

CITY OF BAYONNE :
Scattered Site Redevelopment Project: Phase II
SITE 14: RT. 440 WEST REDEVELOPMENT PLAN
Hudson County , New Jersey

OCTOBER 16, 2013 | LAST REVISED DECEMBER 1, 2025



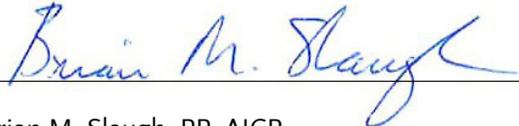
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Underlined text indicates amendments as of December 1, 2025.

Prepared by:

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Planning
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Table of Contents

- Introduction 1
- Redevelopment Study Area 1
- Preliminary Investigation Sites Map 2
- The Process of Redevelopment.....3
- Criteria for the Determination of an Area in Need of Redevelopment 4
- Contents of the Redevelopment Plan5
- Ownership and Site Characteristics 6
- Constable Hook Regional Characteristics 9
- Environmental Characteristics 10
- Additional Impediments to Redevelopment..... 11
- Applicability of Criteria 12
- Aerial Photograph of Study Area.....14

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Introduction

The Scattered Site Redevelopment Project is a multi-year effort on the part of the City of Bayonne to identify a number of sites that require the reversal or the prevention of further blighting influences in the community currently arising from a lack of investment by current landowners, new investment by redevelopers, economic disincentives created by site conditions, (including environmental contamination from previous industrial operations) and other factors each of which are substantial impediments to its economic growth. Following the successful completion of the first phase of the Scattered Site Redevelopment Project, in 2011 the City embarked on a second phase of investigation and study. As a result, this document constitutes an area in need of redevelopment designation concerning the previously identified Site 14, known as the West Rt. 440 Redevelopment Area, and a site specific redevelopment plan. The City aims to align its goals and objectives for development and redevelopment of Site 14 as expressed in the Master Plan with site specific plans for parcels that meet statutory criteria for designation as either an area in need of rehabilitation or as an area in need of redevelopment. As resources permit, the City has undertaken additional study of individual sites in Phase II of the Scattered Site Redevelopment Project in order to create more refined plans for current owners and to attract redevelopers to invest in specific parcels through the redevelopment process outlined in this document.

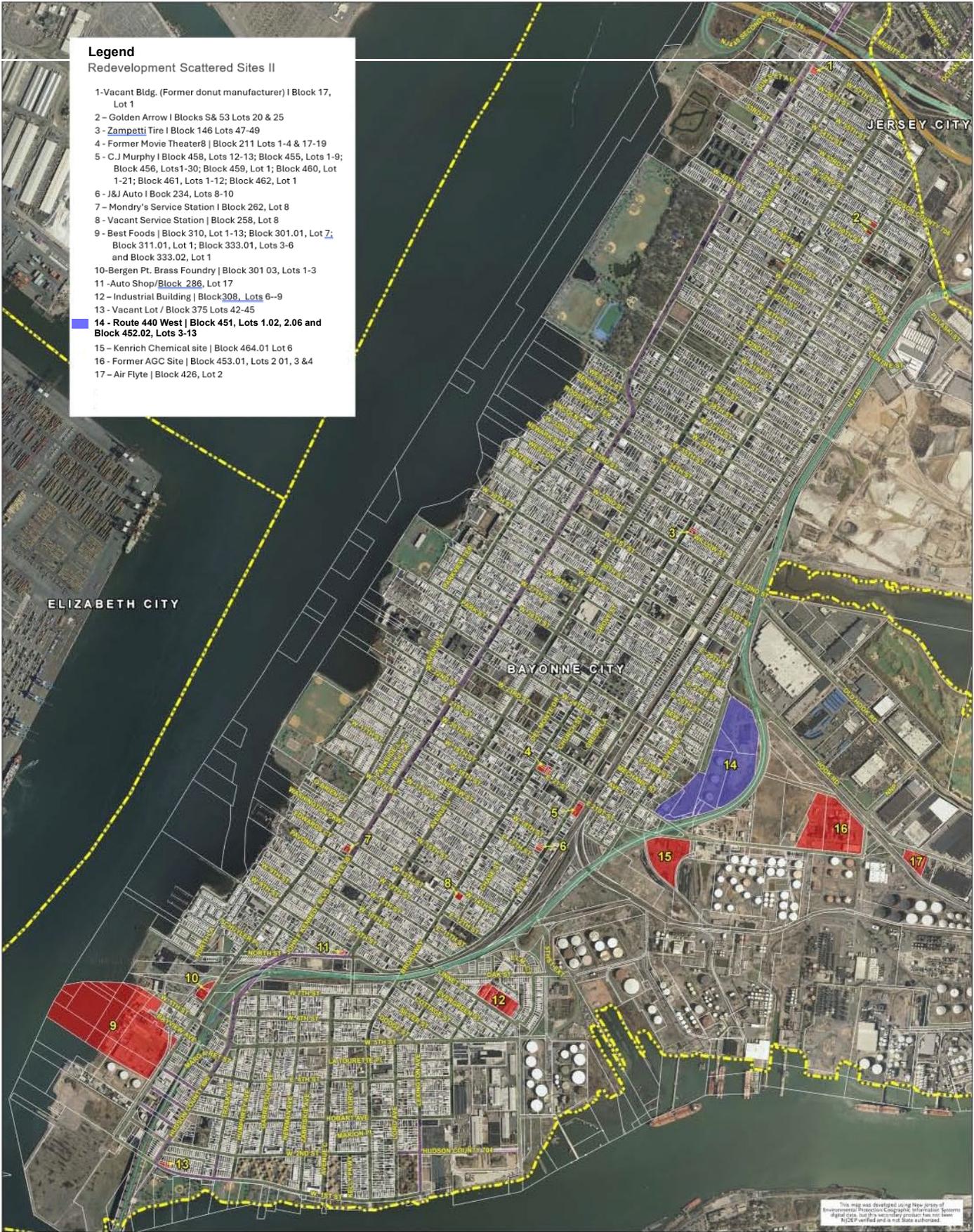
The City Council of Bayonne authorized this study by the Planning Board of whether scattered locations within the municipality meet the statutory criteria for designation as an area in need of redevelopment. The study, called a “preliminary investigation” in the law, compares the existing conditions of the land with the statutory criteria. Once determined, a redevelopment plan is created and adopted, as explained further below.

