expended by Hudson County and the City of Bayonne for sewer infrastructure improvements and planning and design activities. Of the \$13.7 million, \$12,033,144 is federal grants; \$1,362,698 is State Bond Funds; and \$347,004 is in State Aid.

OPEN SPACE PRESERVATION AND RECREATION

Parks

According to the Update to the 1990 Comprehensive Master Plan, the total land area of the City of Bayonne is 3,631 acres and the total water area is 3,499 acres, for a combined total area of 7,130 acres.

There are 19 parks owned and operated by the City that comprise 85 acres. There are also two (2) County operated parks in the City, Bayonne and Mercer Parks, and these total 104 acres. The total number of acres for all parks and open space in the City amounts to 185 acres, or 5.1% of the total land acres. The total population of Bayonne is roughly 61,444 and compared to the total acres for parks and recreation it equals .00307 park acres per capita. However, when comparing the total park acres per the amount of the population under 18 and over 65 years of age - the ages of people most likely to utilize a park, the total park acres per capita is slightly better and equals .00803.

Through the years, the City of Bayonne has received a total of \$3,739,636 in funds, \$2,368,636 in grants and \$1,371,000 in loans, from the DEP's Green Acres Program. These monies funded various parkland development and redevelopment initiatives.

Hudson River Walkway

The current Hudson River Waterfront Walkway alignment consists of 3.2 miles along Broadway connecting to approximately 5,000 linear feet of walkway constructed in Collins Park along the Kill Van Kull. There is a link east along 32nd Street to connect to the Constable Hook area (500 feet of walkway have been constructed by NJDOT) and the future activity at the Military Ocean Terminal. There are links west along city streets to connect to the parks along Newark Bay. The link needed from the existing park north to the Jersey City border is 4,400 linear feet of walkway.

Coastal and Freshwater Wetlands

The Department does not have an exact number of the number of acres of coastal and freshwater wetlands in Bayonne as these are mapped on a case by case site basis. However, the DEP is committed to mapping all wetlands in Bayonne as an activity under this performance partnership agreement, and we will establish a baseline for wetland acreage and performance measures when the data is available.

Status of Endangered and Threatened Wildlife

Endangered species are those whose prospects for survival in New Jersey are in immediate danger because of loss of, or change in, habitat, over-exploitation, predation, competition, disease, disturbance, or contamination. Action is needed to prevent future extinction in New Jersey.

Threatened species are those who may become endangered if conditions surrounding them begin, or continue to deteriorate.

Birds that can be found in Newark Bay and are on the endangered wildlife list are the Northern Harrier, Cooper's Hawk, and the Peregrine Falcon. The Piping Plover, Least Tern, and the Black Skimmer may also be on the endangered list, and may be found in and around Newark Bay.

Birds that are on the threatened list that can be found in Newark Bay are the Great Blue Heron, Little Blue Heron and the Cliff Swallow. Birds that may be found in the Newark Bay and are on the threatened list are the American Bittern and the Osprey.

BROWNFIELDS

There is a total of eighty-two (82) sites with on-site sources of contamination on the Known Contaminated Sites List (KCSL) in the City of Bayonne. These sites are categorized into one of four remedial levels. Remedial level defines the environmental complexity of site conditions and is determined by the number of contaminant sources or categories present and the number of environmental media affected. This

categorization was created in order to assess the technical effort required by the Department to address the site remediation. The technical level of effort increases with the progression of case remedial levels from A through D. For specific definitions of each category and sites by remedial level, please turn to Attachment #2 at the back of the partnership agreement and refer to Site Remediation Program - Remediation Levels and Remedial Levels of Sites on the KCSL.

Of the eighty-two (82) sites on the KCSL in Bayonne, four (4) are level B cases, twenty (20) are C1, forty-two (42) are C2, five (5) are C3, and eleven (11) are D cases.

From July 1, 1996 to June 30, 1997, the DEP has closed 10 KCSL cases. Eight (8) of these cases were remedial level C1, one (1) case was a C2 case and one (1) was a D.

The Department needs to collect further data on the number of cases closed in the last five (5) years and the remedial levels of each in order to expand our knowledge of our performance in this area as well as to develop stronger performance measures.

ENVIRONMENTAL EDUCATION

Harbor Watershed Education and Urban Fishing

Introduction

The Division of Science, Research and Technology in conjunction with the Division of Fish, Game and Wildlife, New Jersey Sea Grant, New Jersey Community WaterWatch, the Hackensack RiverKeeper, the Greater Newark Conservancy has offered a watershed education/urban fishing program for the past several years. The program began as an outgrowth of a Community-based Outreach to Urban anglers in the Newark Bay Complex. It was developed based on suggestions of a group of citizens who believed that educating their youth through use of local natural resources would create a greater awareness of their watershed and instill a sense of stewardship toward local natural resources. This program has been conducted on an annual basis in Bayonne each of the past four years. In 1999, additional funds were available, and the Division of Science, Research and Technology was able to offer the program to five schools in Bayonne. Pending funding and available staff resources, this DEP would like to offer to continue this program in Bayonne as part of this agreement.

Program Objectives

Learning Outcomes

- Understand the Function and Value of the Newark Bay Estuary as it Concerns Animals, Plants and People
- Identify the Six Species Under State Fish Consumption Advisory

- Understand the Link Between Pollution, Habitat Contamination, Contaminated Fish and Human Health
- Understand the Need to Engage in Pollution Prevention and Non-point Source Pollution Prevention Behavior
- Understand the Concept of Watershed, Bio-accumulation and Food Chains
- Understand the Link Between Water Quality and Human Activity on Land
- Geography of the Area Focusing on Where Students Live in Relation to the Estuary
- Health Effects from Dioxin and PCB.

IV. GOALS AND OBJECTIVES

The following are preliminary goals and objectives that have been developed by the City of Bayonne for consideration and inclusion in this agreement via the joint planning process between the City and the DEP. These preliminary goals will serve as a starting point in which to begin our mutual goal setting deliberations and will bring focus to the types and kinds of goals that we are striving to develop as a result of this partnership. These specific goals may be amended as a result of our joint deliberations, and will certainly be increased and expanded.

Open Space Preservation and Recreation

- Increase parkland by 25 acres. Emphasis initially on passive recreation.
- Construct boat ramp on Newark Bay
- Conduct GPS activity at all park locations

Brownfields

- Rejuvenate four (4) Brownfields locations

Waters Quality Issues

- Work to reduce floatables from CSO's by 15-20%
- Conduct GPS activity at all CSO locations
- Ensure no net loss of wetlands within city boundaries

Environmental Education

- Continue to work with in the NJDEP Urban Angler Program, provided state funding source continues.

General Items

- Establish additional local/joint enforcement of regulations.
- Set procedures for joint/concurrent review of projects that will impact the city.

(For example: Waterfront Development Permits & Applications, ensure all projects have obtained all required NJDEP & local permits and to enforce the provisions of those permits. This would be accomplished through site inspections, with the ability to issue Notice of Violations if necessary, or take local enforcement actions.)

Work with the Department to establish procedures to aid in tracking and expediting permit applications and requirements. The City from their end would designate a few individuals, who will work closely with the Department and would expect the Department to do the same, so applications do not become bogged down within the system.

Continue to work with the Department to ensure Hudson River Walkway concerns are addressed. This can be accomplished through increased communication with the Department representative on this issue, joint inspections and concurrent reviews of existing & proposed projects.

V. HISTORICAL PERSPECTIVE AND DEVELOPMENT INITIATIVES

This section of the agreement is intended to provide an historical perspective of the City and to describe some of the major economic development and environmental improvement initiatives, either planned or underway. Presenting the information in this manner allows for an integrated discussion of economic development and environmental improvement issues, without either subject being forced into a discussion dominated by or intended for the other. It allows the parties to articulate a mutual interest in the economic and environmental objectives set forth in the agreement, and commit to jointly pursue them.

Military Ocean Terminal-Bayonne (MOTBY)

MOTBY is located on Upper New York Bay on Bayonne's east side. The installation comprises 437 upland acres on a 0.33 mile-wide, man-made peninsula that extends approximately 2 miles into Upper New York Bay. The installation also has 236 acres of submerged lands.

The idea for constructing an ocean terminal in Bayonne began in 1916. However, Bayonne's voters defeated the proposal in a referendum in 1917. In 1932, another plan was developed for building the Bayonne Port Terminal, consisting of warehouses and docks on a filled-in island and connected to the Bayonne mainland by a narrow causeway. The proposal relied on a federal Works Progress Administration loan and grant. In 1937, Bayonne voters approved \$800,000 in bonds for the project. The bulkheads, dredging and filling were started. The basic plan was completed in 1939. The port terminal displaced a farm and covered an offshore reef (Robbins Reef). Most of the base's acreage was reclaimed from the bay.

The U.S. Navy took over the site from the City of Bayonne in 1941, and added a huge dry-dock, dockyards and storage facilities. The base became a peninsula, rather than the artificial island originally planned. The Navy operated the terminal until 1967, when the Army assumed control of the property. The site served as a major terminal for the movement of military cargo for every conflict from World War II through Operation Desert Storm.

In 1995, the Base Closure and Realignment Commission recommended the closure of the base by no later than July 13, 2001. According to Bayonne's amended re-use plan, the former base property will become a significant redevelopment area. Re-use proposals include a container port, commercial, light industrial, residential, transportation and parkland. The parkland will include an area at the northeastern point of the peninsula, allowing waterfront access, so residents and visitors can enjoy the outstanding views of the harbor. The western portion of the former base property will include additional parklands.

Constable Hook Area

Constable Hook is the southeastern section of Bayonne that bulges out into Upper New York Bay and the Kill Van Kull. Consisting of more than 700 acres, Constable Hook has been through several phases of development since the 1600s.

During the seventeenth century, the area was settled by Dutch families whose descendants remained its chief landowners until well into the nineteenth century. In 1779, General Erskine, the surveyor-general for George Washington, portrayed most of Constable Hook as farmland. The rest of the area was marshland. Just offshore were significant oyster beds and other sources of seafood. A gristmill was the only business concern there until the Hazzard Powder Company built a gun powder factory in 1798. By 1849, there was also a paint factory. Lead, zinc and sulfur works were founded by the 1870s, but the majority of the land remained agricultural and residential. As immigrants arrived in Bayonne, a residential village grew on the Hook.

The land use of Constable Hook began to change significantly in 1877 when John D. Rockefeller bought the old Hazzard property for use as an oil refinery for Standard Oil (later known variously as Esso, Humble and Exxon). Over the next five decades, Standard Oil and other corporations of the petrochemical industry acquired the majority of Constable Hook's land. The industry eliminated the farms and the oysterbeds. By about 1920, most of the Village of Constable Hook was overrun by industry.

The Standard Oil plant in Bayonne became the largest refinery in the world, employing 5,500 people. At its height, the refinery covered 650 acres. It produced every known oil product and processed 77,000 barrels of oil per day. The Standard Oil tanker fleet operated out of thirteen Bayonne piers. Since the end of World War II, Standard Oil/Esso/Humble and its successor, Exxon, have sold off most of its

holdings in Bayonne and transferred most of its operations elsewhere. Exxon still has a small lubricants operation in Bayonne. Currently, International Matex Tank Terminals owns most of the former Standards Oil properties.

On the northern shore of Constable Hook, the former municipal landfill site and adjacent property owned formerly by PSE&G are currently undergoing remediation by a private firm. Amended dredge material is part of this remediation. The ultimate goal is the development of an eighteen-hole golf course and recreational facilities at this site. Along the southern shore of Constable Hook, Port Johnston was a major coal port in the late nineteenth and early twentieth centuries. Today, the site is occupied by a yacht and the remains of several historic wooden vessels.

Constable Hook contains most of the heavily contaminated sites in Bayonne, a legacy of the petrochemical firms of the past. The municipality hopes to create a new passive park just west of the Hook on the site of a contaminated former railbed. The idea behind this location is to create a buffer between residential and industrial neighborhoods.

Kill Van Kull Area

The Kill Van Kull has been important for shipping since colonial times. In 1609, Henry Hudson sent out a crew to test the depths of its channel. The men reported back to Hudson that the land around the Kill was “pleasant with grass and flowers and goodly trees, as ever they had seen, and very sweet smells came from them.” The southwestern part of the present-day Bayonne along the Kill Van Kull became known as Bergen Point, because it was the southern end of the colonial Township of Bergen, which was established in 1661. From colonial times onwards, there has always been ferry traffic between Bergen Point and other waterfront communities in New York and New Jersey. Today, for example, summertime ferries transport local residents to Yankee and Shea Stadiums.

By the late 1700s, estates lined the shore of the Kill Van Kull. Many of these estates survived into the late nineteenth century. The waterfront was noted for resort hotels, casinos, yachting and other tourist attractions in the late nineteenth and early twentieth centuries. One amusement park survived into the 1960s. During most of the twentieth century, Bergen Point included some heavy industry, notably the General Cable company. A videotape plant functions on the Kill near a municipal park (see below).

Today, the Kill Van Kull shoreline is noted for the Bayonne Bridge, which was completed in 1931, and Dennis P. Collins Park. The park was completed with Green Acres funds. It includes recreational areas, passive park space and Brady’s Dock, the traditional ferry station. The Urban Angler Program takes place in Collins Park, with the support of the DEP.

