

Master Plan Reexamination Updates Memo 7/19

As part of the Master Plan Reexamination Report, DMR Architects hosted a public meeting on June 26th, 2017 to gather input on the final draft of the report. Based on that meeting the following changes were made to the Master Plan Reexamination Report:

- Section 4
 - Land Use
 - Language regarding street level uses within Station Area Plans.
 - Development standards for Catalyst and Non-Catalyst development.
 - Language about abandoned property/absentee owners building standards.
 - Recommendation for Street Tree programs.
 - Circulation
 - Language about mobility for all transit types.
 - Language about final trolley, shuttle, jitney routes.
 - Language about Light Rail extension.
 - Clarification of stickers vs. tags for parking.
 - Language about adaptive signalization.
 - Recommendation for “Safe Routes to School”.
 - Economic
 - Language about PILOTs duration.
 - Community Facilities
 - Language about adaptive reuse and space for the arts and artists.
 - Language about community facilities for all stages of a resident’s life.
 - Parks, Recreation, and Open Space
 - Language about including passive and active spaces in parks.
 - Additional clarification on waterfront access.
 - Sustainable Design
 - Continued support of the existing recycling efforts.
 - Language about pervious surface and storm-water management systems.
- Historic Preservation
 - Language about utilizing the existing historic preservation report in determining historically significant sites.

FINAL



City of Bayonne Reexamination Report of the Master Plan

**CITY OF BAYONNE,
HUDSON COUNTY, NEW JERSEY
AUGUST 2017**

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City of Bayonne

Reexamination Report

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a. The major problems and objectives relating to land development in the municipality at the time of the adoption of the last reexamination report.	4
b. The extent to which such problems and objectives have been reduced or have increased subsequent to such date.	27
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I. INTRODUCTION:

The City of Bayonne is located in the Gateway Region of Hudson County, New Jersey and lies between the Newark Bay and the New York Bay. Its proximity to New York City has provided Bayonne with a wide range of transportation options for its residents including a variety of New Jersey Transit Bus Lines as well as the Hudson- Bergen Light Rail Line.

Certain parts of the City of Bayonne are designated Urban Enterprise Zones (UEZ) to encourage employment in these areas. This designation provides a lower sales tax of 3.5 % in Bayonne as compared to 7% being charged in other parts of New Jersey. The city's largest employer is the Bayonne Medical Center, a nonprofit hospital, which employs over 1,200 individuals many of which reside in Bayonne.

Bayonne is surrounded by water on three sides which provides benefits to both residents and visitors. Among the points of interest, the Bayonne Bridge is the fifth largest steel arch bridge in the world. The bridge connects New Jersey to Staten Island in New York State. In addition, the City has numerous waterfront parks, open spaces, as well as a golf course and the Military Ocean Terminal (MOTBY).

Bayonne completed its last master plan in 2000, which included goals to revitalize the community and enhance the quality of life for its residents. The goals and objectives included redeveloping the Military Ocean Terminal (MOTBY) and the former Texaco site, as well as the revitalization of the Broadway Central Business District, the NJ Transit light rail line corridor and the completion of the Hudson River waterfront walkway.

Master Plans should be re-visited every ten years through a re-examination procedure and report to ensure that the policies, goals and objectives are still relevant, up to date and are capable of providing the community with the best possible quality of life. This reexamination report intends to do the same, while providing recommendations for policy, land use and planning, based on the changing needs of the community and its residents.

The process represents a continuing effort to ensure the City's planning policies, goals and objectives provide the highest quality of life for its residents, business and visitors. This document provides updated recommendations for policy, land use and planning based on a changing pattern of development and identifies the importance of increasing the tax base while promoting the highest quality of life for the residence through progressive zoning and planning policies.

II. 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 (MOTBY), is planned as a thriving mixed-use center with a deep-water port, ferry, light industrial uses, commercial office space, a waterfront residential enclave, and extensive recreational amenities such as the Hudson River waterfront walkway.

The vision for the Broadway Central Business District (CBD) will be to promote the creation of a livable and real urban district with clear boundaries that provides opportunities for a mixture of uses which become the social, cultural and economic heart of Bayonne. The plan promotes a diversity of land uses, business and housing types to strengthen existing residential neighborhoods while promoting an authentic, place based urban environment.

The City's economic revitalization will result in a significant employment increase by 2020 fueled by the redevelopment of the MOTBY, Texaco site, Broadway Corridor Central Business District, 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 along the transit stations.

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. [2000 Master Plan, p. II-1]

III. LEGAL REQUIREMENTS FOR THE MASTER PLAN RE-EXAMINATION REPORT:

In accordance with N.J.S.A 40:55D-89 et. seq., the City of Bayonne Planning Board conducted a Master Plan in 2000. The statute requires a general reexamination at least every ten (10) years.

As indicated by the Municipal Land Use Law, the following requirements of the Reexamination Report have been addressed, pursuant to N.J.S.A 40:55D-89a through N.J.S.A 40:55D-89e:

- 1. Identify major problems and objectives relating to land development in the municipality at the time of the adoption of the last Reexamination Report;**
- 2. The extent to which such problems and objectives have increased or been reduced subsequent to such date;**
- 3. The extent to which there have been significant changes in the assumptions, policies and objectives forming the basis for the Master Plan or development regulations as last revised;**
- 4. The specific changes recommended for the Master Plan or development regulations, if any, including underlying objectives, policies and standards, or whether new development regulations or plan elements should be prepared;**
- 5. The recommendations of the Planning Board concerning the incorporation of redevelopment plans adopted pursuant to the "Local Redevelopment and Housing Law". P. L. 1992, c. 79 (C.40A:12A-1 et al.) into the land use plan element of the municipal Master Plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.[N.J.S.A. 40:55D-89]**

