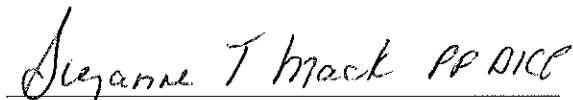


Third Amendment to the
Harbor Station South Redevelopment Plan
Block HS-2
Tax Assessment Block 751; Lots 1.04, 1.06-1.12, 1.14-1.16 and 2

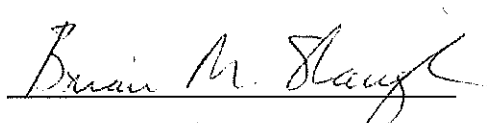
Adopted pursuant to N.J.S.A. 40A:12A-1, *The New Jersey Local Redevelopment and Housing Law*, by Ordinance of the Municipal Council of the City of Bayonne on second reading and public hearing on _____, 2024 following adoption by the Planning Board of the City of Bayonne on _____, 2024.

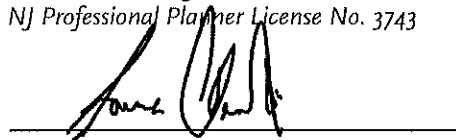
Prepared for the City of Bayonne by the Division of Planning and Zoning, Dept. of Administration by:


Suzanne T. Mack, PP, AICP, CTP, FITE, AHP
City Planner
NJ Professional Planner License No. 4421



And Planning Consultants:


Brian M. Slaugh, PP, AICP
NJ Professional Planner License No. 3743


James Clavelli, PP, AICP
NJ Professional Planner License No. 6514

Clarke Caton Hintz | 100 BARRACK STREET | TRENTON, NJ | 08608



Andrew Raichle, PE
NJ Professional Engineer License No. 24GE04188900

Table of Contents

INTRODUCTION.....	1
OVERVIEW OF AMENDMENTS TO THE HARBOR STATION SOUTH REDEVELOPMENT PLAN	1
2.1.3 PROVISIONS APPLICABLE TO THE ENTIRE HARBOR STATION SOUTH REDEVELOPMENT AREA	4
Table 2.1.2 Maximum Allowable Building Heights	4
Table 2.6.1 Harbor Station South Allowed Uses.....	5
2.6.2 HARBOR STATION SOUTH BUILDING REGULATIONS.....	6
Table 2.6.2 Harbor Station South Building Regulations.....	6
2.6.2.1 ADDITIONAL STANDARDS APPLYING TO THE HS-2 BLOCK.....	6
Figure 6: Location of Permitted High Rise Buildings.	7
APPENDIX A: RESOLUTION AUTHORIZING AND DIRECTING THE PLANNING BOARD TO RE-OPEN AND CONSIDER AN AMENDMENT TO THE HARBOR STATION SOUTH REDEVELOPMENT AREA	8



INTRODUCTION

The Harbor Station South Redevelopment Plan was adopted by the Planning Board on December 8, 2015. It has been amended twice since its initial adoption, first on March 7, 2017, and again on March 14, 2018. This redevelopment plan applies to approximately 72 acres of land area on the former Military Ocean Terminal of Bayonne (MOTBY), itself 300± acres in size. This amendment applies to a sub-area of the Harbor Station South Redevelopment Plan known as Block HS-2, that covers about 23.4 acres, or approximately 41% of the Harbor Station South Redevelopment Area.

The redevelopment plan was prepared in the wake of the redevelopment plan known as The Peninsula at Bayonne Harbor, which included the entirety of MOTBY and was adopted on December 15, 2004. The Harbor Station South Redevelopment Plan replaced and consequently superseded the original redevelopment plan for this area. The Harbor Station South Plan was adopted with five of the original blocks, known as HS-1, HS-2, HS-3, HS-4, and HS-5. Each block contained different permitted uses and bulk standards, to be developed as distinct development sites or tracts within the overall 72 acre Redevelopment Area. Block HS-2, the subject of this amendment, is the largest of the five blocks.

The Municipal Council adopted Resolution 24-03-13-065 which authorized and directed the Planning Board to “...re-open the Harbor Station South Redevelopment Plan and consider further amendments for the Peninsula Redevelopment Area”. The contents of that amendment constitute this document. This resolution is attached as Appendix A to the end of the document.

OVERVIEW OF AMENDMENTS TO THE HARBOR STATION SOUTH REDEVELOPMENT PLAN

The following is an outline of the amendments and modifications to the Harbor Station South Redevelopment Plan.