Newark Bay Area

During the nineteenth century, the Bayonne side of Newark Bay was noted for its magnificent estates, yacht clubs and beaches. Many of New York's wealthiest businessmen maintained Newark Bay estates in Bayonne. During the twentieth century, the Newark Bay side of the city became more densely populated. A few portions of Bayonne's Newark Bay shoreline became industrial; other areas became parks and educational facilities.

The most noted industrial complex along the southern end of Bayonne's Newark Bay shoreline was the Texaco facility. Built on former estates, the Texaco terminal began in 1909 with 10 employees. The complex employed more than 300 workers by the 1960s. The Texaco site covered more than 60 acres. The oil company stored 80 million gallons of oil on the property, and shipped more than 200 grades of lubricating oils alone from this once important distributing point. In its day, the Bayonne Texaco facility was one of the corporation's most important pipeline and deep-water tanker terminals. It handled about 15 ocean-going tankers and 200 barges a month. By the 1980s, Texaco shut down its Bayonne facility. The site has been largely remediated, and is one of Bayonne's most important potential development sites.

The most important industries functioning near Bergen Point on Newark Bay are CasChem (formerly Baker Caster Oil), Best Foods and the Bergen Point Brass foundry. The most important new development is the two-year-old A&P Superstore, which has waterfront access in the rear of the property. It was built near the site of the Eighth Street Central Railroad Bridge, which the Army Corps of Engineers forced the community to close nearly twenty years ago.

Bayonne High School, Holy Family Academy and Marist High School all operate on Newark Bay. That side of the city also includes 16th Street Park (municipal), Ahern Veterans Stadium (municipal) and Gregg-Bayonne Park (county). All three recreational facilities include reclaimed land below the previously existing natural shore acreage. The 16th Street Park is the site of a proposed boat ramp. The city hopes to create an additional park north of the county park. Bayonne is exploring obtaining this land from NJDOT and the NJDEP. The proposed park would enhance existing wetland areas, provide additional waterfront access and complement the existing park to the south. The primary use of the proposed park would be passive, with the hopes of having a walkway around existing wetlands and adding additional wetland areas.

The City Administration has committed itself to working with the U.S. and New Jersey governments to improve the quality of life for the residents of Bayonne. The Administration aims to advance Bayonne both environmentally and economically. The reclaiming of former industrial sites, the re-use of the Military

Ocean Terminal and the proposed expansion of parklands are examples of our commitment to improve the community as we enter the new century.

CERTIFICATION OF AGREEMENT

In witness whereof, the Mayor of the City of Bayonne and the Commissioner of the Department of Environmental Protection, State of New Jersey set their hands and seal this Environmental Performance Partnership Agreement beginning on October 12, 1999 and extending through and ending on October 11, 2004.

Joseph V. Doria, Mayor
City of Bayonne

Robert C. Shinn, Jr., Commissioner
Department of Environmental Protection

Date

Date

CITY OF BAYONNE - ATTACHMENT #1

Issues and Concerns

Water Quality Issues

- CSO'S
- Dredging Issues
- NY/NJ Harbor Estuary Program
- Stormwater concerns

Open Space Preservation and Recreation

- Open Space Preservation/Enhancement
- Parkland Development
- Wetlands Protection
- Recreation facility development
- Hudson River Walkway

Brownfields Redevelopment

- Expedite Cleanup and Reuse of Sites
- Identification of Potential Sites

Waterfront Development

- Ensure a Coordinated Effort in Developing Waterfront Areas
- Avoid Delays via Local Input, During Early Phases of Applications

In each of these areas the City would like to establish a system where project review can be carried out in a cooperative and concurrent manner. A system of joint review and inspections can help expedite any projects while at the same time ensure proper compliance with all permit conditions. This would benefit both the Department and the City in all areas of concern.

Regarding the wetlands/parklands aspects, the City of Bayonne, by way of the Office of the Mayor, has indicated they are willing to adhere to the policy of no net loss of wetlands within the City. Additionally, the City is committed to creation of additional parkland/recreational facilities whenever practical and possible.

There are currently four projects, at this time, we would like to be able to move on as quickly as possible within the partnership. They are:

Former Sampson Tank Cleaning Company property-NJD#058117490, located at 101 East 21st St. Bayonne.

The Department currently has a Spill Fund Lien on the property totaling over a million dollars. The company has long since declared bankruptcy and ceased operations. The City holds the next lien for back taxes. The City would like the Department to consider removing their lien. This would enable the City to foreclose and move to get the property back on the active tax base.

AREAS OF CONCERN

Redevelopment of the Military Ocean Terminal

It is critical for the City to be able to expedite proposals for reuse of this property once it is vacated by the military. The partnership agreement, once it is in place, would allow this process to be carried out in a timely and smooth fashion. We would want to be able to identify what resources may be available from the Department, what permits would be required and how we can ensure an open dialogue can be maintained. When the property is turned over to the City, we would be looking to start the process as soon as possible.

The Conversion of Former NJDOT Vacant Property to Parkland

The property in question is located in the northwestern part of the City, on Newark Bay. The City would be looking to turn this area into a passive park setup. It does include some wetland areas.

The Completion of a Boat Ramp at 16th St. Park

This project will increase waterfront recreation for the residents of Bayonne and enhance an existing Green Acres park.

NJDEP - City of Bayonne Local Performance Partnership

Departmental Baseline Data

WATER QUALITY ISSUES

Table 1 indicates the CSO overflow discharge locations and receiving water body

Table 1 City of Bayonne Combined Sewer Overflow Points			
NJDPEs Permit Serial Number	Regulator/Internal Overflow Number	CSO Discharge Location	Name of Receiving Water Body
001	Oak St P.S.	South of Bayonne P.S.	Kill Van Kull
002	Internal Overflows	East of 5 th St. P.S.	Kill Van Kull
003	Internal Overflows	South of 1 st St. P.S.	Kill Van Kull
004	Internal Overflows	South of Lord Ave. & W. 1 st St.	Kill Van Kull
005	Regulator 2	South of Bayonne P.S.	Same Discharge Pipe as 001
006	Regulator 3	Rte 169, approx. 950' NE of E. 30 th St.	Upper Hudson Bay
007	Regulator 4	Port Terminal Road, Approx 150' East of Route 169	Upper Hudson Bay
008	Regulator 5	South End of Ingham Ave.	Kill Van Kull
009	Regulator 6	South of Broadway & W. 1 st St.	Kill Van Kull
010	Regulator 7	South of Avenue C & W. 1 st St.	Kill Van Kull
011	Regulator 8	Approx. 750' NW of Avenue A & W. 3 rd St.	Newark Bay
012	Regulator 9	West End of W. 5 th St.	Newark Bay
013	Regulator 10	West End of Edwards Court	Newark Bay
014	Regulator 11	City Park, West of County Village Court	Newark Bay
015	Regulator 12	West End of W. 22 nd St.	Newark Bay
016	Regulator 13	West End of W. 24 th St.	Newark Bay
017	Regulator 14	Southwesterly Corner of Veteran's Park	Newark Bay
018	Regulator 15	West End of W. 30 th St.	Newark Bay
019	Regulator 16	Southwest of West End of Lincoln Parkway	Newark Bay
020	Regulator 17	Ramp to Rt. 440 North, Approx. 55' NW of JFK Blvd.	Newark Bay
021	Regulator 18	Pulaski St. & E. Pulaski Lane	Upper Hudson Bay
022	Internal Overflows	South of Zabriskie Ave. & W. 1 st St.	Kill Van Kull
023	Not a CSO	South of West 1 st St. P.S.	Kill Van Kull
024	Internal Overflows	South of Humphrey Ave. & W. 1 st St.	Kill Van Kull
025	Internal Overflows	West End of W. 5 th St.	Newark Bay
026	Internal Overflows	Southwesterly Corner of Veteran's Park	Newark Bay
027	Internal Overflows	West End of W. 30 th St.	Newark Bay
028	Internal Overflows	West End of Lincoln Parkway	Newark Bay
029	Internal Overflows	West End of W. 37 th St.	Newark Bay
030	Internal Overflows	West End of W. 54 th St.	Newark Bay
031	Not a CSO	West End of W. 10 th St.	Newark Bay
032	Not a CSO	West End of Benmore Terrace	Newark Bay
033	Internal Overflows	Pulaski St. & E. Pulaski Lane	Same Discharge Pipe as 02

WATER QUALITY ISSUES - CONT'D

Floatables

**Number of Cubic Yards of Floatables Removed
from the Kill Van Kull and Newark Bay**

Calendar Year	Floatables Removed in Cubic Yards
98	830
97	700
96	736
95	600
96	360

OPEN SPACE PRESERVATION AND RECREATION

Land Use Trends 1997

City of Bayonne
(From Update to 1990 Comprehensive Master Plan)

Land Use	Acres	Percent
One- and Two-Family	645	17.76
Multi-Family	118	3.25
Commercial	158	4.35
Industrial	801	22.06
Public & Semi-Public	339	9.34
Military Ocean Terminal	411	11.32
Parks and Open Space	185	5.1
Vacant	519	14.29
Streets/Rights-of-Way	455	12.53
TOTAL LAND AREA	3,631	
TOTAL WATER AREA	3,499	
TOTAL AREA	7,130	

NJDEP Recreation and Open Space Inventory
City of Bayonne
Developed and Partially Developed Lands
Held for Recreation and Conservation Purposes

Key	Name	Block	Lot	Acres
1	11th St. Oval	273	9 - 20	.68
2	28 th St. Playground	423	8 - 11	.31
3	40 th St. Playground	405	32	.20
4	52 nd St. Playground	40	1	.23
5	G. Thomas DiDomenico City Park	21-235-243	13-7-21	32.20
6	Cottage St. Playground	321	15 - 21	.41
7	East 23 rd St. Playground	199	11	.96
8	8 th St. Park	282	17 - 18	.46
	9 th St. Park			
9	Fitzpatrick Park	178	1	.72
10	Dr. Morris Park	77	25	.17
11	Al Slootsky Park	345	1	.92
12	Dennis P. Collins Park	392	1 -10 & 15	20.5
	Dennis P. Collins Park	383	1 - 8	5.98
	Dennis P. Collins Park	384	1 - 2	2.29
	Dennis P. Collins Park	385	1 - 6	1.80
	Dennis P. Collins Park	386	1 - 4	2.16
	Dennis P. Collins Park	387	1 - 2	.74
	Dennis P. Collins Park	388	1 - 2	.81
13	5 th St. Oval	474.02	1	.85
14	North St. Mini Park	295	21	.23

Developed and Partially Developed Lands Held for Recreation and Conservation Purposes - cont'd

Key	Name	Block	Lot	Acres
15	Russell Golding Park	393	17	.85
16	Terry Collins Park	474.01	1	.48
		324	11 - 14	.32
17	Veterans Park	21	2	10.90
18	West 24 th St. Playground	193	9	.14
19	19 th St. & Ave C Playground	225	45 - 46	.12
Total Acres				85.43

County Operated Parks in the City of Bayonne	Acres
Bayonne Park	97.6
Mercer Park	6.4
Total County Park Acres	104
Grand Total Park Acres	189

Population Data

1990 United States Census Information

AGE	Population
Under 5 years	3,432
5 to 17 years	8,597
18 to 20 years	2,242
21 to 24 years	3,448
25 to 44 years	19,591
45 to 54 years	6,110
55 to 59 years	2,995
60 to 64 years	3,528
65 to 74 years	7,096
75 to 84 years	3,574
85 years and over	831
Total Population	61,444
Median Age	37.4
Under 18 years	12,029
Percent of total population	19.6
65 years and over	11,501
Percent of total population	18.7

Amount of Park Acres Per Capita		
Total Park Acres	Total Population	Park Acres Per Capita
189	61,444	.00307

NJDEP Green Acres Projects

Applicant: City of Bayonne

Key	Project Name	Grant Amount	Loan Total	
2,6, 7,8	Multi-Parks Bayonne	200,000	- 0 -	200,000
5	DiDomenico City Park	49,500	- 0 -	49,500
	DiDomenico City Park	125,000	375,000	500,000
	DiDomenico City Park	125,000	375,000	500,000
5	Public Boat Ramp	171,000	171,000	342,000
10	Museum Annex	30,250	- 0 -	30,250
12	Dennis Collins Park Acq. 1	116,559	- 0 -	116,559
	Dennis Collins Park Acq. 2	105,000	- 0 -	105,000
	Dennis Collins Park Dev.	1,213,827	- 0 -	1,213,827
15	Long Dock Park Phase 1	75,000	- 0 -	75,000
	Long Dock Park Phase 2	7,500	- 0 -	7,500
17	Veterans Park II	<u>150,000</u>	<u>450,000</u>	<u>600,000</u>
	Totals	2,368,636	1,371,000	3,739,636

HUDSON RIVER WALKWAY

The current Hudson River Waterfront Walkway alignment consists of 3.2 miles along Broadway connecting to approximately 5,000 linear feet of walkway constructed in Collins Park along the Kill Van Kull. There is a link east along 32nd Street to connect to the Constable Hook area (500 feet of walkway have been constructed by NJDOT) and the future activity at the Military Ocean Terminal. There are links west along city streets to connect to the parks along Newark Bay.

The link needed from the existing park north to the Jersey City border is 4,400 linear feet of walkway.