The MLUL requires that as part of the re-examination report, the major land use problems and objectives that were outlined in the last Master Plan or Reexamination Report be identified. The following problems and objectives were identified in the 2000 Master Plan. This Re-examination Report will identify the following areas as it pertains to each of the requirements identified above under N.J.S.A 40:55D-89a. These areas will include:

- a. Land Use;
- b. Circulation;
- c. Economic;
- d. Housing;
- e. Community Facilities;
- f. Parks, Recreation and Open Space;
- g. Conservation;
- h. Utilities;
- i. Historic Preservation;
- j. Recycling;

In accordance with N.J.S.A. 40:55D-89 et. seq., the City of Bayonne conducted a general Master Plan in 2000. The statute requires a general re-examination at least every ten years. Additionally, as a next step in the Re-examination Report process, changes to the zoning ordinance should be considered in order to implement the recommendations of this report.

SECTION 1

“Identify major problems and objectives relating to land development in the municipality at the time of the adoption of the last Reexamination Report”

A. CITY OF BAYONNE MASTER PLAN ISSUES AND OBJECTIVES:

THE MAJOR ISSUES AND OBJECTIVES RELATING TO LAND DEVELOPMENT IN THE MUNICIPALITY AT THE TIME OF THE ADOPTION OF THE LAST RE-EXAMINATION REPORT INCLUDE THE FOLLOWING:

1. LAND USE

a. Major Issues (As stated in the 2000 Master Plan) include:

i. Special Development Areas:

- There are multiple Special Development Areas which are being considered for potential redevelopment. These special development areas include the Military Ocean Terminal (MOTBY), Texaco site, Broadway Corridor, Avenue 'E' Corridor, 8th Street Station, former Best Foods Site and Route 440; **Image 1.00.**



Image 1.00: Special Development Districts

ii. Hudson Bergen Light Rail Transit System (HBLRTS):

The plan should capitalize on the Hudson Bergen Light Rail Transit System (HBLRTS) currently under construction (Completed since adoption of the 2000 Master Plan). The Land Use Plan should concentrate on development opportunities created around and adjacent to the future HBLRTS stops;

- Transit oriented development patterns should function as a transit village with a mix of uses, high density residential development and an emphasis on mass transit and pedestrian circulation;
- It is recommended individual station area plans be developed for each station, and that existing one and two family neighborhoods surrounding these stations should be buffered from future redevelopment;
- It is recommended a density level of 65 to 75 units per acre with a maximum height of 6 stories and 65 feet and a minimum lot frontage of 150 feet and 20,000 sf to encourage multi-family while allowing an adequate buffer to adjacent residential;

iii. Residential:

Recommendations for the various housing types included the following.

- Single Family: Preserve the current density levels of 11 units to the acre. Reduce the potential for encroaching commercial and multi-family uses in these areas.
- Detached/Attached Residential: Maintain the existing density for detached/attached residential within interior blocks at 15 to 35 units per acre.
- Medium Density Residential: Identified as areas around major north-south streets with density levels of 35 to 44 units per acre with proximity to commercial and access to mass transit.
- High Density Residential: Includes area that contain high rise apartments with 44 to 109 units per acre.
- Mixed Use Development: Transit Oriented Development District along Avenue E in proximity to the transit stations that parallels the NJ Transit line with significant opportunities for redevelopment. Station Area Plans are recommended within a quarter mile of each station.

iv. Parking:

- Address parking needs in both established residential and commercial areas and planning for parking demand associated with future residential, commercial and industrial growth in targeted areas of the City.

v. Broadway:

- The 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;
- The size (length) of Broadway disperses commercial uses and makes it difficult to achieve the critical mass of economic activity necessary to return to prominence;

- The need to provide a mix of retail stores while considering, sanitation, hours of operation, signage, aesthetic appearance and public safety;
- The existence of split lot zoning in the Broadway Corridor;
- The presence of low-rise structures containing ground level retail and services with offices and multi-family residential units on the upper floors;
- Lack of available land with numerous vacant buildings that are in need of renovation or redevelopment;
- The district lacks niche retail and entertainment uses;
- The district's retail has eroded by competition from shopping malls;



Image 1.01: Military Ocean Terminal

vi. MOTBY / Harbor Mixed Use District:

- The need to create physical and visual linkages to the Broadway corridor;
- Capitalize on accessibility to Route 440;
- Address environmental issues, property assemblage and other development constraints;
- Promote the development of highway oriented commercial and industrial uses;
- Consider big box retail, office, research, warehouse and distribution uses;
- Consider appropriate height and density; **Image 1.01.**

vii. Texaco Site:

- The waterfront development district known as the Texaco site includes the following issues; the need for a comprehensive and creative site planning to provide a mix of uses that will promote the City's goals, address infrastructure constraints, provide appropriate buffering to existing industrial uses and capitalize on it's waterfront location; **Image 1.02.**

viii. Telecommunications Facilities:

- The siting of telecommunications facilities has become a significant land use issue. (Ordinance has been adopted since 2000 Master Plan);

b. Major Objectives (As indicated in the 2000 Master Plan) include:

- i. Strengthen commercial districts, especially the Broadway Central Business District, by encouraging a mix of uses that provide employment, retail opportunities, services and entertainment;
- ii. Encourage and retain industrial uses wherever feasible, subject to the provision of buffering and screening, adequate access and performance standards to mitigate nuisances;
- iii. Provide additional parks and open space in under-served sections of the City, including the area east of Avenue 'E';
- iv. Plan for and promote the redevelopment