Redevelopment Study Area

The area that was studied for designation as an area in need of redevelopment is known as Site 14 in Phase II of the Scattered Sites Redevelopment Project and consists of 26.43 acres that includes the following current blocks, lots and addresses:

- 103-143 E. 22nd St.: Block 451; Lots 1.01 and 1.02
(now 100 Avenue G: Block 451, Lot 1.02; and 201 E. 23rd St.: Block 451, Lot 2.06)
- 43-75 Mechanic St.: Block 451; Lots 2.03, 2.04, and 2.05;
(now Block 451, Lot 2.03)
- Northwest of Rt. 440 between E. 22nd St. and E. 25th St.: Block 452.02; Lots 3-9 & 11

While Block 452.02, Lots 12 and 13 were also included in the City Council's referral to the Planning Board in 2013, these parcels constitute IMTT-Halecky Park and were not included in this study. All of these Block and Lots except for Block 452.02 Lot 6, were designated an area in need of non-condemnation redevelopment on _____, _____ by City Council.



- Legend**
Redevelopment Scattered Sites II
- 1-Vacant Bldg. (Former donut manufacturer) | Block 17, Lot 1
 - 2 - Golden Arrow | Blocks 5& 53 Lots 20 & 25
 - 3 - Zampetti Tire | Block 146 Lots 47-49
 - 4 - Former Movie Theater | Block 211 Lots 1-4 & 17-19
 - 5 - C.J Murphy | Block 458, Lots 12-13; Block 455, Lots 1-9; Block 456, Lots 1-30; Block 459, Lot 1; Block 460, Lot 1-21; Block 461, Lots 1-12; Block 462, Lot 1
 - 6 - J&J Auto | Block 234, Lots 8-10
 - 7 - Mondry's Service Station | Block 262, Lot 8
 - 8 - Vacant Service Station | Block 258, Lot 8
 - 9 - Best Foods | Block 310, Lot 1-13; Block 301.01, Lot 7; Block 311.01, Lot 1; Block 333.01, Lots 3-6 and Block 333.02, Lot 1
 - 10-Bergen Pt. Brass Foundry | Block 301 03, Lots 1-3
 - 11 -Auto Shop/Block 286, Lot 17
 - 12 -Industrial Building | Block 308, Lots 6--9
 - 13 - Vacant Lot / Block 375 Lots 42-45
 - 14 - Route 440 West | Block 451, Lots 1.02, 2.06 and Block 452.02, Lots 3-13**
 - 15 - Kenrich Chemical site | Block 464.01 Lot 6
 - 16 - Former AGC Site | Block 453.01, Lots 2 01, 3 & 4
 - 17 - Air Flyte | Block 426, Lot 2

SCATTERED SITE REDEVELOPMENT STUDY

Preliminary Investigation Sites

Bayonne City Hudson County, NJ August 1, 2011

Clarke Caton Hintz
Architecture
Planning
Landscape Architecture

The Process of Redevelopment

Once the governing body has acted to authorize the study for the area in need of redevelopment investigation, several additional steps are put into motion. The Planning Board conducts a public hearing on whether the area meets one or more of the statutory criteria to become a redevelopment area. Public notice is given to property owners and any other interested parties that may have claims to the land. The Board is required to hear all interested persons and make a record of their statements (whether written or oral). At the close of the hearing the Board makes a recommendation to the City Council. The recommendation can take three forms: That the entirety of the investigation area is in need of redevelopment, part(s) of the area is in need of redevelopment or that no part is in need of redevelopment.

The City Council receives the Planning Board's recommendations. The Council, assuming that it wishes to create a redevelopment area or areas, adopts a resolution declaring the entire investigation area or a portion there of an "area in need of redevelopment".

The City Council's resolution is sent by the City Clerk to the Commissioner of the Department of Community Affairs. Since the City is in a smart growth area, being in Planning Area 1 under the State Development and Redevelopment Plan, the designation is effective on transmittal to the Commissioner.