BROWNFIELDS REDEVELOPMENT

**New Jersey Department of Environmental Protection
Site Remediation Program
Known Contaminated Site List (KCSL) - September 1997 Edition VII.
Municipal Listing of Sites
Hudson County - City of Bayonne**

SITES WITH ON-SITE SOURCE(S) OF CONTAMINATION

SITE NAME	STREET ADDRESS	IDENTIFIER
100 AVENUE C STATUS: PENDING - 09/27/1993	100 AVE C CONTACT: BFO-N - 9309100	NJL000069609
110 TO 112 AVENUE E STATUS: ACTIVE - 06/06/1997	110 TO 112 AVENUE E CONTACT: BFO-N - 970403231656	NJL800297665
129 5TH STREET WEST STATUS: PENDING - 01/14/1993	129 5TH ST W CONTACT: BFO-N - 930141	NJL840000434
163 JOHN F KENNEDY BOULEVARD STATUS: PENDING - 01/14/1993	163 JOHN F KENNEDY BOULEVARD CONTACT: BFO-N - 930140	NJL000055053
24TH & 28TH STREET WEST STATUS: ACTIVE - 06/16/1997	24TH & 28TH ST W CONTACT: BFO-N - 970403231934	NJL800297657
33 50TH STREET WEST STATUS: ACTIVE - 06/10/1996	33 50TH ST W CONTACT: BFO-N - 960418141629	NJL800220246
99 21ST STREET WEST STATUS: PENDING - 09/02/1993	99 21ST ST W CONTACT: BFO-N - 930891	NJL000069476
ALLIED BEVERAGE GROUP LLC STATUS: ACTIVE - 06/16/1997	15 PULASKI LN CONTACT: BFO-N - 961009105732	NJL800259855
AMERADA HESS TERMINAL STATUS: ACTIVE - 11/24/1993	420 LOWER HOOK RD CONTACT: BFO-N - 9011080835M	NJD064280936
AMOCO SERVICE STATION BAYONNE CITY STATUS: ACTIVE - 10/29/1993	210 JOHN F KENNEDY BLVD CONTACT: BUST - 0018074	NJC876004128
ATLAS YACHT CLUB STATUS: PENDING - 03/03/1995	FOOT OF OAK ST CONTACT: BUST - 950323	NJD982187403
BAYONNE BRIDGE STATUS: ACTIVE - 10/05/1993	1ST ST W & JOHN F KENNEDY BLVD CONTACT: BFO-N - 930917214611	NJL800007825
BAYONNE CITY 4TH STREET FIREHOUSE STATUS: ACTIVE - 12/15/1995	52 TO 58 4TH ST CONTACT: BFO-N - 930823145844	NJL800011306
BAYONNE CITY LANDFILL STATUS: PENDING - 04/21/1993	NORTH HOOK RD CONTACT: BFO-CA - 9303242	NJD980504849

SITE NAME	STREET ADDRESS	IDENTIFIER
BAYONNE CITY SEWAGE TREAT. PLANT STATUS: ACTIVE - 02/21/1997	FOOT OF OAK ST CONTACT: BUST - 0141211	NJD981139249
BAYONNE CITY YELLOW CAB STATUS: PENDING - 02/02/1994	565 JOHN F KENNEDY BLVD CONTACT: BFCM-6 - 9401136	NJD986612430
BAYONNE COAL GAS (PSE&G) STATUS: ACTIVE - 04/02/1990	OAK ST CONTACT: BSCM -	NJD981082860 NJD981082860
BAYONNE HOOK REG. GW CONTAMIN. STATUS: ACTIVE - 03/04/1996	HOOK ST & NEW HOOK ACCESS RD CONTACT: BFCM-6 - NJL000072678	NJL000072678
BAYONNE HOSPITAL STATUS: ACTIVE - 03/09/1993	630 BROADWAY CONTACT: BFO-N - 8602260000M	NJD030260467
BAYONNE INDUSTRIES STATUS: ACTIVE - 05/27/1992	FOOT OF 22ND ST E CONTACT: BSCM -	NJD064288855 NJD064288855
BAYONNE NIPPLE COMPANY STATUS: ACTIVE - 07/23/1997	32ND ST E CONTACT: BEECRA - E95154	NJD980776058
BAYONNE SHOPPING CENTER STATUS: ACTIVE - 03/07/1995	AVENUE A CONTACT: BFCM -	NJL800109472 NJL800109472
BAYONNE TERMINALS INCORPORATED STATUS: ACTIVE - 09/15/1992	FOOT OF 2ND ST E CONTACT: BFO-N - 920330SP01M	NJD060794153
BELCHER COMPANY OF NEW YORK INC. STATUS: ACTIVE - 04/01/1992	FOOT OF 5TH ST E CONTACT: BSM - M335	NJD096866140
BEST FOODS STATUS: ACTIVE - 06/03/1994	99 AVENUE A CONTACT: BFO-N - 940512190231	NJD001343862
CENTERVILLE GARDENS STATUS: ACTIVE - 03/03/1997	35 E 25TH ST CONTACT: BFO-N - 960517074451	NJL800225625
CONSOLIDATED RAIL CORPORATION STATUS: ACTIVE - 06/16/1997	AVE B & RTE 169 CONTACT: BFO-N - 970403231156	NJL800298168
DELTA SERVICE STATION BAYONNE CITY STATUS: ACTIVE - 11/09/1995	17 AVE E CONTACT: BUST - 0258393	NJL600163927
DISCOVERIES INCORPORATED STATUS: ACTIVE - 08/24/1993	235 1ST ST W CONTACT: BFO-N - 910313SP02M	NJL000038836
EFKA PLASTICS CORPORATION STATUS: ACTIVE - 09/17/1993	163 AVENUE A CONTACT: BFCM -	NJD001290030 NJD001290030
EXXON BAYONNE PLANT STATUS: ACTIVE - 04/04/1991	22ND ST E CONTACT: BSCM -	NJD045435807 NJD045435807
EXXON SERVICE STATION BAYONNE CITY STATUS: ACTIVE - 04/23/1990	1194 JOHN F KENNEDY BLVD CONTACT: BUST - 0086150	NJD986598563

SITE NAME	STREET ADDRESS	IDENTIFIER
EXXON SERVICE STATION BAYONNE CITY STATUS: ACTIVE - 11/01/1990	764 E AVENUE CONTACT: BUST - 0074829	NJD986599645
EXXON SERVICE STATION BAYONNE CITY STATUS: ACTIVE - 09/13/1995	121 JOHN F KENNEDY BLVD CONTACT: BUST - 0079860	NJD075157974
EXXON SERVICE STATION BAYONNE CITY STATUS: ACTIVE - 12/07/1995	624 BROADWAY CONTACT: BUST - 0074847	NJD986599066
EXXON SERVICE STATION BAYONNE CITY STATUS: ACTIVE - 02/05/1996	529 JOHN F KENNEDY BLVD CONTACT: BUST - 0081380	NJD986599744
FIRESTONE TIRE STORE STATUS: ACTIVE - 04/03/1997	372 TO 374 BROADWAY CONTACT: BUST - 0024383	NJL800264780
GETTY SERVICE STATION BAYONNE CITY STATUS: ACTIVE - 02/28/1988	14TH ST & AVE C CONTACT: BUST - NJL600187124-001	NJD986566693
GETTY SERVICE STATION BAYONNE CITY STATUS: ACTIVE - 04/19/1996	53RD ST W & BROADWAY CONTACT: BUST - 0016715	NJL800029944
GULF SERVICE STATION BAYONNE CITY STATUS: ACTIVE - 02/27/1990	765 BROADWAY CONTACT: BUST - 0088310	NJL600056055
HARTZ MOUNTAIN WAREHOUSE STATUS: PENDING - 11/24/1992	51 TO 53 HOOK RD CONTACT: BFCM - 920689	NJD986602290
HUDSON COUNTY CHROMATE 138 STATUS: ACTIVE - 04/01/1992	FOOT OF OAK ST CONTACT: BSM - M323	NJL000001388
HUDSON COUNTY CHROMATE 139 STATUS: ACTIVE - 04/01/1992	FOOT OF E 22ND ST CONTACT: BSM - M324	NJL000001396
HUDSON COUNTY CHROMATE 141 STATUS: ACTIVE - 04/01/1992	FOOT OF E 22ND ST CONTACT: BSM - M327	NJL000001412
HUDSON COUNTY CHROMATE 144 STATUS: ACTIVE - 09/23/1993	19TH TO 58TH STS & NEWARK BAY CONTACT: BFCM -	NJL000001446 NJL000001446
HUDSON COUNTY CHROMATE 146 STATUS: ACTIVE - 04/01/1992	FOOT OF COMMERCE ST CONTACT: BFCM -	NJL000001461 NJL000001461
HUDSON COUNTY CHROMATE 152 STATUS: ACTIVE - 04/01/1992	140 22ND ST E CONTACT: BSM - M337	NJD001308212
HUDSON COUNTY CHROMATE 162 STATUS: ACTIVE - 04/01/1992	OAK & 5TH STS CONTACT: BSM - M347	NJL000001628
HUDSON COUNTY CHROMATE 164 STATUS: ACTIVE - 04/01/1992	39 52ND ST E CONTACT: BFCM -	NJL000001644 NJL000001644
HUDSON COUNTY CHROMATE 166 STATUS: ACTIVE - 09/23/1993	END OF RTE 440 CONTACT: BFCM -	NJL000001669 NLJ000001669

SITE NAME	STREET ADDRESS	IDENTIFIER
HUDSON COUNTY CHROMATE 174 STATUS: ACTIVE - 08/10/1993	1ST ST CONTACT: BSM - 930857	NJL000069120
HUDSON COUNTY CHROMATE 177 STATUS: ACTIVE - 09/28/1994	HOOK RD CONTACT: BSM - 9409173	NJL000071274
HUDSON COUNTY CHROMATE 179 STATUS: ACTIVE - 08/10/1993 STATUS: ACTIVE - 04/01/1996	54TH ST W & BROADWAY CONTACT: BSM - CONTACT: BFCM -	NJL000069088 NJL000069088 NJL000069088001
ICI AMERICAS INCORPORATED STATUS: ACTIVE - 03/26/1993	229 22ND ST E CONTACT: BSCM -	NJD001787944 NJD001787944
IDEAL ALUMINUM PRODUCTS COMPANY STATUS: ACTIVE - 08/29/1991	100 7TH ST W CONTACT: BUST - 0008732	NJD986611473
INTERNATIONAL LONGSHOREMANS STATUS: ACTIVE - 07/22/1993	ASSOC.-550 JOHN F KENNEDY BLVD CONTACT: BFO-N -	NJL840001549 NJL840001549
JERSEY PRINTING COMPANY INC. STATUS: ACTIVE - 01/01/1993	77 LINNET ST CONTACT: BEECRA - E93479	NJL600244594
JM BAILEY SCHOOL STATUS: ACTIVE - 03/31/1997	11TH ST W CONTACT: BFO-CA - 0272658	NJL800085318
KLEIN PROPERTY STATUS: ACTIVE - 06/16/1997	RTE 440 CONTACT: BFO-N - 970403231415	NJL800297673
MAYFAIR DELI STATUS: PENDING - 03/10/1993	328 AVE B CONTACT: BFO-N - 930339	NJL000048967
MILITARY OCEAN TERMINAL STATUS: ACTIVE - 07/07/1991	PORT TERMINAL RD CONTACT: BFCM -	NJ0210022752 NJ0210022752
MOBAY CHEMICAL STATUS: ACTIVE - 11/01/1984	2ND ST E CONTACT: BEECRA - E84242	NJD000818740
MOBAY CHEMICAL CORPORATION STATUS: ACTIVE - 06/29/1993	169 52ND ST W CONTACT: BFO-N - 930624SP03M	NJD077551588
NJ DOT ROUTE 169 DRAINAGE PROJECT STATUS: ACTIVE - 01/11/1997	RTE 169 & OAK ST CONTACT: BFO-N - 970111005014	NJL800282667
PALMER ASPHALT COMPANY STATUS: PENDING - 07/31/1997	196 W 5TH ST CONTACT: BUST - 9707116	NJL000067736
POINT BUILDERS INCORPORATED STATUS: ACTIVE - 07/15/1997	197 TO 199 1ST ST & J F KENNEDY BLVD- CONTACT: BFO-N - 970403230909	NJL800297681
POWELL DUFFRYN TERMINALS INC. STATUS: PENDING - 07/26/1993	2 COMMERCE ST CONTACT: BFO-N - 9307152	NJD982741936
PSE&G COMPANY	OLD HOOK RD	NJL000010835