Image 1.02: Texaco Site

- of underutilized or vacant commercial and industrial properties including MOTBY, the Texaco site and portions of Broadway;
- v. Encourage the development of a mixed-use transit village along 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';
 - vi. Create attractive gateways at the principal entrances to the City through upgraded land uses, streetscape improvements and signage;
 - vii. Provide for adequate parking to serve established residential and commercial areas. Incorporate adequate parking into new developments;
 - viii. Coordinate land uses with existing and planned transportation infrastructure including the HBLRTS, Route 440 and Port Jersey;
 - ix. 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;

2. CIRCULATION:

a. Major Issues (As indicated in the 2000 Master Plan) include:

- i. Support and enhance the extensive inter-modal transportation system consisting of roads, highways, mass transit, bicycle, pedestrian friendly facilities, freight rail and port for on-going revitalization efforts;
- ii. Support the HBLRTS with improved connections to the local street network as well as regional highways; **Image 1.03.**
- iii. Preserve on-street parking for residents in station areas, address potential increases in traffic congestion caused by commuters who drive to stations and provide sufficient inter-modal access for pedestrians, buses, shuttles and other modes of transportation including a potential ferry;

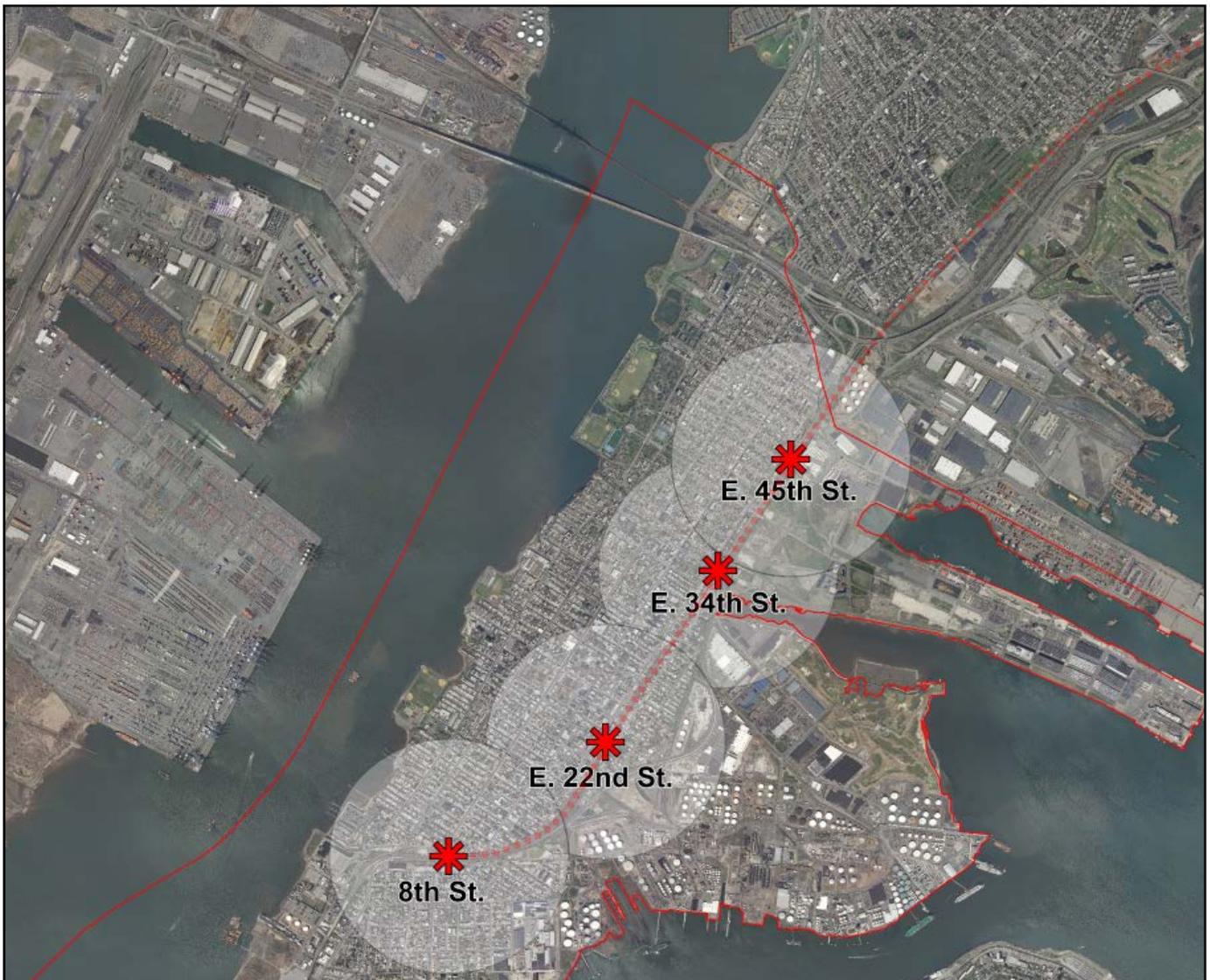


Image 1.03: Hudson Bergen Light Rail Transit System Stations

- iv. Support the Port Jersey complex as an active marine terminal including providing adequate truck and freight access with an emphasis to increase inter-modal connections; **Image 1.04.**
- v. The major issues confronting the regional road network include traffic congestion, inadequate connections and limited access to the local street network; **Image 1.05**
- vi. Potential impact increased uses on Route 440 may have on local arteries such as Avenue 'E' and Avenue 'A' / North Street;
 - Circuitous and inefficient northern access to Route 440 from the NJ Turnpike for south bound traffic;
 - Lack of access from the northern end of Route 440 to the City core;
 - Inadequate southern access to Avenue 'A';
- viii. Local Road Network Issues:
 - Bayonne's geography as a narrow peninsula orients traffic patterns in a predominantly north south direction;
 - North south roads are more regional connectors where as east west roads are more local in nature;