Once the redevelopment area is established the city starts the second step of the redevelopment process – the creation of the Redevelopment Plan. In this document, the declaration recommendation and the redevelopment plan for each site are being undertaken simultaneously. Later steps may include the drafting of a request for proposal, selection of a redeveloper(s) and execution of a redevelopment agreement. A redevelopment agreement is a contract that sets forth the arrangement between the City and the redeveloper(s) in detail.

The redevelopment plan establishes allowed land uses and the development standards that will be applicable. Preliminary investigations and redevelopment plans may be amended from time to time as authorized by the LRHL and resolution adopted by the local governing body.

Criteria for the Determination of an Area in Need of Redevelopment

For an area to be found to be in need of redevelopment, existing conditions must meet any of the criteria that are specified under *N.J.S.A. 40A:12A-5*. These include:

- A. *The generality of buildings are substandard, unsafe, unsanitary, dilapidated, or obsolescent, or possess any of such characteristics, or are so lacking in light air, or space, as to be conducive to unwholesome living or working conditions.*
- B. *The discontinuance of the use of a building or buildings previously used for commercial, retail, shopping malls or plazas, office parks, manufacturing, or industrial purposes; the abandonment of such building or buildings; significant vacancies of such building or buildings for at least two consecutive years; or the same being allowed to fall into so great a state of disrepair as to be untenable.*

- C. Land that is owned by the municipality, the county, a local housing authority, redevelopment agency or redevelopment entity, or unimproved vacant land that has remained so for a period of ten years prior to adoption of the resolution, and that by reason of its location, remoteness, lack of means of access to developed sections or portions of the municipality, or topography, or nature of the soil, is not likely to be developed through the instrumentality of private capital.
- D. Areas with buildings or improvements which, by reason of dilapidation, obsolescence, overcrowding, faulty arrangement or design, lack of ventilation, light and sanitary facilities, excessive land coverage, deleterious land use or obsolete layout, or any combination of these or other factors, are detrimental to the safety, health, morals, or welfare of the community.
- E. A growing lack or total lack of proper utilization of areas caused by the condition of the title, diverse ownership of the real properties therein or other similar conditions which impede land assemblage or discourage the undertaking of improvements, resulting in a stagnant and unproductive condition of land potentially useful and valuable for contributing to and serving the public health, safety and welfare, which condition is presumed to be having a negative social or economic impact or otherwise being detrimental to the safety, health, morals, or welfare of the surrounding area or the community in general.
- F. Areas, in excess of five contiguous acres, whereon buildings or improvements have been destroyed, consumed by fire, demolished or altered by the action of storm, fire, cyclone, tornado, earthquake or other casualty in such a way that the aggregate assessed value of the area has been materially depreciated.
- G. In any municipality in which an enterprise zone has been designated pursuant to the "New Jersey Urban Enterprise Zones Act," ... the execution of the actions prescribed in that act for the adoption by the municipality and approval by the New Jersey Urban Enterprise Zone Authority of the zone development plan for the area of the enterprise zone shall be considered sufficient for the determination that the area is in need of redevelopment.
- H. The designation of the delineated area is consistent with smart growth planning principles adopted pursuant to law or regulation.

The determination whether an area is in need of redevelopment comes from the comparison of the eight criteria listed above through the survey of conditions. In order for an area to be designated, only one criterion needs to be met. It should also be noted that the statute does not require that every property within a redevelopment district meet one of the criteria, but that the parcel is necessary to meet the overall principles and objectives of the Redevelopment Plan (N.J.S.A. 40A:12A-3).

Contents of the Redevelopment Plan

Redevelopment plans are required to be prepared in accordance with the following statutory² components:

1. *Redevelopment goals and objectives;*
2. *Proposed land uses and design concepts;*
3. *Property acquisition;*
4. *Relocation of persons and an estimate of the housing stock available to displaced persons;*
5. *An inventory of housing units restricted to low and moderate income households;*
6. *The replacement or rehabilitation of housing suitable for low and moderate income housing should restricted affordable housing be acquired in the redevelopment area;*
7. *Redevelopment regulations and standards and their relationship to the City's land development ordinances; and*
8. *Significant relationships of the redevelopment plan to other plans.*

Note: A 100% market-rate multi-family residential building was developed within the redevelopment area subsequent to the redevelopment plan adopted in October 2013. The units are not anticipated to be affected by amendments to the preliminary investigation and redevelopment plan. Further, no existing affordable housing units are located within the redevelopment area. Accordingly, components 4, 5 and 6 of the statute do not apply.