- Existing language is indicated in sans serif, [thus], new language is indicated in [bold], deleted language is indicated with a strikethrough [~~thus~~].
- As a Plan Amendment, this document should be read in *pari materia* with the original Harbor Station South Redevelopment Plan adopted on December 8, 2015, and subsequent amendments dated March 7, 2017 and March 14, 2018.
- The amendment more closely ties together the allowed development with NJDOT’s highway access management permit and the necessity for developer construction of the improvements, contributions towards the improvements, or both in order for the City to remain in compliance with its permit and allow



redevelopment to proceed at the intensity of development envisioned in this document.

- Any part of the Plan that is not included in this amendment remains the same as in the original adopted document and subsequent revisions.
- Height and story changes apply to the HS-2 subarea only.
- This amended plan contains an appendix not included in the original plan.
- The following sections of the Redevelopment Plan are amended:
 - Table 2.1.2 in Section 2.1.3. Amended to permit a 50-story height and 625 feet for buildings in the HS-2 Block.
 - Table 2.6.1 in Section 2.6.1. Amended to permit additional uses in the HS-2 Block, remove townhouses as permitted uses, reduce the minimum dwelling size, and extend the use of parking in HS-2 to service the entirety of the Peninsula at Bayonne Harbor redevelopment.
 - Table 2.6.2 in Section 2.6.2. Amended to permit the height and story revisions noted above in HS-2 Block.
 - Section 2.6.2. A new subsection, §2.6.2.1, has been enhanced with additional requirements for buildings over ten stories in the HS-2 Block.
 - Figure 6 has been modified to allow high rise buildings in the entirety of HS-2.

Following are the changes to the Redevelopment Plan.

In Section 1.2, Description of Redevelopment Area, in the 2015 original Harbor Station South Redevelopment Plan, the description for Block HS-2, following the introduction as repeated below, will be modified to reflect the new block and lots on the tax assessment maps of the municipality and the revisions in how the land will be used:

- **Block HS-2 (Block 751; Lots 1.04, 1.06-1.12, 1.14-1.16 and 2) -** The approximately 23.7 acre site encompassing HS-2 is square shaped, and bordered by Flagship Street to the East, Goldsborough Drive to the south, and Chosin Few Way to the west. East 40th Street, to the north and west of the site, is expected to be extended east along the northern boundary of HS-2, connecting with Memorial Boulevard to the east. Existing development on HS-2 includes Bayonne Fire Department Fire Station 5 on Lot 2 (an approximately one acre lot), and the Waterview Luxury Apartments on Lot 1.04 (an approximately two acre lot) which also contains a restaurant on the ground floor. A multi-family residential building with retail space (the “Aquaview”) is presently under construction on Lot 1.06. Most of HS-4 consists of vacant land or vegetation, and temporary uses related to storage of construction materials.



In Section 1.7, Traffic and Transportation, the language has been modified to read as follows:

Redevelopment of the Harbor Station South Redevelopment Area ~~relies upon~~ **will likely require** traffic improvements ~~made by the City in preparation for redevelopment of the Peninsula as a whole~~ **traffic improvements both on the Peninsula and off-tract, as well as public transit, pedestrian, bicycling, water-borne and other transportation means to realize its full potential.** For motorized vehicular traffic, the redevelopment of the Peninsula is principally dependent on State Route 440 and the New Jersey Turnpike. Route 440 has a finite capacity, but which capacity may be increased through infrastructure improvements, increased use of mass transportation, and non-physical means such as signal timing modifications, ride sharing, and staggered work hours. ~~result of these improvements,~~ **To the extent deemed necessary, T**he City will continue to coordinate with the New Jersey Department of Transportation ("NJDOT") to ~~secure a~~ **attempt to meet the conditions of its existing** Highway Access Permit (the "HAP"), **amendment(s) to the HAP, letter(s) of no interest from NJDOT, or other means that accommodates a development scenario** redevelopment consistent with the Harbor Station South Redevelopment Plan, **but various development scenarios will likely result in the necessity for redeveloper funded improvements to be allocated on a shared basis with other redevelopers.** Such allocation of cost may be independent of any redevelopment agreement or subsequent financial agreement, in accordance with State law.

The City ~~intends to~~ **has pursued** a privately ~~contractor~~ **contractor** to ~~operated~~ **operated** a commuter ferry ~~operation~~ **service** on the Peninsula in the future.

The City encourages designated redevelopers to provide ~~jitney~~ **shuttle** connections to the adjoining Hudson-Bergen Light Rail ~~Station~~ **Station** and the ~~anticipated~~ **ferry system** ~~service~~.