Image 1.04: Port Jersey Map

- Cross town connections are sparse and east west access streets to improve rush hour traffic flow should be considered;
 - Steps should be taken to ensure rush hour bottlenecks do not occur on upper Avenue 'E' coming off the NJ Turnpike;
- ix. Parking Issues:
- There is a lack of municipal parking lots throughout the City;
 - 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;
 - In line with the City's efforts to ensure that developing parking needs do not overburden the evolving circulation system, municipal parking facilities (which includes parking structures) and municipal parking ordinances may wish to



Image 1.05: Regional Road Network Map

focus upon methods of increasing available parking within the City's street grid;

- Consider reducing the RSIS parking requirements given the urban context of Bayonne;

x. Mass Transit, Bus, Ferry, Freight and Highway Issues:

- HBLRTS issues include 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 inter-modal access for pedestrians, buses, shuttles and other modes of transportation;
- Bus issues include the preservation of the existing routes;
- Ferry issues include a lack of service access to major waterfront destinations within the City;
- Freight and goods movement issues include, enhancing inter-modal connections, increasing freight rail access to port areas, protecting residential neighborhoods from the impact of trucks and the construction of a grade separated crossing over Route 440;

xi. Gateway Issues:

- Gateways have the potential to enhance the image of the City and help it to develop a unique identity; **Image 1.06.**

b. Major Objectives (As indicated in the 2000 Master Plan) include:

- i. Encourage and support the development of a fully inter-modal transportation system consisting of roads and highways, mass transit, ferries, freight rail, marine terminals and bicycle/pedestrian facilities;
- ii. Improve future Route 440 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;
- iii. Promote mass transit use by maximizing access to the HBLRTS, extending the HBLRTS to the Texaco site in Bergen Point;
- iv. Preserve existing levels of bus service and support ferry service from MOTBY and the Texaco Site in Bergen Point to Elizabeth and New York City;
- v. Facilitate freight and goods movement by reconfiguring and improving freight rail service and providing increased freight rail service to Port Jersey;
- vi. Support implementation of the New Jersey Department of Transportation Portway project. In addition, improve rail service to MOTBY;
- vii. Accommodate and address projected growth at the Global Marine Terminal and Northeast Auto Marine Terminal in Port Jersey;
- viii. 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;
- vii. 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;
 - viii. Evaluate and implement methods of providing adequate parking to serve existing development and proposed redevelopment;
 - ix. Provide for adequate east-west circulation that links the core area of the City to the east side, including MOTBY and the light rail system;



Image 1.06: Bayonne City Gateways Map

3. ECONOMIC:

a. Major Issues (As indicated in the 2000 Master Plan) include:

- i. The 2000 Master Plan did not include any major issues pertaining to economics;

b. Major Objectives (As indicated in the 2000 Master Plan) include:

- i. 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;
- ii. Focus economic activity in the City's major economic centers including Broadway, MOTBY, the Route 440 corridor and Constable Hook industrial area. Recognize the unique character of each area and promote development that will strengthen and reinforce market niches;
- iii. 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;
- iv. 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;
- v. 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;
- vi. Support transit-oriented development at HBLRTS stations, especially on underutilized or vacant commercial and industrial property along Avenue 'E';
- vii. Encourage selected retail, office and light industrial in the Route 440 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;
- viii. Continue industrial retention and recruitment efforts with an emphasis on Constable Hook and Port Jersey as premier industrial locations in the region;

Images 1.04 & 1.07.



Image 1.07: Constable Hook Industrial Area Map

4. HOUSING:

- a. Major Issues and Objectives (As indicated in the 2000 Master Plan) include:
- i. Preserve established residential character wherever possible by preventing the intrusion of incompatible commercial and industrial uses and promoting the rehabilitation of substandard units;
 - ii. 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;
 - iii. Encourage the development of housing that is affordable to younger couples and families seeking to remain in, or move to, the City;
 - iv. Promote the development of senior citizen housing that enables older residents to "age in place" including independent living, assisted living and congregate care housing;
 - v. Acknowledge the role of the Bayonne Housing Authority in providing housing that is affordable to low and moderate income residents of the City;
 - vi. Recognize the potential of selected vacant, underutilized or deteriorated properties for in-fill residential development (May include parochial schools that are no longer in operation);
 - vii. Identify commercial and industrial properties that are suitable for adaptive reuse and encourage their redevelopment for housing;

5. COMMUNITY FACILITIES:

a. Major Issues (As indicated in the 2000 Master Plan) include:

i. Public School Issues:

- Bayonne's public schools were constructed in the early twentieth century between 1903 and 1935 with ten primary schools that enroll students in kindergarten through grade 8.
- The primary schools operate as neighborhood schools that serve Bayonne's various residential areas.
- There is one secondary school, Bayonne High School that serves the entire City and one gifted and talented school, School Number 14 which provides specialized educational programs.
- Over the past few years there have been a number of capital improvements to the existing primary and secondary school which have been identified in Section 2 of this report.

ii. Library Issues:

- The need for a long range facilities plan to identify necessary facility improvements;

iii. Fire Department Facility Issues:

- The existing facilities are aging and are in need of repair or renovation;
- Facilities typically are obsolete in design since many are relatively small and were intended to accommodate horse drawn apparatus;
- The fire department has identified the need for reinforced floor at the 4th Street and the 57th Street stations as well a new roof at the 16th Street station;
- Future consolidation, relocation, and construction of new fire facilities should be considered as well as a replacement plan for fire apparatus to upgrade equipment and firefighting capabilities;
- Emergency access to the water needs to be considered;

iv. Police Department Issues:

- A need for additional office space, increased storage space, a new Impound lot and a permanent sub-station at MOTBY;

v. Municipal Building Issues:

- A need to expand a portion of City Hall in order to ease crowding and meet the need for additional office space;

vi. Hospital Issues:

- The need to be supported and encouraged to expand in appropriate locations in order to continue to function as an engine of economic development;

vii. Recreation Facility Issues:

- The continuing use of the Jewish Community Center and YMCA for recreation uses;

viii. Shared Services:

- Shared services are not identified in the 2000 Master Plan. Shared services can help municipalities increase effectiveness and efficiency in their operation. As municipal responsibilities become increasingly complex and demanding, the City of Bayonne should explore shared services and other cooperative opportunities as a way to reduce or avoid costs, improve service delivery, or maintain services.

b. Major Objectives (As indicated in the 2000 Master Plan) include:

- i. Maintain and upgrade existing community facilities, where necessary, and provide new community facilities to serve anticipated population, employment and economic growth;
- ii. Plan for and provide new community facilities to serve large-scale redevelopment areas, especially MOTBY and Texaco;
- iii. Upgrade existing school facilities and plan for new school facilities to accommodate enrollment growth, curriculum changes, new programs and technological advances;
- iv. Maintain and upgrade existing emergency service facilities, especially those facilities which are aging or obsolete and plan new facilities to serve planned growth and improve efficiency of service;
- v. Provide permanent fire and police facilities at MOTBY in conjunction with the planned mixed-use development of the site;
- vi. Maintain and upgrade public library facilities. Support the development of a new auditorium at the Main Library for public events, lectures and performances;
- vii. Maintain existing community centers and provide new community centers in underserved areas of the City with a target toward the needs of senior citizens and children;
- viii. Support Bayonne Medical Center CarePoint Health and Beth Israel Medical Center and Children's Hospital of New Jersey Specialty Services as the City's principal providers of health care services;

6. PARKS, RECREATION AND OPEN SPACE:

- a. Major Issues (As indicated in the 2000 Master Plan - See Section 2 for improvements and upgrades since the 2000 Master Plan) include:
- i. Availability of parks and open space including the location and distribution of public parks within the City;
 - Approximately ninety one percent (91%) of the parks and open space in Bayonne is located on the western and southern waterfronts;
 - A need for additional facilities to serve the residents of the east side of the City;
 - ii. Existing parks and recreation facility issues include, the limited amount of open space and the overall condition of existing facilities given the urban character of Bayonne;
 - iii. City Parks and Recreational Facility Issues:
 - Major recreation issues in Bayonne are the limited amount of parks and open space as well as the lack of City-own facilities;
 - The City is fully developed, however, and there is limited opportunity for the creation of additional parks and open space;
 - iv. County Parks and Recreational Facility Issues:
 - Coordination with the County to preserve and maintain facilities, enhancing links to the municipal park system and increasing access to Mercer Park;
 - Future connections from Gregg Park to other waterfront parks in the City should be considered to enhance access to Newark Bay and connect to the Hudson River Waterfront Walkway;
 - v. Planned parks and recreation facility Issues:
 - Goal to increase parkland by 25 acres;
 - The waterfront park at the northeastern tip of MOTBY, the 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;
 - vi. Hudson Waterfront Walkway Issues:
 - Connection to the Port Authority of New York and New Jersey under the Bayonne Bridge to Dennis P. Collins Park
 - Providing an adequate link to the existing waterfront walkway on Newark Bay at the A&P site several blocks to the north.
 - The issues to be addressed for the Hudson Waterfront Walkway are walkway alignment, length and design;
 - vii. Linking the Hudson River Waterfront walkway across industrial area such as Port Jersey and Constable Hook to the Texaco and former City land fill;
 - viii. 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;

b. Major Objectives (As indicated in the 2000 Master Plan) include:

- i. Preserve and maintain the existing system of parks, open space and recreation facilities; **Image 1.08.**
- ii. Provide additional parks and open space in under-served areas including the east side of the City;
- iii. 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 Route 440 and Avenue 'F';



Image 1.08: Existing Parks in 2000

- iv. Support and promote the completion of the Hudson River Waterfront Walkway including planned segments at MOTBY, the South Cove shopping center and the Golf Course in Constable Hook.;
- v. 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; **Image 1.09.**
- vi. Address the need for an indoor recreational facility to accommodate municipal recreation programs, civic events and meetings;
- vii. Their have been significant contributions by individuals in the City's schools, private organizations and countless volunteers in order to meet the recreational needs of the City's residents and students;



Image 1.09: Hudson Waterfront Walkway Map

7. CONSERVATION:

The City of Bayonne has entered into an Environmental Performance Partnership Agreement with The Department of Environmental Protection. The purpose of this partnership 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.

a. Major Issues (As indicated in the 2000 Master Plan) include:

i. Combined Sewer Overflow Points (CSO Points):

- During wet weather events, the approximately 1,780 acres that are serviced by combined sewer systems, the available capacities of the collection, conveyance and treatment facilities are exceeded, and wastewater is intermittently discharged into water of the State at location called CSO Points;

ii. Solids and Floatables:

- There has been an upward trend in the amount of floatable debris collected in and around Bayonne;

iii. Action is needed to prevent future extinction of threatened / endangered wildlife in New Jersey:

- There are several species of birds that can be found in the Newark Bay are on the Endangered Wildlife List and they are: the Northern Harrier, Cooper's Hawk and the Peregrine Falcon; **Images 1.10-1.12.**
- There are several species of birds that may be found in the Newark Bay that are on the Endangered Wildlife List and they are: the Piping Plover, Least Tern, and the Black Skimmer; **Images 1.13-1.15.**
- There are several species of birds that can be found in the Newark Bay are on the Threatened Wildlife List and they are: the Great Blue Heron, Little Blue Heron and the Cliff Swallow; **Images 1.16-1.18.**
- There are several species of birds that may be found in the Newark Bay are on the Threatened Wildlife List and they are: the American Bittern and the Osprey; **Images 1.19-1.20.**

iv. 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 future activity at the Military Ocean Terminal;
- The link needed from the existing park north to the Jersey City border is 4,400 linear feet of walkway;