² N.J.S.A. 40A:12A-7



SITE 14

TAX PARCELS:
Block 451, Lots 1.03, 2.03, 2.06 and Block 452.02, Lots 3, 4.01, 5.01, 6, 7, 8, 9, and 11

- OWNER 1**
 MCR 54 RT 440 LOT
 6 LLC
 237 WEST 20TH
 STREET, #307, NEW
 YORK, NEW YORK
 10011
Block 452.02,
 Lot 6

- OWNER 2**
 MCR ROUTE 440 LLC
 P.O. BOX 3015
 LAKEWOOD, NJ 08701
Block 452.02, Lot 5.01

- OWNER 3**
 22nd Street Bayonne
 Owner, LLC
 100 AVENUE G
 BAYONNE, NJ 07002
Block 451, Lot 1.03

- OWNER 4**
 CITY OF BAYONNE
 630 AVENUE C
 BAYONNE, NJ 07002
Block 452.02,
 Lots 3, 4.01, 8, and 11

- OWNER 5**
 NJDEP
 CN 229
 TRENTON, NJ 08625
Block 451, Lot 2.03

- OWNER 6**
 23RD STREET URBAN
 RENEWAL JOF AAI
 III LLC
 100 DUNBAR STREET
 SPARTANBURG, SC
 29306
Block 451, Lot 2.06

- OWNER 7**
 Subsidiary of
 The L Group
 534 Broadway
 BAYONNE, NJ 07002
Block 451, Lot 2.06



Nearmap imagery (March 11, 2025)

OWNERSHIP AND SITE CHARACTERISTICS

Site 14 is comprised of 10 different lots with multiple owners. Although a portion of the site has been redeveloped, the remainder of the site is vacant. The following descriptions provide the current owner information, property details, and uses within the study area.

22nd Street Bayonne Owner, LLC – 22nd Street Bayonne Owner, LLC is the current owner of Block 451, Lot 1.02 (formerly parts of Lots 1.01 and 2.05), which occupies 3.27 acres in the southwest corner of the redevelopment area. The site was owned by Lehigh Realty Co., Inc. in the prior redevelopment investigation and used as an office and storage yard for Ken’s Marine Service. This company provided services to ships, environmental cleanup of hazardous or polluting spills and other site remediation, tank cleaning, lightering and offloading services for ships. Subsequent to the designation of Lots 1.01 and 2.05 as an area in need of redevelopment, the property was subdivided for the development of a multi-family residential building on the newly created Lot 1.02.

23rd Street Urban Renewal JOF AAI III LLC – 23rd Street Urban Renewal JOF AAI, III, LLC is the current owner of Block 451, Lot 2.06 (formerly part of Lots 1.02 and 2.05). Subsequent to the designation of Lots 1.02 and 2.05 as an area in need of redevelopment, the property was sold by Lehigh Realty Co., Inc. in September 2020 and subdivided to create Lot 2.06 and developed with a self-storage facility and surface parking lot that are accessible from E. 23rd Street and Avenue

*(acreage is based on aerial calculations and tax parcel delineations)

TAX PARCELS:

Block 451, Lots 1.03, 2.03, 2.06 and Block 452.02, Lots 3, 4.01, 5.01, 6, 7, 8, 9, and 11

SITE 14

G. As specified in the Deed Notice filed in November 2024, the property is a known contaminated site with documented soil contamination and remediation activity. Historic fill material underlying the lot is contaminated and “capped” by concrete, asphalt, and geotextile fabric in landscaped areas to limit human exposure to contaminants.

The New Jersey Department of Environmental Protection (NJDEP) –

The NJDEP owns Block 451, Lot 2.03, which is approximately 0.53 acres in size. The property includes land that was previously identified as Block 451, Lots 1.02 and 2.04 on the City tax maps and which was noted in the prior redevelopment investigation as having unidentified ownership. The property is currently vacant but paved as part of a driveway to the bulk oil storage tanks on Block 452.02, Lot 6. While the construction of much of Rt. 440 utilized railroad rights-of-way, in this area new right-of-way was required. The design of Rt. 440 limits direct access to the highway. Access to the tank farm on Lot 6 was created from E. 22nd Street by the means of a driveway paralleling the state highway that is located on the NJDEP-owned parcel.

The City of Bayonne – The City of Bayonne owns Block 452.02, Lots 3 and 4.01 (formerly Lot 4), Lot 8, and Lot 11, which comprise approximately 7.88 acres to the north and south of Lot 6. These areas were used for bulk petroleum storage from at least 1930 to the 1960’s. No buildings currently exist on these lots, which are primarily unpaved. The lots are currently vacant; however, the 2013 preliminary investigation noted encroachments from the Clayton Block facility on Block 452.02, Lot 5.01 (former Lot 5).

Lot 4.01 is a key parcel in the investigation area as it is the largest lot and possesses significant frontage on Rt. 440. The Route 440 frontage is critical to the development of new uses as envisioned in the Land Use Plan accompanying this document. The City-owned land is subject to a deed restriction put in place when it acquired the property from NJDOT. The deed restriction limits the property to a public use. For the property to be used for private purposes, the City will need to apply to the Statehouse Commission for the restriction to be lifted. Declaring the land to be an area in need of redevelopment and creating a redevelopment plan are preliminary steps to consideration by the State House Commission.