STATUS: ACTIVE - 01/26/1993 SITE NAME	CONTACT: BUST - 0199191 STREET ADDRESS	IDENTIFIER
STATUS: ACTIVE - 05/14/1997	CONTACT: BSCM - 970301003752	
RICHIE DALE LP STATUS: ACTIVE - 11/09/1995	39 AVE C CONTACT: BUST - 0155234	NJD003918679
ROUTE 169 & NEW HOOK ACCESS RD- STATUS: ACTIVE - 03/04/1997	RTE 169 & NEW HOOK ACCESS RD- CONTACT: BSCM -	NJL800296436 NJL800296436
ROUTE 169 SECTION 1G STATUS: ACTIVE - 07/28/1994	RTE 185 & 30TH ST CONTACT: BFCM -	NJL000042986 NJL0000429986
ROUTE 169 SECTIONS 2D & 1E STATUS: ACTIVE - 04/01/1992	RTE 169 CONTACT: BFCM -	NJD982719882 NJD982719882
S & W PRECISION TOOL CORPORATION STATUS: PENDING - 12/01/1992 STATUS: ACTIVE - 01/07/1997	43 EVERGREEN ST CONTACT: BFO-N - 921135 CONTACT: BFO-IN - E96574	NJD061068946
SAMPSON TANK CLEANING COMPANY STATUS: ACTIVE - 09/08/1997	101 21ST ST E CONTACT: BFO-IN -	NJD058117490 NJD058117490-001
SHELL SERVICE STATION BAYONNE STATUS: ACTIVE - 12/07/1988	-640 TO 650 AVENUE E & 40TH ST CONTACT: BUST - 0047027	-NJD986593069
SHULMAN APARTMENTS STATUS: ACTIVE - 09/14/1994 STATUS: PENDING - 05/14/1997	820 AVE C CONTACT: BFO-N - 940429111521 CONTACT: BFO-N - 970533	NJL800053712
STANDARD TANK CLEANING CORP. STATUS: ACTIVE - 11/03/1994 STATUS: ACTIVE - 11/16/1996	1 INGHAM AVE CONTACT: EPA - 941124 CONTACT: BSCM -	NJD068292648 NJD068292648
TEXACO SERVICE STATION BAYONNE CITY STATUS: ACTIVE - 02/22/1996	800 AVE E & 50TH ST CONTACT: BUST - 0110611	NJD986580785
TEXACO USA DIVISION TEXACO INC. STATUS: ACTIVE - 03/30/1995	1ST ST W CONTACT: BEECRA - E85108	NJD067505958
US MILITARY TERMINAL STATUS: PENDING - 09/03/1997	CONSTITUTION AVE CONTACT: BFO-N - 970911	NJL000056713
WHITE CHEMICAL CORPORATION STATUS: PENDING - 11/03/1994	HOOK RD & 22ND ST E CONTACT: BFCM - 941122	NJD001239185
YOUNGSWORLD STORES CENTRAL DIST. STATUS: PENDING - 03/21/1994	59 HOOK RD CONTACT: BFCM-6 - 940369	NJL000010959

82 Site(s) with On-Site Contamination in BAYONNE CITY

SITES WITH UNKNOWN SOURCE(S) OF CONTAMINATION

TEXACO USA DIVISION TEXACO INC.	1ST ST W	NJD067505958
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1 Unknown Source Contaminated Site(s) in BAYONNE CITY

SITES WITH CASE(S) THAT WERE CLOSED BETWEEN 07/01/1996 AND 06/30/1997

12 16TH STREET EAST STATUS: NFA - 11/06/1996	12 16TH ST E CONTACT: BFO-N - 960719105032	NJL800236762
128 WEST 27TH STREET STATUS: NFA-A - 04/22/1997	128 WEST 27TH ST CONTACT: BFO-N - 961022082218	NJL800263378
149 24TH STREET WEST STATUS: NFA-A - 04/02/1997	149 24TH ST W CONTACT: BFO-N - 960201131927	NJL800202319
19 TO 23 WEST 36TH STREET STATUS: NFA-A - 05/19/1997	19 TO 23 W 36TH ST CONTACT: BUST - 0315236	NJL800254666
63 NORTH HOOK ROAD STATUS: NFA-A - 02/21/1997 INSTITUTIONAL CONTROL(S): DER	63 NORTH HOOK RD CONTACT: BFO-N - 960207085230	NJL500022736
90 AVENUE A STATUS: NFA-A - 06/13/1997	90 AVE A CONTACT: BFO-N - 960826092156	NJL800247181
BAYONNE HOOK REG.GW CONTAMIN.-HOOK ST & NEW HOOK ACCESS RD- NJL000072678 STATUS: NFA-A - 06/16/1997	CONTACT: BUST - 0042996	
BAYONNE PLUMBING SUPPLY COMP. INC. 230 TO 250 AVENUE E STATUS: NFA - 09/18/1996 INSTITUTIONAL CONTROL(S): CEA	CONTACT: BUST - 0180524	NJL600114185
BOOKAZINE STATUS: NFA-A - 10/09/1996	75 HOOK RD CONTACT: BUST - 0023249	NJL800164014
TWIN CITY AUTO WRECKERS STATUS: NFA-A - 05/19/1997	1097 BROADWAY CONTACT: BFCM -	NJL800299067 NJL800299067

10 Site(s) with Cases that were Closed Between 07/01/1996 and 06/30/1997 in BAYONNE CITY

Site Remediation Program

Remediation Levels

Overview

Remedial Level translates into the environmental complexity of site conditions, as determined by the number of contaminant sources or categories present and the number of environmental media affected. The categorization of sites by remedial level is intended to allow an approximation of the technical effort that will be required by the Department to address site remediation. These categories or levels are discussed in a general sense below, then followed by Remedial Level Definitions.

Generally, the technical level of effort for site remediation increases with the progression of case remedial levels from A through D. Distinctions in remedial levels may be made in several areas. Level A cases, although they may range in environmental complexity, consist of a single phased remedial measure of low complexity, taken with intent to stabilize a sudden release or sudden discovery of an environmental threat.

A Level B site is low in environmental complexity and consists of a single phased focused response. Since these cases exclude instances where groundwater is an affected medium, no formal design of the remedial measure is required. A Level C-1 is very similar to a Level B site, although there may be an additional contaminant source or additional media affected and, therefore, the focused remedial action requires somewhat more effort to be expended toward response. Level C-2 cases are addressed through a focused investigation and feasibility study and since groundwater can be an affected medium, a formal remedial design phase is required.

The next factor to distinguish cases is the extent of the study. While remediation of case levels previously mentioned included focused studies, Levels C-3 and D cases require full scale study in response to additional contaminant sources present or additional media affected, and since the waste on site is unable to be quantified. Level C-3 and D cases may be further distinguished from each other. Level C-3 cases require performance of a multi-phased remedial action, whereas Level D cases require performance of more than one multi-phased remedial actions.

Definitions

Level A

A single-phased remedial measure taken with intent to stabilize an environmental and/or health-threatening situation that exists as a result of a sudden release of hazardous materials (i.e. an emergency

situation) or discovery of a severe threat. Stabilization may be directed toward one or several sources of release of one or several contaminant categories of concern which threaten one or several environmental media (e.g. soil, air, surface water).

Level B

A single-phased remedial measure taken with intent to clean up/stabilize an environmental and/or health threatening situation that exists as a result of any release of hazardous materials. Situations to be subject to a Level B remediation are those that have a single source of release of a single contaminant category of concern (i.e. low contaminant variability) which affects a single environmental media (excluding groundwater). Areas classified as Level B may be found as a separable component of higher remedial level sites without changing the overall remedial level of that site.

Level C

A multi-phased (i.e. study, design, construction and/or O&M) remedial measure taken with intent to clean up/stabilize an environmental and/or health threatening situation that exists as a result of any release of hazardous materials. Situations to be subject to a Level C remediation are either those that have a single source of release and/or single contaminant category of concern (i.e. low contaminant variability, defined source), that affects 2 environmental media (i.e. soil, groundwater), or those that have 2 sources and/or 2 contaminant categories of concern (i.e. high contaminant variability) that affect one environmental media. Level C cases may be further defined (to facilitate case assignment) as:

C-1

A remedial measure, usually with no formal design phase, which consists of a focused study and response to a known source/release. This excludes any case where groundwater is an affected medium. Areas classified as Level C-1 may be found as a separable component of higher remedial level sites without changing the overall remedial level of that site.

C-2

A remedial measure which consists of a focused study, a formal design phase, and response to a known source/release. Since the response is focused in scope and addresses a known, quantifiable source, this remedial level is of relatively shorter duration than responses at sites of higher remedial levels.

C-3

A remedial measure which consists of a full-scale study, formal design and response to an unknown, uncontrolled source or release. In this remedial level the contamination is unquantified and, therefore, no determinable end point for the remedial activities is known.

Level D

Remedial measures taken with intent to clean up an environmental and/or health threatening situation that exists as a result of any release of hazardous materials. Situations to be subject to a Level D remediation are those which require 2 or more multi-phased remedial responses and have 2 or more sources of release and/or 2 or more contaminant categories of concern (i.e. high contaminant variability) which affect 2 or more environmental media (i.e. soil, groundwater). In this remedial level, the source or release may be known or unknown and controlled or uncontrolled, but the contamination is unquantified, and no determinable end point for the remedial activities is known.

**Site Remediation Program
City of Bayonne
Remedial Levels of Sites on the KCSL**

SITES WITH ON-SITE SOURCE(S) OF CONTAMINATION

Site Name	Remedial Level	Comments
BAYONNE BRIDGE	B	Lead Unknown
HUDSON COUNTY CHROMATE 179	B	None
JM BAILEY SCHOOL	B	Fuel Oil #4; Unknown
SAMPSON TANK CLEANING COMPANY	B	Executed MOA Document

Site Name	Remedial Level	Comments
110 TO 112 AVENUE E	C1	Executed MOA Document
24TH & 28TH STREET WEST	C1	Executed MOA Document
33 50TH STREET WEST	C1	Executed MOA Document
ALLIED BEVERAGE GROUP LLC	C1	Executed MOA Document
BAYONNE CITY 4TH STREET FIREHOUSE	C1	Executed MOA Document
BAYONNE CITY SEWAGE TREAT. PLANT	C1	None
BAYONNE TERMINALS INCORPORATED	C1	None
CENTERVILLE GARDENS	C1	Executed MOA Document
CONSOLIDATED RAIL CORPORATION	C1	Executed MOA Document
FIRESTONE TIRE STORE	C1	Waste Oil: 380 Gal.
HARTZ MOUNTAIN WAREHOUSE	C1	Backlogged Awaiting ACO Negotiation
JERSEY PRINTING COMPANY INC.	C1	None
KLEIN PROPERTY	C1	Executed MOA Document
MAYFAIR DELI	C1	Awaiting RL Assignment Pending ACO Negotiations
NJ DOT ROUTE 169 DRAINAGE PROJECT	C1	Unknown; Unknown
POINT BUILDERS INCORPORATED	C1	Executed MOA Document
PSE&G COMPANY	C1, 003752	Executed MOA Document
SHULMAN APARTMENTS	C1, 111521	Executed MOA Document
US MILITARY TERMINAL	C1, 970533	Awaiting RL Assignment Pending ACO Negotiations
YOUNGSWORLD STORES CENTRAL DIST.	C1	Awaiting RL Assignment Pending ACO Negotiations

Site Name	Remedial Level	Comments
100 AVENUE C	C2	Awaiting Remedial Lead (RL) Assignment Pending ACO Negotiations
129 5TH STREET WEST	C2	Backlogged Awaiting ACO Negotiations
163 JOHN F KENNEDY BOULEVARD	C2	Backlogged Awaiting ACO Negotiations
99 21ST STREET WEST	C2	Awaiting RL Assignment Pending ACO Negotiations
AMERADA HESS TERMINAL	C2	None
AMOCO SERVICE STATION BAYONNE CITY	C2	None
ATLAS YACHT CLUB	C2	Awaiting RL Assignment Pending ACO Negotiations

Site Name	Remedial Level	Comments
BAYONNE CITY YELLOW CAB	C2	Awaiting RL Assignment Pending ACO Negotiations
BAYONNE HOSPITAL	C2	None
BAYONNE NIPPLE COMPANY	C2	None
BEST FOODS	C2	Executed MOA Document
DELTA SERVICE STATION BAYONNE CITY	C2	None
DISCOVERIES INCORPORATED	C2	Executed MOA Document
BELCHER COMPANY OF NEW YORK INC.	C2	None
EXXON SERVICE STATION BAYONNE CITY	C2	None
EXXON SERVICE STATION BAYONNE CITY	C2	None
EXXON SERVICE STATION BAYONNE CITY	C2	None
EXXON SERVICE STATION BAYONNE CITY	C2	None
EXXON SERVICE STATION BAYONNE CITY	C2	None
GETTY SERVICE STATION BAYONNE CITY 14 th St. & Ave C	C2	None
GETTY SERVICE STATION BAYONNE CITY 53 rd St. W. & Broadway	C2	Soil Contamination: Unknown
GULF SERVICE STATION BAYONNE CITY	C2	None
HUDSON COUNTY CHROMATE 138	C2	None
HUDSON COUNTY CHROMATE 139	C2	None
HUDSON COUNTY CHROMATE 141	C2	None
HUDSON COUNTY CHROMATE 146	C2	See HCC-PPG Case NJL000005033 in RP PTS
HUDSON COUNTY CHROMATE 152	C2	None
HUDSON COUNTY CHROMATE 162	C2	None
HUDSON COUNTY CHROMATE 164	C2	See HCC-PPG Case NJL000005033 in RP PTS
HUDSON COUNTY CHROMATE 179	C2	None
IDEAL ALUMINUM PRODUCTS COMPANY	C2	None
INTERNATIONAL LONGSHOREMAN'S ASSOC.	C2	None
MOBAY CHEMICAL CORPORATION 169 52 nd St. W	C2	None
PALMER ASPHALT COMPANY	C2	Awaiting RL Assignment Pending ACO Negotiations
POWELL DUFFRYN TERMINALS INC.	C2	None
PSE&G COMPANY	C2, 0199191	None
RICHIE DALE LP	C2	Fuel Oil; Unknown
ROUTE 169 SECTIONS 2D & 1E	C2	None
S & W PRECISION TOOL CORPORATION	C2, 921135 Backlogged C2, E96574	Awaiting ACO Negotiations None
SHELL SERVICE STATION BAYONNE CITY	C2	None
TEXACO SERVICE STATION BAYONNE CITY	C2	SoilContamination;Unknown;UST# 0110611
WHITE CHEMICAL CORPORATION	C2	None

Remedial Site Name	Level	Comments
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BAYONNE CITY LANDFILL	C3	Returned by BSCM on 1/4/94 - NJPDES Permit Issued
BAYONNE HOOK REG. GW CONTAMIN.	C3	Executed MOA Document

Site Name	Remedial Level	Comments
BAYONNE COAL GAS (PSE&G)	D	None
BAYONNE INDUSTRIES	D	None
EFKA PLASTICS CORPORATION	D	None
EXXON BAYONNE PLANT	D	None
HUDSON COUNTY CHROMATE 144	D	See HCC Allied Case NJL000005017 in RP PTS
HUDSON COUNTY CHROMATE 166	D	See HCC-Allied CaseNJL000005017 in RP PTS
HUDSON COUNTY CHROMATE 179	D	None
ICI AMERICAS INCORPORATED	D	None
MILITARY OCEAN TERMINAL	D	Case Lead Verification
ROUTE 169 SECTION 1G	D	None
TEXACO USA DIVISION TEXACO INC.	D	Texaco Refinery & Marketing, Inc.