Image 1.10: Northern Harrier



Image 1.11: Cooper's Hawk



Image 1.12: Peregrine Falcon



Image 1.13: Piping Plover



Image 1.14: Least Tern



Image 1.15: Black Skimmer



Image 1.16: Great Blue Heron



Image 1.17: Little Blue Heron



Image 1.18: Cliff Swallow



Image 1.19: American Bittern



Image 1.20: Osprey

v. Brownfield Redevelopment:

- There is a total of eighty-two (82) sites with on-site sources of contamination on the Known Contaminated Sites List (KCSL);
- The technical level of effort increases with the progression of case remedial levels from A through D;
- 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 are D cases;
- 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;

vi. The former Sampson Tank Cleaning Company property -NJD#058117490, located 101 East 21st Bayonne: **Image 1.21.**

- 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;

b. Major Objectives (As indicated in the 2000 Master Plan) include:

- i. Support the implementation of the City's Environmental Performance Partnership Agreement with the New Jersey Department of Environmental Protection;
- ii. Encourage the remediation of contaminated sites and brownfield redevelopment to enhance the local environment and return vacant sites to productive use;



Image 1.21: 101 East 21st Street

8. UTILITY:**a. Major Issues (As indicated in the 2000 Master Plan) include:**

- i. A significant portion of the City's infrastructure is aging because it was constructed in the late 19th and early 20th centuries;
- ii. Areas of concern include storm water management in low-lying sections of the City, pollution resulting from the combined sewer system and the need to rehabilitate the water distribution network;
- iii. The adequacy of the existing utility infrastructure to support large-scale redevelopment at MOTBY and the Texaco site in Bergen Point;
- iv. Combined sewer overflow (30 total outfalls) from combined storm water and sanitary sewer lines;

b. Major Objectives (As indicated in the 2000 Master Plan) include:

- i. Maintain and upgrade the City's existing utility infrastructure including public water, wastewater treatment, sanitary sewers and storm water management;
- ii. Plan and implement new utility infrastructure to replace aging and obsolete systems that serve redevelopment areas;
- iii. Address the environmental and storm water management issues associated with combined sewer systems. Improve existing combined sewer outfalls and separate storm water and sanitary sewer systems where new infrastructure is installed;
- iv. Protect the integrity of the City's public water supply including storage, treatment and distribution systems;
- v. Encourage the development of high technology infrastructure including fiber optic data transmission lines, digital switching stations, telecommunication facilities and high-speed Internet access;

9. Sustainable Design Principles (Not identified in the 2000 Master Plan):

Sustainable Design promotes an integrated approach to development and redevelopment that considers natural resource protection and energy consumption through a holistic design approach. Sustainable design principles seek to:

- a. Protect landscape and water resources;
- b. Minimize non-renewable energy consumption;
- c. Balance long-term economic, social and environmental needs;
- d. Provide cost-effective development solutions; and
- e. Enhance quality of life.

10. HISTORIC PRESERVATION:

a. Major Issues and Objectives (As indicated in the 2000 Master Plan) include:

- i. 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;
- ii. Complete an historic resources survey and identify structures, sites and districts for historic designation (Survey has been completed since the 2000 Master Plan);
- iii. 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;
- iv. Consider the preparation and adoption of an ordinance for local designation of historic properties, structures and districts in Bayonne. (Ordinance has been adopted since the 2000 Master Plan) Properties listed on the State and National Registers of Historic Places, or eligible for listing, should be given first priority for local historic designation;
- v. 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 (Standards have been completed since the 2000 Master Plan);
- vi. Develop design guidelines for use by property owners and the Bayonne Historic Preservation Commission in reviewing application for development affecting historic properties, structures and districts;

11. RECYCLING:

a. Major Issues and Objectives (As indicated in the 2000 Master Plan) include:

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

SECTION 2

“The extent to which such problems and objectives have increased or been reduced subsequent to such date”

2. THE EXTENT TO WHICH SUCH PROBLEMS AND OBJECTIVES HAVE INCREASED OR BEEN REDUCED SUBSEQUENT TO SUCH DATE:

The following section examines and summarizes the extent to which the City's problems and objectives have been addressed.

1. LAND USE:

a. Major Issues (As indicated in the 2000 Master Plan) include:

- i. Issue: 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 Route 440;

Comment: In 2006 the City of Bayonne adopted the Redevelopment Plan: Peninsula at Bayonne Harbor. The Redevelopment plan focused on having a mixed use environment along the water front. The Peninsula at Bayonne Harbor is a large piece of property the Redevelopment Plan suggested the property be divided into sections. (See Image 2.02) Since then there has been the construction of two apartment buildings on the Peninsula (Harbor Pointe Apartments). Also two parks have been developed on the Peninsula, known as the Tear Drop Memorial Park and the James J. Donovan Park. In 2010, the Port Authority bought 130 acres of the Peninsula at Bayonne Harbor for future use. New residential development is slated to begin in the spring of 2016, on the Harbor Station North section. In addition, Bayonne Bay East and West are expected to break ground and in 2017;

The City of Bayonne adopted a redevelopment plan called the Promenade for the Texaco site. The plan ultimately calls for 1,200 residential units, recreational facilities along with several other amenities. Phase 1 of the plan has been approved and the site is currently being raised.

There have been changes to the Broadway corridor, including the adoption of the: Resnick at 45th Street, St. Barnabas and the Ingerman Pocket Park.