MCR 54 RT 440 JC LLC. – MCR 54 RT 440 JC LLC purchased Block 452.02, Lots 6, 7, and 9, from Bayonne Industries, Inc. in September 2022. The property (known as Packard’s Yards by the previous owner) consists of approximately 6 acres. Lot 6 at one point contained five bulk storage tanks for refined oil, of which the final three tanks



Completed Multi-Family and Self-Storage Redevelopment (Block 451, Lots 1.02 and 2.06)



NJDEP-owned Driveway (Block 451, Lot 2.03)



Frontage on Route 440 (Block 452.02, Lot 4.01)

SITE 14

TAX PARCELS:
Block 451, Lots 1.03, 2.03, 2.06 and Block 452.02, Lots 3, 4.01, 5.01, 6, 7, 8, 9, and 11



Former IMTT tank site (Block 452.02, Lot 6)



Former Clayton Block site (Block 452.02, Lot 5.01)

were demolished in 2023.² The former tank site contains gravel and crushed stone areas that are overgrown with weeds and a chain-link fence with barbed wire around the perimeter. The tanks were surrounded by a leak containment dike, which remains on the site, and connected by piping to the front of the facility that presumably crossed under Rt. 440 to E. 22nd Street.

Bayonne Industries is an affiliated company of International Matex Tank Terminal (IMTT) that operates the oil terminal in Constable Hook for the bulk storage and transport of oil products and specialty chemicals by ship, rail and pipeline. This complex has about one-third of the bulk storage capacity in the New York City region.³ The former tank farm site is well separated from other IMTT storage facilities on Constable Hook by the highway, a masonry recycling operation and chemical facility from E. 22nd Street, the closest similar facility. The site is a known contaminated site that has been the subject of environmental investigation and remediation activities since 1992. At the time of the previous redevelopment investigation in 2013, Bayonne Industries was conducting a groundwater study pursuant to an NJDEP agreement. Since the site’s acquisition by the current owner, investigation and remediation activity have continued to address soil contamination through excavation and backfill with clean soil to “cap” the contaminated soil. According to the LSRP, no further soil remediation is required by NJDEP, as of September 2025, except for administrative and permitting requirements, although additional steps are required to address minimal remaining areas of groundwater contamination as specified in the Classification Exception Area, which is likely to be amended by the LSRP and NJDEP to reflect updated monitoring data.

MCR Route 440 LLC – MCR Route 440, LLC, purchased Block 452.02, Lot 5.01 from 528, LLC in August 2025. The property consists of 6.95 acres of land at the northerly corner of the investigation area that was previously used by Clayton Block, a company that manufactures and distributes concrete blocks, landscaping pavers and other masonry products. The lot abuts the New Hook Road jughandle for southbound Rt. 440 traffic; however, no access to the site from the jughandle is provided, and such access would become a critical element of the redevelopment of Site 14. Because of the configuration of the roads that intersect Rt. 440, access to Lot 5 is circuitous from the south.

² In 1930, the site was part of a larger complex that contained 15 bulk storage tanks. By 1979, the complex had only four bulk storage tanks due to acquisitions and demolitions for the road construction. The final three tanks on Lot 6 were demolished in 2023.

³ <http://www.imtt.com/index.php?page=About-IMTT>, accessed May 26, 2011.

TAX PARCELS:
Block 451, Lots 1.03, 2.03, 2.06 and Block 452.02, Lots 3, 4.01, 5.01, 6, 7, 8, 9, and 11

SITE 14

It requires turning right onto E. 22nd St., traveling to its intersection with Avenue J, turning left, turning left again at New Hook Road and turning left onto Rt. 440. This route, or one through the residential streets of the City to the west, is a issue for any redevelopment of the west side of Rt. 440 between E. 25th Street and E. 22nd Street. The Clayton Block manufacturing facility, by virtue of its encroachment onto the City-owned land to its south, clearly had insufficient land for its operations. It used 10-11 acres where it only had 6.95 acres available. Like many masonry manufacturers, Clayton Block had increased its product range to include hardscaping materials for residential customers such as pavers, stackable retaining walls and garden borders over the past 20 years. Since the Great Recession and the slow New Jersey recovery, the company has seen a greatly reduced market for these products and its original line of concrete block for building construction. Subsequent to the designation of the property as an area in need of redevelopment in 2013, Clayton Block has since discontinued the manufacturing use on the property, which was sold to MCR Route 440 LLC in August 2025. The property is a known contaminated site with a Deed Notice for soil contamination that encompasses the entirety of the lot.

Constable Hook Regional Characteristics

The investigation area was at one time part of the Standard Oil of New Jersey complex on Constable Hook, the name for this area of Bayonne, generally located east of Route 440/Bergen Point and south of Bayonne Harbor to the Kill Van Kull waterway but including this industrial area to the west of Rt. 440, too. Constable Hook abuts the residential East Side neighborhood to the west.

Constable Hook continues to be an important oil storage and distribution terminal for the New York metropolitan area. International Matex Tank Terminal operates the oil terminal in Constable Hook for the bulk storage and transport of petroleum products, and specialty chemicals by ship, rail and pipeline. Because of available feed stocks, the area has also attracted petrochemical production. The area occupied by this oil and petrochemical complex is approximately 532 acres. In reviewing aerial photographs from the past 80 years, the number of bulk storage tanks has decreased significantly over time, especially within and immediately adjacent to the investigation area. Parts of the industrial complex, no longer needed or economically viable, have been demolished and converted over the past decade to other uses, such as the world headquarters of The Royal Wine Corporation, a preeminent supplier of kosher wine and food. Next to the industrial complex, a golf course (Bayonne Golf Club) built on the former municipal landfill and two retail shopping centers with national merchants have been constructed along the east side of the Rt. 440 corridor from Peninsula Harbor south to E. 22nd Street.