Pedestrian traffic is encouraged through development of the Hudson River Waterfront Walkway ("**HRWW**") as well as robust and attractive streetscape improvements.

Accommodation of bicycle use is encouraged through the provision of a bike path on the HRWW and the Streetscape Design Standard 's (Exhibit A) requirements for bike bollards. Redevelopers, acting on their own or jointly, are encouraged to provide bike storage in enclosed spaces within the development parcels and parking facilities enclosed or at grade.

The City ~~intends to~~ **has pursued** the construction of a pedestrian overpass over Route 440 to connect the Peninsula at the northern end of the 34th St HBLRT Station **and has received permission and funding to undertake preliminary engineering work from NJDOT.** This pedestrian overpass will serve as an integral part of the transportation



system that will serve the ~~development~~ **Redevelopment Area and ferry terminal** by linking it directly to the HBLRT as well as providing safe pedestrian crossing to the rest of the City. It is envisioned that it will provide additional support for reducing weekend vehicle trip generation.

Traffic Signals on site will be installed as warranted. Any signals installed by the redeveloper shall provide for the installation of the necessary equipment to accomplish signal preemption for emergency vehicles

A jug handle from Route 440 northbound exists at Port Terminal Boulevard and connects to Goldsborough Drive. This ~~facility roadway must~~ **shall** be maintained in any **future development proposals**. Any proposed relocation of ~~this facility the jughandle~~ determined necessary for ~~the a redevelopment project will~~ **shall** be approved by the NJDOT.

Next in Section 2.1.3, the main amendment to the Harbor Station South Redevelopment Plan is proposed that will increase allowed buildings heights.

2.1.3 PROVISIONS APPLICABLE TO THE ENTIRE HARBOR STATION SOUTH REDEVELOPMENT AREA

Maximum Building Heights

Maximum allowable building heights within Harbor Station South, measured in stories and feet, are as itemized in Table 2.1.2. Maximum heights, as measured in feet, shall govern. Appurtenances above the maximum allowable building height, including, but not limited to, antennas, belfries, cupolas, domes, elevator penthouses, steeples and water towers shall be exempt from the calculation of building height except that such features shall not exceed 20 feet in height from the top of the highest story (i.e., roof).

Table 2.1.2 Maximum Allowable Building Heights

Standard	Redevelopment Block				
	HS1	HS2	HS3	HS4	HS5
Maximum Allowable Building Height, Stories	4	25 50	10	25	1
Maximum Allowable Building Height, Feet	50	625	120	300	15

In Section 2.1.6, use regulations were modified slightly to add an allowance for medical and life science uses, as well as accessory uses that are typical for any principal uses. Townhouse are removed since this low density residential use is now disfavored in this location over more dense development which requires multifamily dwellings as the building type to achieve this objective.



2.6.1 USE REGULATIONS

Table 2.6.1 Harbor Station South Allowed Uses

Use	Redevelopment Block				
	HS1	HS2	HS3	HS4	HS5
PRINCIPAL USES					
Multi-Family Housing*		X	X	X	
Townhouse, One Family		X	X	X	
Townhouse, Two Family		X	X	X	
Townhouse, Stacked		X	X	X	
Entertainment	X	X		X	
Retail Sales and Services	X	X		X	
Lifestyle Retail Center	X				
Commercial Recreation and Entertainment Facility	X	X		X	
Cultural Use	X	X		X	
Hotel		X		X	
Parking Facility / Parking Structure**	X	X	X	X	
Office	X	X			
Child Care Center	X	X			
Civic	X	X		X	
Open Space	X	X		X	X
Education and Quasi-Public Use	X	X			
Medical and Life Science		X			
Senior Living		X			
ACCESSORY USES					
Parking Facility / Parking Structure	X	X	X	X	
Plaza	X	X	X	X	
Retail Gas	X				
Accessory Uses Customarily Incidental to a Principal Use within the Same Block	X	X	X	X	X
<p>X = Allowed use in the block * The minimum residential dwelling unit size within HS2 shall be 600 450 square feet. ** Parking Facility/Parking Structures are permitted as principal uses in the identified lots, subject to the condition that the facility/structure's primary function is to service land uses within the Harbor Station South Redevelopment Area the Peninsula at Bayonne Harbor.</p>					

In Section 2.6.2, the limit on the number of stories for the HS-2 block was increased



from 25 to 50 stories.

2.6.2 HARBOR STATION SOUTH BUILDING REGULATIONS

The use regulations for the Harbor Station South Redevelopment Area are as listed in the following preceding table. In addition to those accessory uses listed, accessory uses customarily incidental to a principal use on the same lot shall be permitted.