The Avenue 'E' corridor has seen some development since the construction of the HBLRTS. This includes the CJ Murphy, Madison Hill, Bayonne Plumbing I, and Bayonne Plumbing II. Recently the Doolan and Bayonne Roofing sites have been approved for redevelopment.

Route 440 has seen new development of South Cove Commons and Bayonne Crossing, both of which are big box retail sites.

- ii. Issue: 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.

Comment: The Hudson Bergen Light Rail Transit System (HBLRTS) Southern Track was finished being built in 2011. There are four stations in Bayonne: the 45th Street

Station, the 34th Street Station, the 22nd Street Station and the 8th Street Station, the proposed 5th Street Station was not built. Since the completion of the HBLRTS there has been transit oriented zoning around the stations, the Transit Development Overlay District (TDO) which is located around the 22nd Street Station. The 34th Street Station and the 45th Street Station are located in the Transit Development District (TDD). The Transit Development District runs along Avenue E until the Route 440 underpass. **Image 2.00.**



Image 2.00: TTD & TDO Map

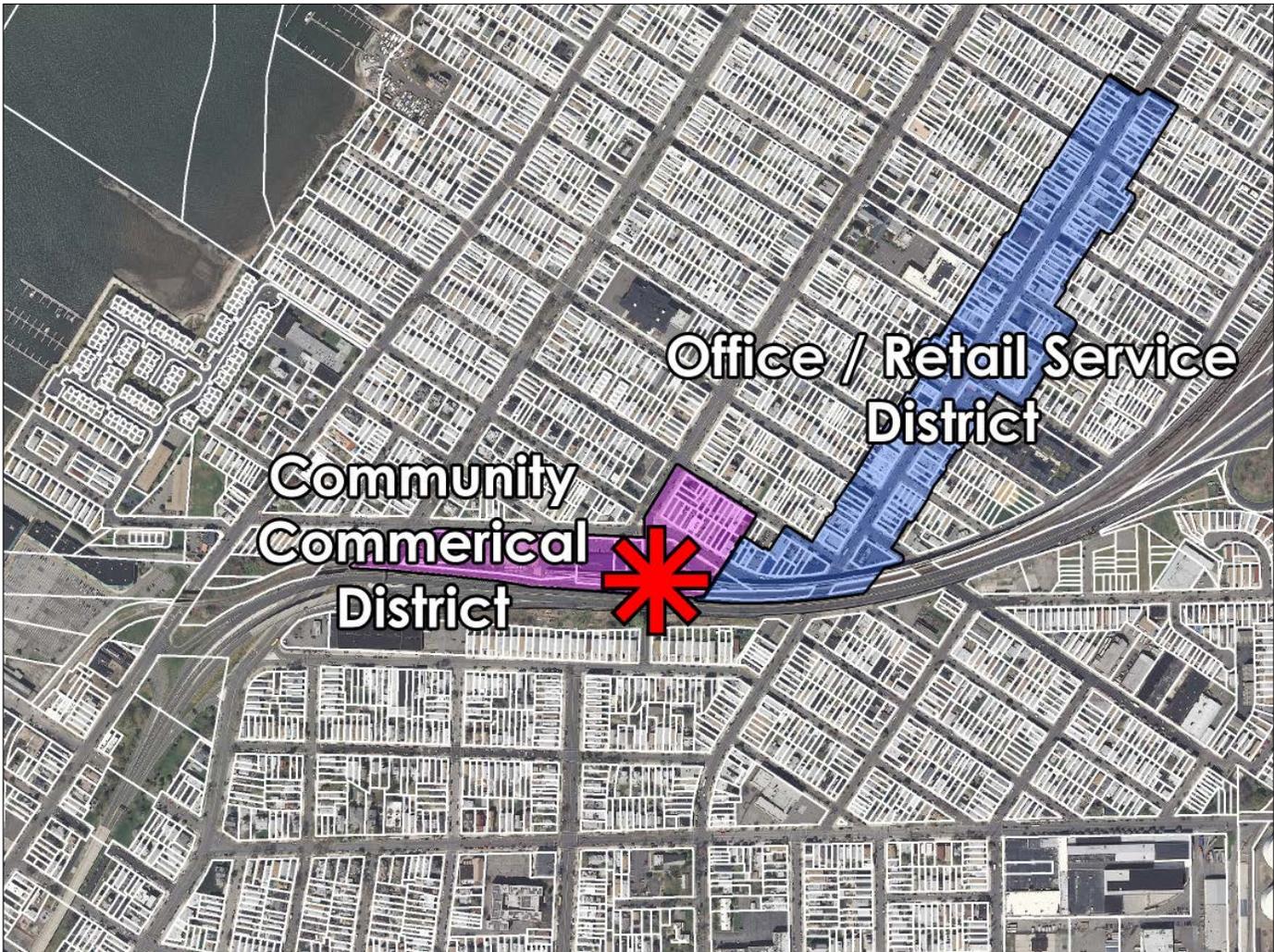


Image 2.01: C-2 & ORS Map

The Zoning in the TDO and TDD allows for mixed use multifamily buildings with retail on the ground floor. The allowed density for multifamily housing in the TDO is 90 units per acre for town houses and 160 units per acres for garden apartments. The allowed density for multifamily housing in the TDD is 75 units per acre for town houses and 150 units per acres for garden apartments.

The 8th Street Station is not located in the TDO or TDD, but is instead located within the Community Commercial District. The New Jersey Department of Community Affairs assisted with the creation of an 8th Street Station Redevelopment Plan to guide development. A 22 story residential building and a number of smaller projects around the 8th Street Light Rail Station have been approved, since the adoption of the 8th Street Station Redevelopment Plan. **Image 2.01.**

- iii. Issue: Residential Neighborhoods: The principle issue is to preserve the integrity of the existing single family neighborhoods by reducing the potential for encroaching commercial and multiple family uses.