Retail Shopping Center redeveloped on east side of Rt. 440

SITE 14**TAX PARCELS:****Block 451, Lots 1.03, 2.03, 2.06 and Block 452.02, Lots 3, 4.01, 5.01, 6, 7, 8, 9, and 11**

Rt. 440 (formerly Rt. 169) is a four to six lane highway in Bayonne that connects the Bayonne Bridge to the south with the New Jersey Turnpike at Exit 14A to the north and is the major highway access for the Constable Hook area. Rt. 440 also provides highway access to points north through Jersey City to Routes 1/9. Rt. 440 continues from the Bayonne Bridge into Staten Island, New York, to the Outerbridge Crossing and eventually ends at Exit 10 of the NJ Turnpike and the beginning of I-287. The Hudson-Bergen Light Rail Line operates from Bayonne 8th Street north to North Bergen Township. The 22nd Street Station is the closest stop to Constable Hook and within reasonable walking distance of the investigation area.

Environmental Characteristics

The water table under Constable Hook, east of Rt. 440, particularly areas that were filled or have layers of peat, is tidally influenced. The water table is known to carry LNAPL (Light Nonaqueous Phase Liquid) that are a group of organic substances, such as certain petroleum and petroleum by-products, that tend to spread across the surface of the water table and form a layer floating on top of the water.) During heavy rain and a high tide, the water table rises and may carry the petroleum towards the surface, causing these refining byproducts to ooze out at low points in the ground. This condition may be present at any location where there has been petroleum refining and storage, such as Site 14. Anecdotal evidence from the construction of Rt. 440 in the late 1980's, and the more recent construction of the Bayonne Crossing shopping center directly across Rt. 440 from Site 14, indicates that this LNAPL layer has been encountered. The state's drainage system for this portion of Rt. 440 discharges to a treatment facility on Constable Hook (see paragraph below). In 2010, IMTT, the parent company of Bayonne Industries, requested permission to install a permanent monitoring well on the municipality's property, Lot 4 (now Lot 4.01), at the south end of the parcel. Monitoring of existing wells on the Bayonne Industries property, as well as the Bayonne Crossing shopping center directly across the street, have reported the presence of an underground LNAPL "plume". Since the direction of ground water flow is from Lots 6, 7, and 9 towards Rt. 440 and Upper New York Bay, it is likely that all or some portion of Lots 1, 2, 3, 4 and 5 will require and/or be involved in achieving an LNAPL (and possibly other contaminants) brownfield remediation.

In certain areas of the Constable Hook, LNAPL remediation is taking place through groundwater pumping and/or recovery and treatment and/or disposal. ExxonMobil entered into an administrative consent order (ACO) with the New Jersey Department of Environmental Protection (NJDEP) on November 27, 1991, as amended on December 18, 1998 that requires ExxonMobil to perform certain activities relating to, among others, the remediation of LNAPL within the area covered by the ACO. This remediation has included the installation by ExxonMobil of a free oil recovery system (FORP) that up until 2012 on the Bayonne Crossing site, had been pumping for nearly fifteen years. This treatment has been successful in lowering the area within which LNAPL has been found.

During Superstorm Sandy in October 2012, floodwaters reached Site 14 as well as the East Side neighborhood. The flood water contained substantial amounts of debris and petroleum residues from Constable Hook. New preliminary mapping of 100-year flood plains produced by the Federal Emergency Management Agency (FEMA) have tentatively established the 100-year

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SITE 14

flood elevation as 12 feet above mean sea level, with perhaps a slightly lower elevation of 11 feet at the southern end of the tract ⁴. Note that, Ken's Marine facility in the redevelopment study area is shown mostly in the 500-year flood plain. The lowest portions of the site appear to be on the north end of Site 14 where Clayton Block is located. Some topographic information for the Clayton Block site is available and indicates a low elevation of 5.4 feet ⁵. Redevelopment will likely require importation of up to 25,000 tons of clean fill to the site to raise the elevation at least one foot above the anticipated 100-year flood elevation of 12 feet. This is consistent with the first floor elevations of the Bayonne Crossing shopping center located across the street which were constructed with elevations ranging from 14.0 to 17.25 feet, with the exception of the Sonic restaurant at 12.5 feet.

Additional Impediments to Redevelopment

Site access is presently limited to one driveway for Clayton Block a short distance south of the New Hook Road/Rt. 440 jughandle and two driveways intersecting the north side of E. 22nd Street. These latter two driveways provide access to Ken's Marine Services and to the Bayonne Industries site as was noted under the Clayton Block description above. Access is further complicated by the one-way system in place for E. 21st and E. 22nd Street. E. 21st Street is one-way eastbound and E. 22nd is one-way westbound. Current access from Rt. 440 north to the south end of the redevelopment area requires the use of an east side jughandle to cross over to E. 22nd St. Vehicles leaving the south end of the redevelopment area are required to drive into the East Side neighborhood to access Rt. 440 via Avenue F.