Standards for the individual blocks of the Harbor Station South District shall be as listed in the following table. **Following Table 2.6.2 are additional standards which apply to the High Rise Zone which encompasses the entirety of HS-2 Block.**

Table 2.6.2 Harbor Station South Building Regulations

Standard	Redevelopment Block				
	HS1	HS2	HS3	HS4	HS5
Maximum Impervious Coverage (%)	90	90	90	90	90
Minimum Number of Stories	1	1	2	2	N/A
Maximum Number of Stories	4	25 50	10	25	N/A

A new section was then added, 2.6.2.1, to create regulations that pertain to buildings that exceed ten stories. The general intent is to avoid a monolith structure rising directly from the ground up past that height, and to require towers on a base such that the towers will allow for views in between them and not block views, air and light from west to east across the Peninsula.

2.6.2.1 ADDITIONAL STANDARDS APPLYING TO THE HS-2 BLOCK

The following requirements shall apply to the entire HS-2 Block.

A. Tower on Podium Building Type.

1. Buildings greater than ten (10) stories shall be designed as a tower or towers on a base podium style of building.
2. The base or podium shall be at least four (4) stories in height but not exceed thirty percent (30%) of the total number of stories, rounded up to the next whole number.
3. Additional requirements.
 - a. Multiple towers are permitted to share a podium.
 - b. Towers shall be designed in scale and orientation to avoid the substantial blocking of views, air and light from west to east across the Peninsula. If required by the Planning Board, the redeveloper shall



submit site cross-sections and building elevations demonstrating such compliance with this design objective.

- c. Porches, balconies, awnings, aesthetic projections and appurtenances, signs, utilities, and other similar elements may be located within the tower setback.
- d. If the base and a tower element occupy the same vertical plane at the street line or front yard setback, the story next above the base shall be different in texture, materials and/or setback from such vertical plane to create a visual demarcation between these two major design elements of the building.