Site Name	Remedial Level	Comments
HUDSON COUNTY CHROMATE 174	N/A	Entry Created to Show Proper Lead
HUDSON COUNTY CHROMATE 177	N/A	Entry Created to Show Proper Lead

82 Site(s) with On-Site Contamination in BAYONNE CITY

SITES WITH UNKNOWN SOURCE(S) OF CONTAMINATION

Site Name	Remedial Level	Comments
TEXACO USA DIVISION TEXACO INC.	C3	None

1 Unknown Source Contaminated Site(s) in BAYONNE CITY

SITES WITH CASE(S) THAT WERE CLOSED BETWEEN 07/01/1996 AND 06/30/1997

Site Name	Remedial Level	Comments
12 16TH STREET EAST	C1	Executed MOA Document
128 WEST 27TH STREET	C1	Executed MOA Document
149 24TH STREET WEST	C1	Executed MOA Document
19 TO 23 WEST 36TH STREET	C1	Gasoline; Unknown
63 NORTH HOOK ROAD	C1	Executed MOA Document
90 AVENUE A	C1	Executed MOA Document
BAYONNE HOOK REG. GW CONTAMIN.	C1	Gasoline; Unknown
BOOKAZINE	C1	None

Site Name	Remedial Level	Comments
BAYONNE PLUMBING SUPPLY COMP. INC.	C2	None

Site Name	Remedial Level	Comments
TWIN CITY AUTO WRECKERS	D	Executed MOA Document

10 Site(s) with Cases that were Closed Between 07/01/1996 and 06/30/1997 in BAYONNE CITY

ENVIRONMENTAL EDUCATION

Harbor Watershed Education and Urban Fishing

Introduction

The Division of Science, Research and Technology in conjunction with the Division of Fish, Game and Wildlife, New Jersey Sea Grant, New Jersey Community WaterWatch, the Hackensack RiverKeeper, the Greater Newark Conservancy has offered a watershed education/urban fishing program for the past several years. The program began as an outgrowth of a Community-based Outreach to Urban anglers in the Newark Bay Complex. The program was suggested by a group of citizens who believed that educating their youth through use of local natural resources would create a greater awareness of their watershed and instill a sense of stewardship toward local natural resources. This program has been conducted in Bayonne each of the past four years.

In 1999, additional funds were available, and the Division was able to offer the program to five schools in Bayonne. Pending funding and available staff, this program is one that the Department would like to offer on an annual basis to the youth of the City of Bayonne as part of our PPA.

Program Objectives

- Understand the Function And Value Of The Newark Bay Estuary As It Concerns Animals, Plants And People
- Identify the Six Species Under State Fish Consumption Advisory
- Understand the Link Between Pollution, Habitat Contamination, Contaminated Fish And Human Health
- Understand the Need to Engage in Pollution Prevention and Non-Point Source Pollution Prevention Behavior
- Understand the Concept Of Watershed, Bio-accumulation And Food Chains
- Understand the Link Between Water Quality And Human Activity On the Land
- Geography of the Area Focussing on Where Students Live In Relation to the Estuary
- Health Effects from Dioxin And PCB

Project Format

Phase One

Classroom Experience - Students are introduced to the Newark Bay Complex estuary, through the use of lesson plans from *Fishing for Answers in an Urban Estuary*. One lesson, *Where in the World* introduces students to their community through a series of mapping exercises using local and regional maps. Concepts such as watershed are introduced and students learn their watershed address. A second

lesson introduces students to the aquatic critters of the Newark Bay complex. *Fish Cards* introduces species of fish, some of which are under advisory and some not. Students also learn about food chain, bio-accumulation and health effects from consumption of contaminated fish and crabs. The program concludes with a video that describes the region and explains the fish consumption advisories.

Phase Two

Storm Drain Stamping and Water front cleanup - Children learn the concept of non-point source pollution and engage in hands on activities that demonstrate how citizens can reduce and prevent pollution. Activities include a storm drain stamping near the waterfront and a waterfront cleanup.

Phase Three

Water quality Monitoring and Ecocruise - Students are introduced to their local waters through a half-day tour of the Newark Bay Estuary. Here they see how man and nature meet in an urban waterway and learn about ways to coexist in harmony. The water monitoring teaches students basic chemistry as it relates to water. Students learn what is needed in water in order to sustain life. Tests include dissolved oxygen, nitrates, phosphates, temperature, turbidity and salinity. Groups compare results and discuss why results may vary from location to location.

Phase Four

Students are provided information on aquatic biology including what types of fish swim in what types of water, fish anatomy, and what fish need to live. Lessons are presented through a day of fishing at a local waterfront.

A pre- and post-test is administered with participants to determine the effectiveness of the program in meeting learning outcomes. Results indicate that key concepts are comprehended. Test results from 1999 will be compiled at the end of the program.

IX. UTILITY PLAN ELEMENT

INTRODUCTION

The City of Bayonne has a comprehensive utility infrastructure that is commensurate with its status as a fully developed urban center with a large residential, commercial and industrial base. The utility infrastructure consists of public water, sanitary sewer, stormwater, solid waste and recycling facilities. The majority of the City is served by utilities with the exception of outlying areas such as parts of Constable Hook and the “North 40” site consisting of land owned by the New Jersey Departments of Transportation and Environmental Protection.

Bayonne’s utility infrastructure is adequate to meet the needs of current and future residents, business and visitors. However, a significant portion of the City’s infrastructure is aging because it was constructed in the late 19th and early 20th centuries. This results in constraints such as limited capacity and the need to rehabilitate older facilities. Areas of concern include stormwater management in low-lying sections of the City, pollution resulting from the combined sewer system and the need to rehabilitate the water distribution network. The Bayonne Municipal Utilities Authority (MUA), which is responsible for the public water and sewer systems, has been addressing these issues through a series of on-going improvement projects in its capital program. Another issue is the adequacy of the existing utility infrastructure to support large-scale redevelopment at MOTBY and the Texaco site in Bergen Point. The Local Redevelopment Authority (LRA) and the MUA are currently evaluating the utility systems in MOTBY and the Texaco site, respectively. Utility goals include the preservation of existing infrastructure, the replacement and improvement of substandard infrastructure and the provision of new infrastructure in targeted locations to support redevelopment.

The Utility Plan Element analyzes the present condition of the existing water supply, sewerage and wastewater treatment serving Bayonne, excluding MOTBY. Recommendations are made based upon the existing conditions and future needs of the City.

WASTEWATER AND STORMWATER SYSTEM

Wastewater

Bayonne has a combined sanitary and stormwater sewage collection system. The current system serving the City is quite common in older urban cities in the northeast and Great Lakes regions. The main components of the system include 61 miles of combined flow interceptor sewers, three main pumping stations and four minor pumping stations. There are 31 combined sewer overflow discharge points

surrounding the peninsula of Bayonne. The wastewater flow is collected at the Oak Street pumping station and transported to the Passaic Valley Sewage Commission for treatment via a 36 inch force main. The collection system was built on a grid configuration coinciding with the overall land use pattern of the City. This combined system experiences periodic service problems in isolated areas throughout the City, due to backup of stormwater in low lying areas as a result of heavy rainstorms.

Because the problems associated with the combined sewer system are expected to continue into the future, it is anticipated that the needed funds for any overall modernization program will probably not be available. Any extensive future development, especially in the recently zoned W-D, Waterfront Development District, will require that the local system be upgraded. It is anticipated that potential developers would need to participate in bearing the cost of needed improvements.

In October of 1999, a major capital investment project to upgrade the City's aging sewer system was commenced by the Municipal Utilities Authority. The cost of the initial project is \$5 million dollars. Over the next 12 months, the Authority will utilize a low interest loan from the Department of Environmental Protection Agency to replace sewage pumps and controls and reline sections of the city's oldest brick-lined sewers. The project will also install back-up generators that will ensure the system can continue even in the event of a power failure.

Passaic Valley Sewerage Commission Service Area

The Passaic Valley Sewerage Commission (PVSC) is the agency responsible for providing sewerage treatment services for all municipalities along the Passaic River south of Boonton.

Hudson County municipalities serviced by PVSC include Bayonne, East Newark, Harrison, Jersey City and Kearny. Sanitary waste from this area goes to a treatment plant located in Newark which provides both primary and secondary treatment of wastewater. The PVSC treatment plant currently uses an activated sludge process to treat wastewater and the remaining solids are used for landfill cover and strip mine reclamation.

A pipeline was constructed under Newark Bay in Jersey City to pump wastewater from Bayonne, Jersey City and Kearny to the PVSC treatment plant in Newark. A second pipeline has been constructed to transfer wastewater from Bayonne to the Newark Bay pipeline in Jersey City. The former Bayonne Treatment Plant at the foot of Oak Street is now utilized only as a pumping station. The City of Jersey City delivers up to 50 million gallons a day of wastewater through the Newark Bay pipeline, including flows from Bayonne.

Combined Sewer Overflow

Combined sewer overflow (CSO) from combined stormwater and sanitary sewer lines is a major problem being addressed by the Bayonne Municipal Utilities Authority. The Sewage Infrastructure Improvement Act (SIIA), which became effective on August 3, 1988, helps fund any public agency operating a combined stormwater and sanitary sewer system by providing planning and design grants for abatement measures at combined sewer overflow point.

The Clean Water Act specifically requires the removal of solids and floatable material over half an inch in diameter and all floatables. To achieve this goal, a study of the entire system has been undertaken and a project to eliminate the discharge of solids and floatables is underway. The target completion date is June 1, 2001.

There are 31 combined sewer overflow discharge points surrounding the peninsula of Bayonne. A project is underway to construct facilities to control the overflow of solids and floatable materials into the surrounding waterways. There are no grants available for construction of the CSO improvements, which is estimated to cost over \$750,000 per outlet.

Stormwater

According to the New Jersey Department of Environmental Protection (NJDEP), the New York Harbor is one of the top priority areas for compliance with the Clean Waters Act. The Clean Waters Act requires the NJDEP to develop a municipal stormwater discharge permitting program.

New York Harbor has been designated by the U.S. Environmental Protection Agency (EPA) as a participant in the National Estuary Program since 1988. This group is presently finalizing a Comprehensive Conservation Management Plan for the Harbor. The plan calls for significantly increased efforts to regulate stormwater discharges from municipalities in the Harbor. The Clean Water Act requires State's to set up a permitting program for stormwater discharge in municipalities with over 100,000 in population.

The NJDEP has established draft guidelines for regulating stormwater discharges into the Harbor called the Municipal Stormwater Pollution Prevention Program (MSPPP). Hudson County has twelve municipalities, seven of which have been identified as bordering segments of the Harbor which have been designated as potential toxic limited segments (Bayonne, East Newark, Harrison, Jersey City, Kearny, North Bergen and Secaucus). The draft MSPPP requires these municipalities to submit an application for stormwater discharges to surface waters. The principal component of this application is a sampling program for nickel, lead, copper, mercury and a limited number of conventional pollutants. Two samples at the outfalls are required. New projects that come online will have to comply with these regulations.

WATER

As with the sewer system, the City's water distribution system is also designed on a grid configuration. A major change affecting the availability of Bayonne's water supply was the City's membership in the North Jersey Water Supply Commission. Where Bayonne was once a wholesale customer of this Commission, it is now a part owner, guaranteeing long term water supply for the City. The City currently averages roughly 9 million gallons of water usage daily out of a total daily allocation of 10 million gallons.

The North Jersey District Water Supply Commission (NJDWSC) receives its water supply from the 29.6 billion gallon Wanaque Reservoir and the 7 billion gallon Monksville Reservoir, which are both located in Passaic County. Additional water is pumped into the Wanaque Reservoir when needed from pumping stations located on the Ramapo River in Pompton Lakes, which can pump 150 million gallons per day and the Pompton/Passaic River confluence in Wayne, which can pump 250 million gallons per day. The average daily use for the NJDWSC water supply is 129.6 mgd. The NJDWSC recently expanded its water treatment to handle a peak capacity of 210 million gallons a day. The City therefore is ensured an adequate current and future water supply.