North end access to the redevelopment area is more cumbersome. From the south heading north on Rt. 440, the only legal means of using the Clayton Block entrance is to turn right onto E. 22nd St., turn left on Avenue J, turn left again on New Hook Road, cross over Rt. 440 to take a far side jughandle around to Rt. 440 south and then turn right into Clayton Block. Any other route requires traveling a greater distance north and turning around or traveling via Avenue E to E. 30th St through the city proper. Access from Rt. 440 southbound, by contrast, is simple, with just a right turn into Clayton Block. Vehicles leaving this site to travel north would be required to travel south to the E. 21st St. jughandle to turn around. The Bayonne Crossing Shopping Center, in comparison, has a central driveway called Bayonne Crossing Way that connects E. 22nd St. and New Hook Road which allows easier access to Rt. 440 in either direction, as well as a driveway in between these two streets that allows right turns in and out. This driveway is on the outer curve of Rt. 440 and consequently has superior sight distance to any mid-block driveway for the redevelopment area that the NJ Department of Transportation might consider to improve site access to Lot 4.01.

The redevelopment of Site 14 will require access improvements from Rt. 440. These improvements could include: 1), an expansion of the New Hook Road jughandle to add a southerly lane to provide a right hand turn into the site; 2), providing right turn in and right turn out access to Rt. 440 in a safe manner; and 3), addition of a left turn only lane northbound at its intersection with E. 21st Street/Avenue J.

4 Federal Emergency Management Agency, Hudson County, New Jersey Preliminary Map Work, Panel 0111, <http://www.region2coastal.com/bestdata>, accessed July 29, 2013

5 Overall Grading and Drainage Plan, prepared by Bryan Waisnor, PE of Langan Engineering for Cameron Bayonne Urban Renewal, LLC, dated November 6, 2006, revised to March 15, 2010.

SITE 14

TAX PARCELS:**Block 451, Lots 1.03, 2.03, 2.06 and Block 452.02, Lots 3, 4.01, 5.01, 6, 7, 8, 9, and 11**

Other access improvements may also be feasible as traffic circulation is more thoroughly studied as part of a redevelopment proposal. Because of these access concerns, a driveway similar to the Bayonne Crossing Way internal collector driveway may become important to the circulation plan for redevelopment. Access from and egress to Rt. 440 and the northside jughandle will be subject to NJDOT approval, including a major highway access permit.

Also affecting access is the recent installation of a 30" natural gas pipeline by Spectra Energy in a 30-foot wide easement across nearly the entire Rt. 440 frontage. If the pipe was installed per plan, it is about 8 feet from the right-of-way line of the highway. This area can be included as a landscaped area without street trees, but may require crossing easements.

It is anticipated that as part of the redevelopment of Site 14, pedestrian safety improvements consisting of at least a sidewalk connection to E. 30th Street as part of the jughandle expansion planned for Phase I and pedestrian crossing improvements at Rt. 440 and E. 22nd Street will be made.

As part of the site plan review process, the necessity and feasibility for bus stops, shelters and pull offs will be examined for inclusion in the redevelopment.

APPLICABILITY OF CRITERIA

The investigation area may be viewed in three parts. The first part consists of the former Clayton Block site (Block 452.02, Lot 5.01) and City parcels (Block 452.02, Lots 3, 4.01, 8 and 11) for which an area in need or redevelopment declaration was made and any easements to allow a physical connection to the two sites. The 2013 preliminary investigation determined that criteria C, G and H were met for Block 452.02, Lots 4.01 and 5.01. Lot 4.01 and Lots 8 and 11 are still owned by the municipality and therefore meet Criterion C. Both Lots 4.01 and 5.01 are located within an Urban Enterprise Zone thus meeting Criterion G. The entire City is located in Planning Area 1 of the State Development and Redevelopment Plan which has been designated as a smart growth area by the State Planning Commission, thus meeting Criterion H.

The second part consists of the former Ker's Marine Service parcels (Block 451, Lots 1.03 and 2.06, formerly Lots 1.01 and 2.05) for which an area in need of rehabilitation designation was continued from the earlier preliminary site investigation undertaken by the City. As noted previously, this finding was codified in Ordinance O-98-38, dated February 25, 1998 that the area was in need of rehabilitation. For parts one and two of the investigation area, a land use plan has been prepared. Lots 1.02 and 2.06 have since been redeveloped with a multi-family residential building and a self-storage facility, respectively.