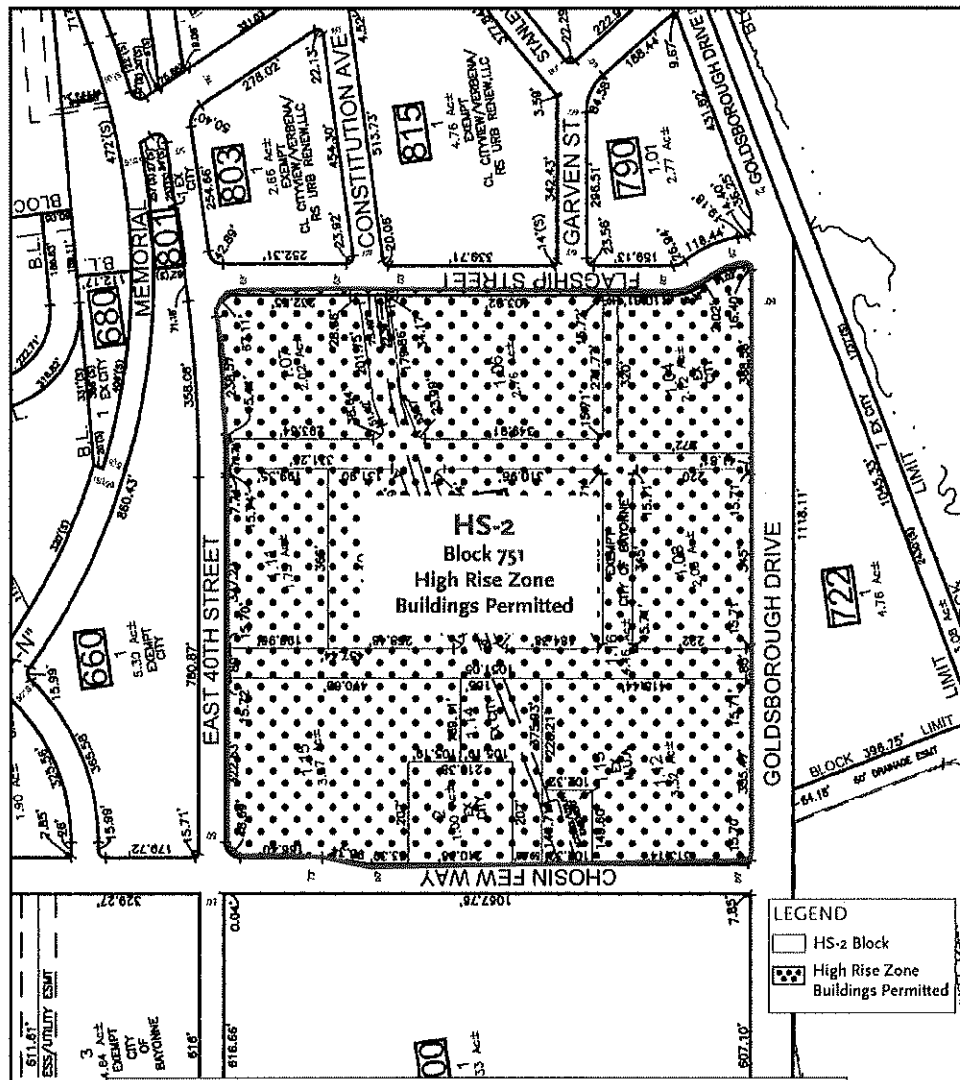


Figure 6: Location of Permitted High Rise Buildings.

APPENDIX A: RESOLUTION AUTHORIZING AND DIRECTING THE PLANNING BOARD TO RE-OPEN
AND CONSIDER AN AMENDMENT TO THE HARBOR STATION SOUTH REDEVELOPMENT AREA

MUNICIPAL COUNCIL OF CITY OF BAYONNE
RESOLUTION NO: 24-03-13-065

RESOLUTION OF THE MUNICIPAL COUNCIL OF THE CITY OF
BAYONNE, COUNTY OF HUDSON, NEW JERSEY
AUTHORIZING AND DIRECTING THE PLANNING BOARD OF
THE CITY OF BAYONNE TO RE-OPEN AND CONSIDER
AMENDMENTS TO THE PENINSULA AT BAYONNE HARBOR-
HARBOR STATION SOUTH REDEVELOPMENT PLAN

WHEREAS, the City of Bayonne, in the County of Hudson, New Jersey (the “City”), a public body corporate and politic of the State of New Jersey (the “State”), is authorized pursuant to the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 et seq. (the “Redevelopment Law”), to determine whether certain parcels of land within the City constitute an area in need of rehabilitation and/or an area in need of redevelopment; and

WHEREAS, pursuant to the Redevelopment Law, the City Council adopted Resolution No. 98-02-04-040, designating the entire City as an area in need of rehabilitation in accordance with N.J.S.A. 40A:12A-14; and

WHEREAS, in 2001, the City Council adopted an ordinance approving a plan titled the “Redevelopment Plan for the Peninsula at Bayonne Harbor” dated August 2001 (“Redevelopment Plan”), which was amended multiple times thereafter; and

WHEREAS, in 2014, the City Council adopted an ordinance approving a plan titled the “Redevelopment Plan for the Peninsula at Bayonne Harbor-Harbor Station North” dated March 2014 (“Harbor Station North Redevelopment Plan”); and

WHEREAS, in 2016, the City Council adopted an ordinance approving a plan titled the “Redevelopment Plan for the Peninsula at Bayonne Harbor-Harbor Station South” dated December 2015 (“Harbor Station South Redevelopment Plan”); and

WHEREAS, the Redevelopment Law permits municipalities to amend redevelopment and rehabilitation areas from time to time within their discretion; and

WHEREAS, the primary purpose of this directive is to reopen the Harbor Station South Redevelopment Plan referenced herein in order to amend the building height standards in accordance with the Redevelopment Agreement, as amended.

WHEREAS, the Mayor and City Council consider it to be in the best interest of the City to have the Planning Board of the City (the “Planning Board”) re-open the Harbor Station South Redevelopment Plan and consider further amendments for the Peninsula



Redevelopment Area.

NOW THEREFORE, BE IT RESOLVED BY THE MUNICIPAL COUNCIL OF THE CITY OF BAYONNE, NEW JERSEY AS FOLLOWS:

Section 1. The Planning Board is hereby directed to re-open the Peninsula at Bayonne Harbor-Harbor Station South Redevelopment Plan, and to consider amendments thereto; and

Section 2. The Planning Board is authorized to prepare amendments to the Redevelopment Plan for the Peninsula at Bayonne Harbor-Harbor Station South, including the building height standards within the Peninsula Redevelopment Area as delineated therein; and

Section 3. The results of the foregoing actions by the Planning Board shall be submitted to the Mayor and City Council for review and approval in accordance with the provisions of the Redevelopment Law.

Section 4. This Resolution shall take effect immediately.

Council Member	Aye	Nay	Abstain	Absent
Booker	X			
Carroll	X			
Perez	X			
Weimmer	X			
LaPelusa	X			