To ensure the safety of the consumer, the North Jersey District Water Supply Commission routinely monitors and tests the water at rivers, lakes and streams that supply its reservoirs. It also continually monitors the quality of water throughout its distribution system. The NJDWSC is in the process of building satellite feed stations in its distribution system that will effectively treat and reduce lead levels in drinking water at consumer taps. These stations are currently under construction.

The City has experienced numerous problems regarding its water distribution system. Older water mains were subject to vibrations of heavy traffic, often causing them to rupture. In response, the City implemented a program of water main rehabilitation. This included replacement of valves and cement lining of older water mains. The results have been quite successful. The Bayonne Municipal Utilities Authority reports that 60 to 65 percent of the grid distribution system has been completely rehabilitated. Planning for the remaining 35 percent of the system is underway and will probably be started in the year 2000. Fire flows in turn have consistently been rated highly by the National Board of Fire Underwriters. Rehabilitation work is also being performed on the North Arlington Aqueduct. When this work is completed, additional rehabilitation work will be identified and will require future funding.

The City of Bayonne and the Bayonne Municipal Utilities Authority are committed to providing water that meets or exceeds all Federal and State requirements for drinking water. In general, the water system is in good condition as a result of previous and ongoing rehabilitation and improvements to the system infrastructure.

RECOMMENDATIONS

1. Preserve and maintain the existing utility infrastructure including public water, sanitary sewer and stormwater facilities.
2. Plan and implement new utility infrastructure to replace aging and obsolete systems and serve redevelopment areas such as the Texaco site.
3. Support the implementation of Bayonne's Environmental Performance Partnership Agreement with the New Jersey Department of Environmental Protection.
4. Address the existence of combined sewer outfalls and retrofit existing facilities where possible while providing new separated sanitary and stormwater facilities in areas of new development.
5. Preserve and protect the City's public water supply including storage areas, treatment facilities and the distribution system.
6. Recognize and address stormwater management in low-lying areas prone to flooding.
7. Encourage the development of high technology infrastructure including fiber optic lines, telecommunication facilities and adequate power supply.
8. Provide new utility infrastructure with activity at MOTBY.

X. HISTORIC PRESERVATION PLAN ELEMENT

INTRODUCTION

The City of Bayonne has been settled and under continuous development since the 17th century when the Dutch first arrived, followed by the English and successive waves of immigrants from other parts of Europe and the world. During the intervening centuries, Bayonne grew rapidly from a small outpost in the New World to a major urban center before maturing into the stable and fully-developed mid-size community of today. The City has developed a rich history that reflects the unique character of the community, the diversity of the population, the transformation of its economic base and the pattern of development that has produced an appealing urban environment.

Bayonne has a number of historic resources that are worth preserving because they provide a link to the past, create a sense of place in the present and offer a degree of continuity as the City advances into the future. More tangibly, historic preservation contributes to attractive streetscapes, stable neighborhoods, economic development and increased property values. The Historic Preservation Plan Element highlights the benefits of preserving the local heritage, identifies sites listed on the State and National Registers of Historic Places and discusses the City's preservation efforts to date. Historic preservation is encouraged as a way of protecting sites that have played a role in Bayonne's development and as an element of the City's on-going economic development and revitalization efforts.

HISTORICAL OVERVIEW

The City of Bayonne has a history that dates to the earliest period of colonial settlement in New Jersey and New York, when Henry Hudson anchored his ship off of Constable Hook in 1609 and explored present-day Bayonne. The first land grant in Bayonne occurred when John Jacobson Roy was awarded 300 acres in Constable Hook in 1646. Early settlement was hindered by difficult conditions and the presence of Native Americans, however, by 1658 the Dutch acquired sufficient land to establish a small outpost in the City. The early residents of Bayonne resided primarily in Constable Hook and subsisted on farming and fishing.

Additional settlements in the area now known as Bayonne were established as the Dutch colony of New Amsterdam, later known as New York and New Jersey under the English, prospered and grew. These settlements were called Centreville, Pamrapo and Bergen Point. During the 18th and early 19th centuries, much of present-day Bayonne remained agricultural and residential. Constable Hook was a farming and fishing community with scattered industry such as the Hazard Powder Company factory, which was founded in 1798. Centreville was located on Broadway from 8th Street to 26th Street and consisted of

homes, a school, a store and a hotel. It was the most populous of the communities located in the area of present-day Bayonne. Pamrapo was located in the northeastern section of Bayonne and was primarily a residential community dependent upon farming and fishing. Bergen Point was a wealthy village of large estates, hotels and yacht clubs that were attracted by its waterfront location, beaches and open spaces. These communities were consolidated into the newly formed City of Bayonne in 1869, however, elements of them persisted well in to the late 19th and early 20th centuries.

The opening of the Morris Canal in 1838 and the construction of the Central Railroad of New Jersey through Bayonne in 1864 precipitated the rapid growth and industrial development of the 19th century that transformed the City into a major manufacturing and transportation center. Major industrial developments during the late 19th century included the Port Johnston coal terminal on the Kill Van Kull, the Standard Oil Refinery in Constable Hook and the Texaco refinery and terminal in Bergen Point. Other areas of the City including the Newark Bay waterfront experienced rapid growth and industrialization as well. By the turn of the century, Bayonne had evolved from a collection of small farming and fishing villages into one of the largest and most important industrial cities in the State. This would continue well into the 20th century, fueled by the nation's industrial growth and an influx of immigrants who provided a ready source of labor for the City's factories.

Bayonne continued to grow and prosper in the 20th century. The enormous wave of immigration in the early 20th century fueled the City's population growth, which peaked at 88,979 in 1930. Constable Hook and parts of Bergen Point developed as major industrial areas while the central and western sections of the City experienced significant residential growth. The City benefited from the creation of extensive parkland and open space on Newark Bay and the Kill Van Kull. Major transportation projects such as the Bayonne Bridge, the Central Railroad's Newark Bay Bridge and the New Jersey Turnpike Hudson County Extension connected Bayonne to the region and reduced the City's relative isolation. The City created a major port and expanded its land area by constructing the Military Ocean Terminal, which was completed by the U.S. Navy in the 1940's.

During the second half of the 20th century, Bayonne entered a period of maturity characterized by full development, population stability and relatively slow growth. From 1970 to present, the City has experienced an economic shift as the importance of industry decreased and the service sector grew rapidly. Major industrial employers such as Texaco, Maidenform and the Military Ocean Terminal left the City during this period. Bayonne, however, has entered a period of renewed growth and development. The HBLRTS will provide residents and businesses with high quality mass transit and connections to Jersey City, New York City and northern New Jersey. The vacant former Texaco refinery is targeted for mixed-use redevelopment with housing, recreation and accessory commercial uses. Most importantly, the Military Ocean Terminal will be redeveloped as a mixed-use complex providing employment,

recreation and tax ratables for the City. There is even a strong likelihood of residential growth in the future as new housing is constructed, immigration continues and new residents are attracted by Bayonne's schools and quality of life.

BENEFITS OF HISTORIC PRESERVATION

Bayonne is one of the oldest communities in New Jersey with a long and storied history that dates to the 17th century. The City of Bayonne is a microcosm of New Jersey and its development reflects many of the historical trends and events that have influenced the State over the past several centuries. These include the development of railroads, the industrial revolution, urbanization and immigration. As a result of these trends and events, the character of the City and State has changed from rural and agrarian in the 17th and 18th centuries to urban and industrial in the 19th and 20th centuries. Additional changes are underway as the City enters the post-industrial era in the 21st century.

Bayonne has numerous resources that document its rich history as well as the trends and events that have shaped its unique character and development. These include a diverse collection of historic structures, sites and districts, some of which are listed on the State and National Registers of Historic Places. The City's historic resources are an important but underutilized community asset. In addition to providing a link with the past, they have the potential to contribute significantly to local culture, education, economic development and quality of life.

The aesthetic, cultural and social benefits of historic preservation are well-documented. They include an enhanced visual environment, reinforcement of local character and creation of a sense of place. The economic benefits of preservation, on the other hand, are not well-understood and are often overlooked. These benefits are identified in a 1997 study, *The Economic Impacts of Historic Preservation*, that the Rutgers University Center for Urban Policy Research prepared for the New Jersey Historic Trust. This study is the most detailed analysis of historic preservation in New Jersey ever prepared and it concludes that preservation activity has a broad range of economic benefits. These benefits include employment growth, income gains, property value increases and additional tax revenue. The major findings of the study, on a Statewide basis, are summarized as follows:

- In 1994, a total of \$123 million was spent on the rehabilitation of historic structures, properties and sites with more than two-thirds of all rehabilitation activity occurring in cities and older suburbs. Rehabilitation activity produced 4,607 new jobs, \$156 million in income, \$207 million in gross domestic product and \$65 million in tax revenue on an annual basis. New Jersey captured approximately half of these benefits.

- During the 1993-1995 period, an estimated 9.1 million visits to historic sites were made annually by tourists with day-trippers and overnight visitors spending \$432 million. Historic tourism generated approximately 15,530 jobs, \$383 million in income, \$559 million in gross domestic product and \$216 million in tax revenue on an annual basis. New Jersey captured approximately half of these benefits.
- In 1996, historic organizations and sites spent \$25 million for operations, staff, marketing and other expenditures. Historic organizations produced 1,438 jobs, \$33 million in income, \$43 million in gross domestic product and \$14 million in tax revenue. New Jersey captured approximately half of these benefits.
- Historic properties have a market value of \$6 billion and pay an annual \$120 million in property taxes. Designation as an historic site has been found to increase the market value of properties and associated tax revenue because of their unique design, often extensive rehabilitation and the premium that purchasers are willing to pay for such properties.

Bayonne has a realistic opportunity to capture some of the economic benefits of historic preservation because of its historic resources, accessibility and proximity to major population centers in the region. As a result, historic preservation is encouraged as a complement to Bayonne's overall economic development program and as a means of differentiating it from competing municipalities that lack the historic resources found in the City.

EXISTING HISTORIC RESOURCES

The City of Bayonne has a number of historic resources that reflect its development from a small rural village to a large urban center since it was first settled in the 17th century. During this period, Bayonne evolved from a farming and fishing community into an industrial and transportation center. Many of the City's historic resources originated in the late 19th and early 20th centuries during a period of rapid population growth and intensive residential and industrial development. They include a broad range of public facilities, churches, residences, districts and remnants of its industrial past.

The revised General Ordinances of the City of Bayonne include Chapter XXXIII A which establishes an Historic Preservation Commission and provides for the designation and preservation of historic structures, sites and districts. The Commission has developed historic preservation rules and procedures and prepared a survey identifying existing and potential historic sites, structures and districts.

During the first half of 2000, the Bayonne Historic Preservation Commission sponsored a reconnaissance level survey of Bayonne's historic sites, structures, and districts. The survey was conducted in accordance with New Jersey Land Use Law procedures under which new Historic Preservation

Commissions undertake historic property surveys before starting to recommend designation of sites, structures, and districts for preservation.

In the initial report of May 2000, more than 500 properties in Bayonne were cataloged and various levels of historic designation were recommended for them. Appendix B incorporates a copy of the reconnaissance level survey. During the future, the Bayonne Historic Preservation Commission is encouraged to conduct more extensive research into selective sites and to recommend designation of appropriate landmarks and districts to the Municipal Council. Additional research should commence beginning with those sites, structures and districts that have been already listed on the State or National Registers, have been identified as eligible for State or National listing, or have been found by the reconnaissance level survey to be potentially eligible. These sites include: the Bayonne Bridge, the Bayonne High School Vocational Building, the Bayonne Trust Company Building, the former Babcock Building and Wilcox and Maidenform Plant on Lexington Avenue, the Bergoff Building, the Central Railroad of New Jersey Mainline Historic District (which runs through several communities), the ELCO factory site on Newark Bay, the East 17th Street Streetscape (including the George Goldman apartment building), the East 19th Streetscape, the East 33rd Street row houses (No. 12-20), the Dry Dock at the Military Ocean Terminal, Lincoln School, Maidenform Building (Avenue E), Manny's Liquors Neon Sign and storefront, the BEOF Headstart building (the former Mechanics Trust Company building and former City Hall Annex on 8th Street), Mt. Carmel Church Historic District, YMCA building, Vroom School, Pier No. 2-Atlas Yacht Club Pier, and Port Johnston Historic Sailing Vessels. The historic survey also suggested the possibility of nominating several structures in two categories (houses of worship and apartment buildings) for the State and National Registers of Historic Places.

Bayonne has 3 properties that are listed on the State and National Registers of Historic Places, as shown in Table X-1. They are Bayonne Truck House #1 on West 47th Street, the First Dutch Reformed Church on Avenue C at West 33rd Street and the Hale-Whitney Mansion at 100 Broadway. In addition, the former Maidenform factory on Lexington Avenue between 2nd and 3rd Streets has been nominated to the National and State Registers. The listing of these properties on the State and National Registers of Historic Places provides them with protection from adverse impacts caused by public projects as well as eligibility for rehabilitation grants and loans.

Bayonne has 10 properties, sites and districts that are eligible for listing on the National Register of Historic Places, as shown in Table X-1. They include the YMCA on Avenue E at East 22nd Street, the Port Johnson Historic Sailing Vessels on the Kill Van Kull and the Mount Carmel Historic District on East 22nd Street between Broadway and Avenue E. These sites have received either a Determination of Eligibility from the Keeper of the National Register of Historic Places or a SHPO Opinion from the State Historic Preservation Office. This status provides essentially the same protections as official listing in the

National Register of Historic Places, although it does not apply to the State Register of Historic Places. It also facilitates official listing on the State and National Registers of Historic Places once a nomination is made. The Central Railroad of New Jersey's Newark Bay Bridge and 8th Street Station, which had received a Determination of Eligibility and SHPO Opinion, have been demolished.