The third part is the former IMTT tank farm site on Block 452.02, Lot 6 and adjacent Lots 7 and 9. The 2013 preliminary investigation recommended the exclusion of the IMTT tank farm site from the redevelopment area designation due to sufficient property maintenance and continued use of the property for bulk oil storage at the time. In light of subsequent environmental findings, discontinuation of the site's industrial use, and a settlement agreement involving disputed ownership of Lots 8 and 11, this amended preliminary investigation has determined that

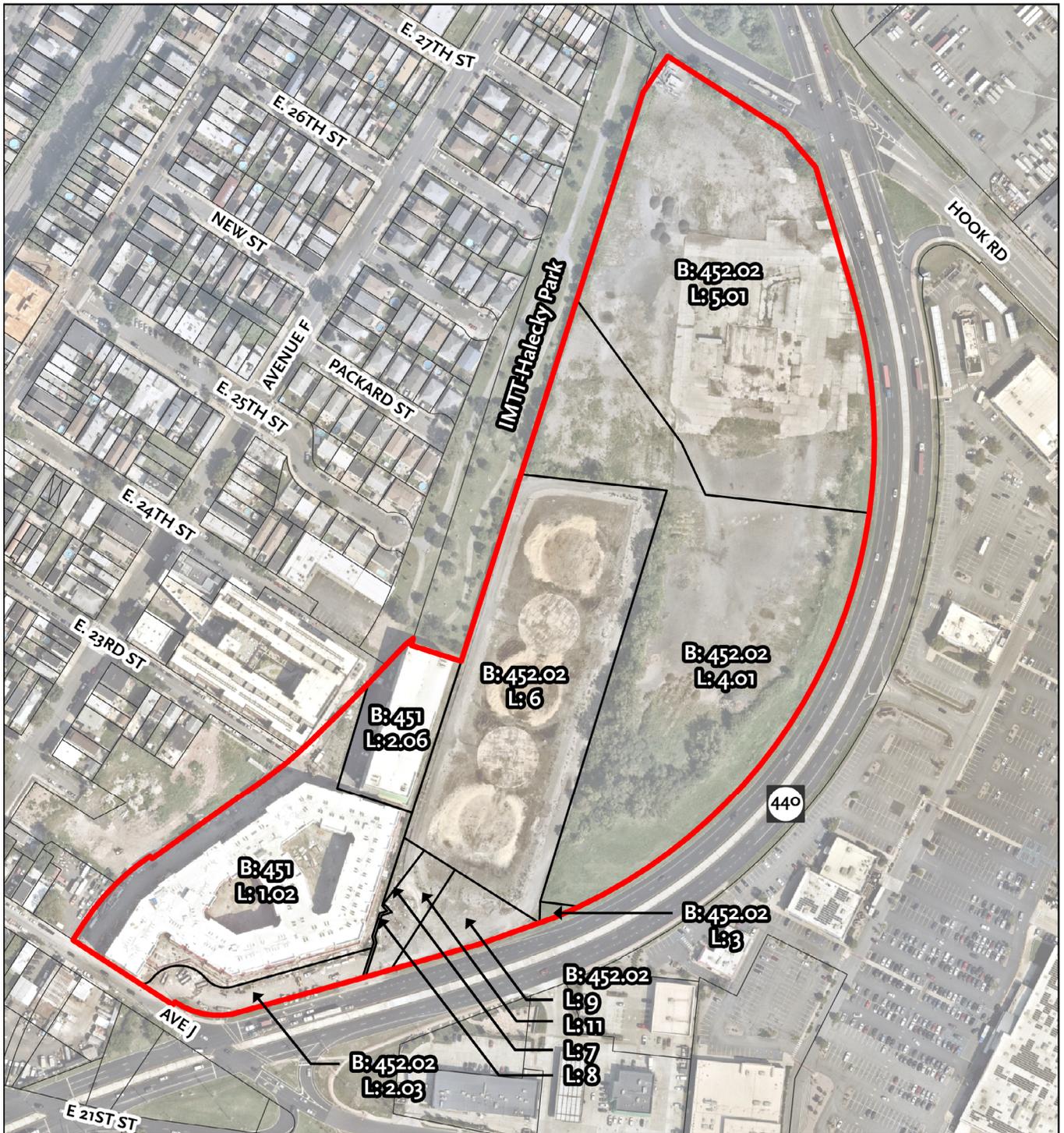
TAX PARCELS:

Block 451, Lots 1.03, 2.03, 2.06 and Block 452.02, Lots 3, 4.01, 5.01, 6, 7, 8, 9, and 11

SITE 14

the tank farm site meets criteria B, E, and D. Use of the industrial tank farm facilities has been discontinued, thus satisfying Criterion B. The diversity of ownership among properties within Site 14, including the tank farm site and dispute over ownership of Lots 8 and 11, has caused documented issues for redevelopment, as specified in the settlement agreement, thus satisfying Criterion E.

Furthermore, a redevelopment area may include lands, buildings, or improvements which of themselves are not detrimental to the public health, safety or welfare, but the inclusion of which is found necessary, with or without change in their condition, for the effective redevelopment of the area of which they are a part. Effective redevelopment of Site 14 in its entirety may only be accomplished by combining Block 452.02, Lots 3, 4.01, 5.01, and 6-11 to provide adequate site access, utilities, and sufficient lot area and frontage in which to implement the land use plan concepts of this redevelopment plan.



SCATTERED SITE REDEVELOPMENT PROJECT: PHASE II
 SITE 14: RT. 440 WEST REDEVELOPMENT PLAN

Aerial Photograph of Study Area

LOCATION:
 City of Bayonne, Hudson County, New Jersey

SOURCES:
 Hudson County Parcel Boundaries
 NJOGIS, 2025

Aerial Imagery
 Nearmap (September 5, 2025)

- Clarke Caton Hintz
- Architecture
 - Planning
 - Landscape Architecture