Table X-1 HISTORIC RESOURCES, 2000 City of Bayonne		
<i>Resource</i>	<i>Location</i>	<i>Date of Designation</i>
<i>State Register/National Register</i>		
Bayonne Truck House # 1 (Hook and Ladder)	12 West 47 th Street	SR: 9/11/75 NR: 1/2/76
First Dutch Reformed Church	Avenue C and West 33 rd Street	SR: 10/23/91 NR: 4/22/82
Hale-Whitney Mansion	100 Broadway	SR: 4/24/96 NR: 6/7/96
Maidenform Factory*	Lexington Avenue and East 3 rd Street	SR: Pending NR: Pending
<i>Determination of Eligibility</i>		
Newark Bay Bridge (demolished)	Newark Bay between Bayonne and Elizabeth	1/22/80
Port Johnson Historic Sailing Vessels	Kill Van Kull	1/24/86
<i>SHPO Opinion</i>		
873-875 Broadway	873-875 Broadway	12/22/93
Central Railroad of New Jersey Main Line Corridor Historic District	Railroad right-of-way from Bayonne to Phillipsburg	7/19/91
Central Railroad of New Jersey Station (demolished)	8 th Street	9/11/75
Electro Dynamic Motor Company (ELCO) Historic District	North Avenue and Avenue A on Newark Bay	5/16/95
George Goldman Apartment Building	25-27 East 17 th Street	9/30/91
Mount Carmel Church Historic District	East 22 nd and East 23 rd Streets between Broadway and Avenue E	2/28/91
Public School # 2	26 th Street	8/19/77
Public School # 5	Avenue F and East 30 th Street	2/28/91
YMCA	Avenue E and East 22 nd Street	11/12/91
* The Maidenform factory is being nominated to the State and National Registers as a condition of its recent approval for residential use.		
Source: New Jersey and National Registers of Historic Places; New Jersey State Historic Preservation Program; New Jersey Department of Environmental Protection; Division of Parks and Forestry.		

MUNICIPAL HISTORIC PRESERVATION

The City of Bayonne has undertaken several major initiatives to protect and preserve its heritage in recognition of the importance of historic preservation to the community. These include the establishment of an Historic Preservation Commission, the adoption of an historic preservation ordinance and the preparation of an historic resources survey.

Bayonne has established an Historic Preservation Commission to oversee preservation efforts and advise the City on preservation issues. Under State law, the Commission has the power to prepare a survey of historic sites; make recommendations to the Planning Board on the Historic Preservation Plan Element of the Master Plan; advise the Planning Board on the inclusion of historic sites in the capital improvement program; advise the Planning Board and Zoning Board of Adjustment on applications for development; and provide written reports on the zoning ordinance provisions concerning historic preservation. The Historic Preservation Commission is currently preparing an historic resources survey to identify structures, properties and districts that may be eligible for historic designation. The survey will provide an inventory of all historic resources in the City and provide the basis for future preservation efforts.

Bayonne also encourages property owners to consider historic designation as a means of preserving the City's historic resources and promoting the rehabilitation of older structures. A prominent example of this is the former Maidenform factory located on the corner of Lexington Avenue and East 3rd Street in Bergen Point. This site was recently approved for an adaptive reuse project that will convert the former factory into affordable senior citizens housing. As part of the project, the developer will seek historic designation of the site on the State and National Registers of Historic Places. This will ensure that the structure is preserved and also make it eligible for investment tax credits. Additional historic designation by private property owners is encouraged in order to preserve the City's heritage and character and as a means of utilizing federal investment tax credits to promote redevelopment and adaptive reuse.

Bayonne also has numerous historic resources within the NJ Transit HBLRTS corridor, which begins at the municipal border with Jersey City in the north and ends at Avenue A and West 5th Street in the south. NJ Transit, as part of its Environmental Impact Statement for the HBLRTS, identified 13 sites and districts in the vicinity of the light rail corridor that are eligible for listing on the National Register of Historic Places. These include the Maidenform Brassiere Factory, Public School Number 5 and the East 19th Street Streetscape as shown in Table X-2. The State Historic Preservation Office issued opinions confirming their eligibility for the National Register. These sites and districts should be included in the historic resources survey currently being prepared. Efforts should also be made to preserve them and promote sensitive adaptive reuse where redevelopment potential exists, such as at the Maidenform Brassiere Factory site on Avenue E.

Table X-2
 HISTORIC RESOURCES WITHIN HBLRTS CORRIDOR, 2000
 City of Bayonne

<i>Site/District</i>	<i>Location</i>
Public School # 5	Avenue F and East 30 th Street
Mount Carmel Historic District	22 nd Street
YMCA Building	Avenue E and East 22 ND Street
Bergoff Building	473 Broadway
Wigdors Jewelry Store/Neon Sign	446 Broadway
East 19 th Street Streetscape	33-35 East 19 th Street
East 17 th Street Streetscape	21-31 East 17 th Street
George Goldman Apartment Building	25-27 East 17 th Street
Maidenform Brassiere Factory	Avenue E and East 17 th Street and Lexington Avenue and East 3 rd Street
Bayonne Trust Company	231 Broadway
Mechanics Trust Company Building	21 West 8 th Street
Central Railroad of New Jersey Main Line Corridor Historic District	Right-of-way from Phillipsburg to Bayonne
Electro Dynamic Motor Company (ELCO)	Avenue A and North Street
<i>Source:</i> NJ Transit; Bayonne Extension Supplemental Draft Environmental Impact Statement; November 1995.	

CERTIFIED LOCAL GOVERNMENT STATUS

The City of Bayonne is eligible for New Jersey’s Certified Local Government Program because it has established an Historic Preservation Commission and is currently preparing an historic resources survey. The City recently applied for inclusion in the program as part of its local preservation efforts. The State Certified Local Government Program is intended to promote historic preservation on the municipal level with an emphasis on local control and oversight. In order to achieve this, the Program provides qualified municipalities with financial and technical assistance for historic preservation efforts.

Municipalities such as Bayonne must meet certain requirements to be eligible for the State Certified Local Government Program. At a minimum, municipalities must adopt an historic preservation ordinance to identify and protect historic resources within the community. The ordinance must provide for the designation of historic sites and districts as well as the review of exterior renovations to ensure that the historic integrity of designated sites and districts is preserved. All reviews are performed the local Historic Preservation Commission in consultation with municipal officials and Planning Boards as well as Zoning Boards of Adjustment.

Municipalities that have been designated a Certified Local Government are eligible to apply for 60/40 matching grants for a broad range of historic preservation initiatives. These include the preparation of Historic Preservation Plans, Historic Structures Reports, Historic Resource Surveys, Design Guidelines and Historic Preservation educational outreach. At present, more than \$60,000 in grant funding is available from the State Historic Preservation Office each year. Technical assistance, such as ordinance review and staff training, is also available from the State Historic Preservation Office. The City's application for Certified Local Government status will further historic preservation efforts on the local level.

RECOMMENDATIONS

1. Consider the preparation and adoption of an ordinance for local designation of historic properties, structures and districts in Bayonne. Properties listed on the State and National Registers of Historic Places, or eligible for listing, should be given first priority for local historic designation.
2. Prepare criteria for local designation of historic properties, structures and districts in cooperation with the Bayonne Historic Preservation Commission. The criteria for local historic designation should be consistent with the standards used for the State and National Registers of Historic Places.
3. Develop design guidelines for use by property owners and the Bayonne Historic Preservation Commission in reviewing applications for development affecting historic properties, structures and districts.
4. Utilize Certified Local Government status from the State Historic Preservation Office to expand local historic preservation efforts.

XI. RECYCLING PLAN ELEMENT

INTRODUCTION

The New Jersey Source Separation and Recycling Act, which was adopted in 1987, and the Municipal Land Use Law require that municipal Master Plans include a recycling plan element. In addition, specific tasks are delegated to both counties and municipalities in order to achieve the State Recycling Plan goals.

RECYCLING

As part of this process, municipalities are required to develop regulations that specify standards for site plans and subdivisions in order to assure conformity with the Municipal Recycling Ordinance. The City of Bayonne has established the following recycling plan as part of its municipal program.

In June of 1988, the Bayonne City Council adopted a Recycling Ordinance which established a recycling coordinator and required that residents and non-residents who are owners, lessees or occupants of commercial or non-commercial structures located within the City to separate used newspaper, clean corrugated cardboard, glass and aluminum cans from all other solid waste. The ordinance sets forth in detail the type of material to be recycled and the method of removal.

Bayonne offers a weekly curbside recycling collection through private haulers to all residents and commercial businesses located in the City proper. There are some exceptions in that some large generators are required to contract privately for their own recycling collection. A typical larger generator might be a supermarket generating large quantities of corrugated cardboard on a daily basis. All factories located in the industrial sections of the City are required to provide for their own recycling. Businesses responsible for their own recycling are required to submit an annual report to the City documenting the type and quantities of materials recycled during the year.

Materials that are collected at curb side include the following:

1. Mixed paper: Includes newspapers, corrugated cardboard, brown paper bags, junk mail, magazines, and various grades of white or colored paper. Paper can be tied up, put out in corrugated boxes, brown paper bags or put in a trash can with a recycling sticker on it.
2. Co-mingled bottles and cans: Includes glass bottles and jars, aluminum cans, tin cans, and plastic bottles with the number (1) or (2) stamped on the bottom. Commingled bottles and cans must be put in a sturdy trash can or bucket with a recycling sticker on it.

3. Refrigerant containing appliances: Includes refrigerators, freezers, air conditioners and de-humidifiers. These appliances are collected and shipped to a processing facility for the safe removal of the refrigerants. This is necessary to comply with the federal Clean Air Act.
4. Scrap metal and white goods: Includes washers, dryers, stoves, microwaves, dishwashers, pipes, radiators and other miscellaneous large metal objects.
5. Leaves: Includes leaves only. Collected weekly for 10 weeks in the fall and composted at City compost yard.
6. Other recycling activities:
 - Subject to availability, fire wood, wood chips and compost can be obtained by residents free of charge at the drop-off site.
 - Leaf bags are made available free of charge at City Hall. There is a limit of eight bags per resident. Anyone needing additional bags is required to pay 25 cents per bag.
 - Recycling stickers and schedules can be obtained at City Hall free of charge.
7. The collected recycled material is processed in the following manner:
 - Mixed paper is sold to a commercial paper processor.
 - Co-mingled bottles and cans are sold to a commercial recycling company.
 - Scrap metal and white goods are sold to a commercial scrap metal recycler.
8. Refrigerant containing appliances:: Bayonne pays the processor of these items to remove the refrigerants in compliance with the Federal Clean Air Act.

The City of Bayonne reports its recycling tonnage on a monthly basis to Hudson County and on a yearly basis to the State of New Jersey. The annual recycling tonnage reported to the State of New Jersey for the period 1994 to 1998 is shown below in Table XI-1. The total amount of materials recycled in the City increased from 46,001 tons in 1994 to 101,909 tons in 1998. This represents an increase of 55,908 tons or 121.5 percent within a 5-year period.

Table XI-1
ANNUAL RECYCLING VOLUMES BY TON, 1994 TO 1998
City of Bayonne

<i>Year</i>	<i>Residential (tons)</i>	<i>Commercial (tons)</i>	<i>Total (tons)</i>
1994	10,517	35,484	46,001
1995	10,424	43,172	53,596
1996	10,348	52,422	62,770
1997	8,448	57,910	66,358
1998	8,512	93,397	101,909
<p>Note: Residential tonnage declined due to a high market value for paper which caused a significant increase in illegal scavenging. Commercial tonnage does not include scrap metal recycled by industry. This tonnage is reported directly to the State by the scrap metal industry.</p>			
<p>Source: City of Bayonne Health Department/Recycling Coordinator</p>			

Bayonne has its own recycling drop off site located on Hook Road. The recycling drop off site is open six days per week from Monday through Saturday. The recycling drop off site will accept all of the materials picked up at curbside as well as used motor oil, used anti-freeze, used oil filters, automobile batteries and automobile tires. The drop off site is available to residents as well as commercial businesses and industrial operations located within the City.

Bayonne also recycles other materials such as leaves and converts them into compost. Leaves are collected weekly for each residence during the 10 week period from mid-October to mid-December of each year. At all other times during the year residents must call the City to arrange for a special leaf pick up.

Compost, fire wood and wood chips are available for free to residents and are available at the recycling center on North Hook Road. Wood chips are also used in the City parks for landscaping.

For hazardous materials, Bayonne runs two Household Hazardous Waste Days per year in conjunction with Hudson County. These events are usually held in April and October.

The Public Works Department routinely recycles concrete and asphalt collected from road repairs. Asphalt and concrete are recycled by a permitted Class B recycling company located in Bayonne. Bayonne must pay for this service.

Solid Waste

Solid waste is collected in Bayonne by State licensed private collection firms. The solid waste, consisting of household garbage, is taken to a Hackensack Meadowlands Development Commission (HMDC) landfill for disposal. Larger solid items are bailed and taken to an out-of-State landfill.

In New Jersey, there are 11 major landfill disposal sites. Many of these landfills, however, are rapidly approaching their designed capacities. To remedy this situation, the State of New Jersey enacted the Solid Waste Management Act. The Solid Waste Management Act designates every county in the State and the HMDC as a Solid Waste Management District. Under this statute, each District is required to devise a Solid Waste Management Plan.

Hudson County municipalities currently dispose of the majority of their solid waste at facilities operated by the HMDC. In 1998, Bayonne generated 42,463 tons of solid waste consisting of 31,469 tons of municipal waste and 10,994 tons of commercial and industrial waste. The Hudson County Improvement Authority (HCIA) is responsible for managing the solid waste disposal needs of the County. It has been charged with the task of formulating and implementing plans which are consistent with the Solid Waste Management Act.

XII. COMPARISON WITH OTHER MUNICIPALITIES

INTRODUCTION

The City of Bayonne's unique geography as a peninsula buffers it from the land use patterns and activities in adjacent municipalities. The only exception is Jersey City, which is located immediately north of Bayonne and is physically contiguous to the City. The Municipal Land Use Law requires that all municipal Master Plans consider the relationship of the Master Plan to the plans of adjacent municipalities, county plans and the New Jersey State Development and Redevelopment Plan (State Plan). The intent is to coordinate planning and land use activities among communities and to reduce potential conflicts. This section reviews the plans and zoning ordinances of the municipalities bordering the City of Bayonne, as well as the Hudson County Strategic Plan and the State Plan.

ADJACENT MUNICIPALITIES

The City of Bayonne Land Use Plan is substantially consistent with the Master Plans of adjacent municipalities. The land use designations and zoning of these municipalities are discussed below. The adjacent municipalities are the Cities of Jersey City, Elizabeth, Newark and New York City.

City of Jersey City

The City of Jersey City is located immediately to the north of Bayonne and is the only municipality that is physically contiguous with the City. The section of Jersey City that borders Bayonne is known as Greenville, which is a mixed-use neighborhood that developed similarly to the Uptown section of Bayonne. The land use pattern and zoning in Jersey City are substantially consistent with that found in Bayonne except for minor variations. These are mitigated by the presence of transportation corridors that separate the 2 cities and function as buffers.

Moving from east to west, the land uses and zoning in Jersey City change from industrial to commercial to residential. The section of Jersey City between New Jersey Turnpike Interchange 14A and Upper New York Bay is zoned I-3 Industrial Park and is within the Greenville Industrial Redevelopment Plan area. This area is designated for industrial use including port activity, warehousing/distribution and manufacturing. This is consistent with the I-LB Light Industrial zone in Bayonne that is located in the same area. The I-LB zone permits manufacturing, warehousing/distribution and heavy commercial uses

such as lumber yards. This area is known as Port Jersey in both cities and the established land use pattern on both sides of the municipal border is industrial.

The section of Jersey City between Avenue C and New Jersey Turnpike Interchange 14A is zoned I-2 Intensive Industrial. This zone permits a broad range of industrial and commercial uses including manufacturing, warehousing/distribution, terminal facilities, offices and restaurants. The existing uses in this area are the New Jersey Turnpike, CSX/Norfolk Southern Lehigh Valley Line and Twin Cities Shopping Center. The zoning for this area in Bayonne is mixed and includes the C-2 Community Commercial, C-3 Central Commercial, R-2 Low Medium Density Residential and R-3 High Medium Density Residential zones. There are zoning conflicts in this area, especially where the R-2 and R-3 zones in Bayonne adjoin the I-2 zone in Jersey City. The presence of transportation infrastructure along the municipal border, however, acts as a buffer that mitigates adverse impacts upon Bayonne. In addition, the C-2 and C-3 zones in Bayonne contain commercial uses are compatible with the adjacent Twin Cities Shopping Center in Jersey City.

The section of Jersey City between John F. Kennedy Boulevard and Avenue C is zoned R-4 High Density Residential and C-2 Office/Retail. The R-4 zone permits multi-family housing and contains the Curries Woods public housing complex. The C-2 zone permits retail stores, offices and multi-family housing and functions as a neighborhood shopping district. This is substantially consistent with the zoning in Bayonne on the southern side of the municipal border, which is R-2 Low Medium Density Residential. The R-2 zone permits detached one- and two-family homes, townhouses and public facilities. A significant portion of the zone also contains Mercer County Park. The compatibility between the R-4 zone in Jersey City and the R-2 zone in Bayonne is further enhanced by the on-going development of low-rise townhouses at the Curries Woods public housing complex to replace aging high-rise apartment buildings.

The section of Jersey City between Newark Bay and John F. Kennedy Boulevard is zoned R-2 Low Density Residential. The R-2 zone permits detached one- and two-family homes, townhouses, garden apartments and retail sales on the ground level of major streets. This area is comprised almost entirely of the Country Village residential neighborhood with limited retail stores along John F. Kennedy Boulevard. This is consistent with the R-2 Low Medium Density Residential zone and C-2 Community Commercial zone in Bayonne on the southern side of the municipal border. The R-2 zone was developed as part of the larger Country Village neighborhood and is fully compatible with adjoining residential uses in Jersey City. The C-2 zone contains a community shopping center that is compatible with commercial uses along lower John F. Kennedy Boulevard in Jersey City. The consistency of the land use pattern in this area will be further enhanced by the planned redevelopment of the Republic Container site in Jersey City with detached one- and two-family houses.

Bayonne and Jersey City are currently updating their Master Plan, including the Land Use Plan element. The respective Land Use Plans recognize the established pattern of development in the area along the municipal border and few changes are proposed. The only exception is in the Port Jersey area, which both cities have designated as Port Industrial in recognition of existing port facilities and the potential for expanded port activity as well as port-related development. This designation maintains the consistency in land use and zoning found along much of the Bayonne/Jersey City border.

City of Elizabeth

The City of Elizabeth is located to the west of Bayonne across Newark Bay. The area of Elizabeth that faces Bayonne consists of the Elizabethport neighborhood and the Port Elizabeth maritime complex. It is zoned M-2 Medium Industrial and M-3 Heavy Industrial, which permits a broad range of heavy commercial, light manufacturing, warehouse/distribution and heavy manufacturing uses. The area also has an RC Regional Center Mixed Development overlay zone which permits large, planned retail and office uses such as the Jersey Gardens Mall. This zoning is inconsistent with the predominantly residential zoning that exists along the west side of Bayonne. The incompatibility is mitigated, however, by the presence of Newark Bay. This body of water provides a buffer that separates the two cities by a distance of between one-half mile and one mile.

The Elizabeth Comprehensive Master Plan was adopted in 1990. The Land Use Plan of the Elizabeth Master Plan calls for concentrating heavy industrial uses in the eastern end of the City along Newark Bay and the Arthur Kill. This would accommodate the existing land use pattern of industrial development in the area opposite Bayonne. In addition, the Plan also targets a waterfront site on Newark Bay at the end of Kapkowski Road for commercial and industrial redevelopment. This has been accomplished by the development of the Jersey Gardens Mall on the site. The Port Newark maritime complex is also accommodated in the Land Use Plan, although no expansion is proposed.

The Bayonne Land Use Plan designates the west side along Newark Bay across from Elizabeth for parks and open space, planned waterfront development and a mix of residential, commercial and industrial uses. The predominant land uses in this area are parks and open space as well as residential development. The only industrial activity on the City's Newark Bay waterfront is located south of West 5th Street and west of Avenue A. With the exception of the aforementioned industrial area, the City's land use pattern conflicts with land uses in Elizabeth. However, this incompatibility is ameliorated by Newark Bay which provides a significant buffer between the two cities.

City of Newark

The City of Newark is located to the west of Bayonne across Newark Bay. The area of Newark that faces Bayonne consists of the Port Newark maritime complex and Conrail Oak Island Yard. It is zoned I-3 Third

Industrial District, which permits a broad range of non-residential uses such as heavy commercial, manufacturing, warehouse/distribution and transportation activity. This zoning is inconsistent with the predominantly residential zoning that exists along the west side of Bayonne. The incompatibility is mitigated, however, by the presence of Newark Bay. This body of water provides a buffer that separates the two cities by a distance of approximately three-quarters of a mile.

The Newark Land Use Plan is currently being updated. The existing Land Use Plan designates the southeastern section of the City along Newark Bay for continued industrial use with an emphasis on transportation activity and goods movement. This reflects the presence of a major intermodal transportation center consisting of Port Newark, Conrail Croxton Yard and Newark International Airport.

The Bayonne Land Use Plan designates the northwestern section of the City on Newark Bay opposite Newark for parks and open space as well as public and community commercial uses. The predominant land use in this area is parks and open space due to the presence of Bayonne County Park and undeveloped land along Route 169 and Rout 440. There are no industrial uses along the waterfront in this area. The City's land use pattern is incompatible with land uses in Newark, however, the conflict is mitigated significantly by the buffering effect of Newark Bay.

City of New York City

The City of New York City borders Bayonne to the east and south across Upper New York Bay and the Kill Van Kull, respectively. The Borough of Brooklyn is located approximately 2 miles to the east and the Borough of Staten Island is located approximately one-quarter mile to the south of Bayonne. The land use pattern and zoning in both Boroughs is consistent with the uses and zoning that exist along the Bayonne waterfront. Any land use or zoning conflicts are mitigated by the presence of large bodies of water between the two cities.

The Brooklyn waterfront is primarily industrial and commercial in character, which reflects its historic use for port and port-related activities. It contains industrial uses such as Red Hook Terminal, commercial uses such as the Brooklyn Army Terminal complex and scattered parks and open space. This is largely compatible with the land use pattern and zoning found on the Bayonne waterfront in Constable Hook, MOTBY and Port Jersey. Any land use conflicts are fully mitigated by Upper New York Bay, which provides an extensive natural buffer more than 2 miles wide.

The Staten Island waterfront is also industrial and commercial in character due to its historic use for port and port-related activities. It contains industrial uses such as Howland Hook Terminal as well as limited parks and open space such as Sailors' Snug Harbor. This is largely compatible with the land use pattern and zoning along the Kill Van Kull in the Bergen Point and Constable Hook sections of Bayonne. Any

land use conflicts are significantly mitigated by the Kill Van Kull, which forms a natural buffer between one-quarter and on-half mile wide.

HUDSON COUNTY STRATEGIC REVITALIZATION PLAN

The Hudson County Strategic Revitalization Plan for the Hudson County Urban Complex was adopted by the Hudson County Board of Chosen Freeholders and unanimously endorsed by the State Planning Commission in January, 1999. The Strategic Plan serves as the blueprint for planning and growth management in the County and provides a coordinated approach for directing public and private investments. The Plan treats the entire County, including the City of Bayonne, as an Urban Complex.

According to the State Plan, an Urban Complex consists of an urban center with two or more municipalities within the surrounding Metropolitan Planning Area that exhibit a strong intermunicipal relationship based on socio-economic factors, public facilities and services that is defined and coordinated through a Strategic Revitalization Plan. The Hudson County Urban Complex consists of Bayonne and the other 11 municipalities in the County with Jersey City serving as the Complex's core and urban center. The Plan provides action strategies and defines targets to meet specified goals of the Plan including providing for the economic revitalization of the commercial and industrial base, combining municipal systems for cost savings, creation of more affordable housing, improvement of deteriorating infrastructure, environmental protection and remediation and enhancement of tourism.

The Plan recommends mechanisms for achieving the goals through specific action strategies. The action strategies provide a framework for achieving the following through local, County and State efforts:

- Creation of more developable land in the County
- Creation of sufficient amenities such as hotels, recreational facilities and conference center
- Construction of more affordable housing and more adequate housing
- Increase in workforce skills and preparation
- Decrease in traffic and congestion
- Increase in the accessibility of public transit to employment centers
- Decrease of the cost of and demand for social support services
- More efficient provision of public services and upgrade of public facilities
- Conservation of environmental resources

The Hudson County Master Plan is currently being finalized and it will incorporate the recommendations of the Strategic Plan.

The Land Use Plan of the Bayonne Master Plan is consistent with the policies and approach of the Strategic Revitalization Plan.

NEW JERSEY STATE DEVELOPMENT AND REDEVELOPMENT PLAN

The State Plan was adopted on June 12, 1992 and will remain in effect until a revised and updated State Plan is adopted in 2000. The Plan's revision process is known as cross acceptance and it requires a comparison of the planning policies among various government levels for the purpose of attaining compatibility among local, County and State plans. Bayonne's Master Plan and planning policies were evaluated during cross acceptance and were determined to be consistent with the State Plan in the Cross Acceptance Report adopted by the Hudson County Planning Board on April 15, 1998.

Bayonne's consistency with the State Plan is further confirmed by its inclusion in the Hudson County Urban Complex. The City is a major component of the Urban Complex that was endorsed by the State Planning Commission in January, 1999 as part of the Hudson County Strategic Plan. The City's Master Plan and planning initiatives were reviewed for consistency with the State Plan and Urban Complex criteria during the preparation of the Strategic Plan and Urban Complex designation process. The new Master Plan incorporates the State Plan's emphasis on preserving and enhancing urban areas with an emphasis on economic revitalization, transportation infrastructure and residential quality of life.

The Land Use Plan of the Bayonne Master Plan is consistent with the goals of the State Plan as follows: revitalize deteriorating areas, conserve natural resources, remediate contaminated land, promote beneficial economic growth for all residents, preserve historic and cultural resources, scenic vistas and open space, provide adequate housing, public facilities and services at a reasonable cost, and ensure sound and integrated planning and statewide implementation.