Comment: This issue is on-going.

- iv. Issue: Parking issues include; addressing parking needs in both established residential and commercial areas and planning for parking demand associated with future residential, commercial and industrial growth in targeted areas of the City;

Comment: Parking has still been a significant issue today within the City, especially within the residential areas. There is an ordinance that allows parallel parking in front of driveways to maximize on-street parking. Parallel parking in residential areas is still a significant issue. The City divided many neighborhoods into zones for on street parking in response to the impact of commuter vehicles into residential areas. The City created the residential permit parking areas *"to alleviate and restrict the unfavorable parking conditions outside the flow of commuter traffic to said residential neighborhoods"* As stated under the Parking and Permits section of the Bayonne Website.

However the City can also issue parking permits to those who work but do not live within the City. These people are assigned a permit and can only park in their designated parking zone.

The commercial areas do have available parking, however sometimes it can be very limited, even with the municipal lots around Broadway.

- v. Issue: Broadway issues:

Comment: There has been a decline in retail activity along the Broadway Corridor since the 2000 Master Plan. This is due to the fact that the Broadway Corridor is three miles long. The City had previously divided the corridor into three sections in hopes to increase retail activity and bring in more economic diversity to the three sections. (The Upper Business District, The Central Business District, and the Office/ Retail Service District.) These districts are still suffering economically.

There is still a lack of mix of retail stores, problems with hours of operation and sanitation. The aesthetic appearance of the Broadway Corridor is still largely low-rise structures with retail on the street level, and with either office space or residential space above the retail space. Retail in the Broadway Corridor has also been difficult with the rise of the malls along Route 440.

The available land for redevelopment is still somewhat scarce, however most of the residents within the City do not want to have mid-rise / high-rise structures on Broadway. Within the past few years there have been several redevelopment plans for certain blocks on Broadway. These plans called for the buildings to be between six to nine stories tall. This was met with much resistance from the residents of the City. The vacant properties along Broadway are staying vacant and are not being sold to developers for redevelopment, because the residents want to maintain the neighborhood feeling the City has.

- vi. Issue: Harbor Mixed Use District issues: **Image 2.02.**

Comment: There is a physical linkage to the Broadway Corridor from the Harbor

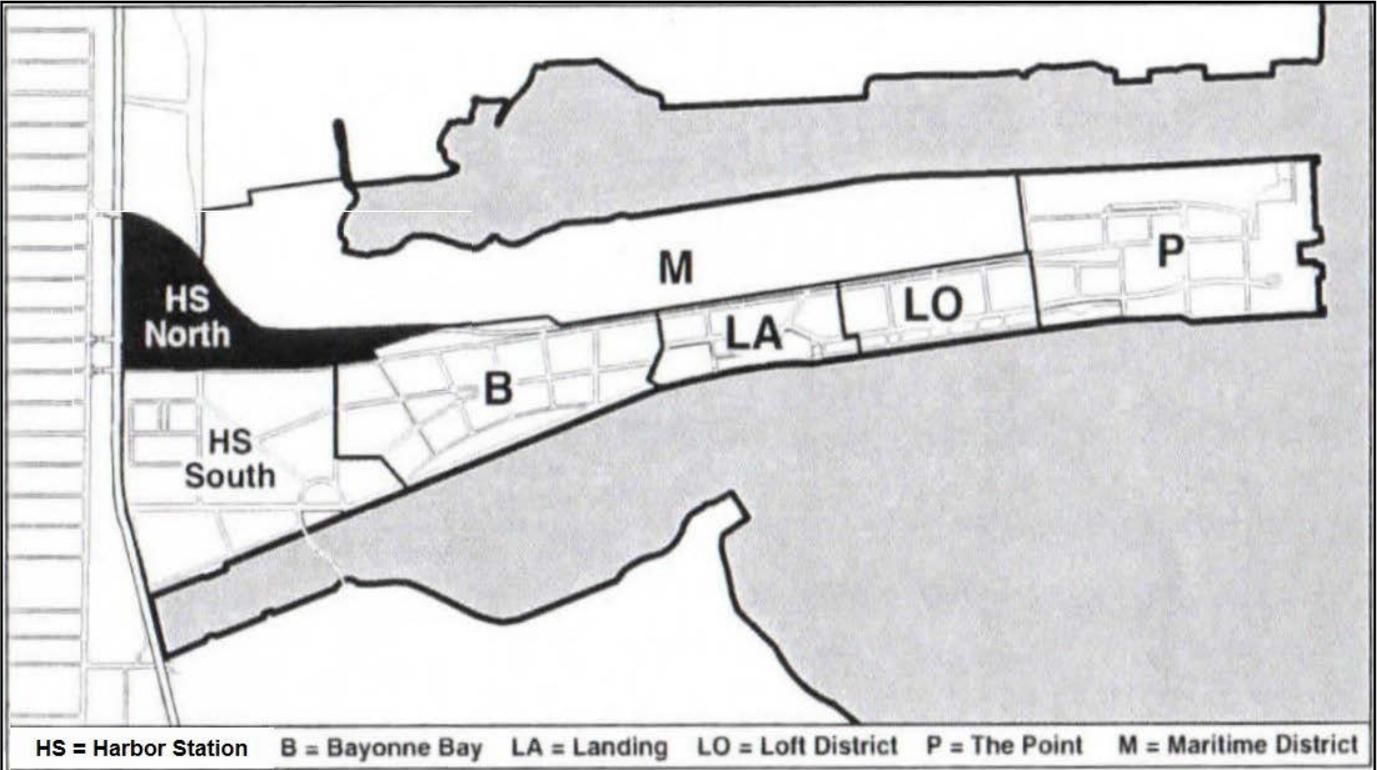


Image 2.02: Map of Harbor Mixed Use District

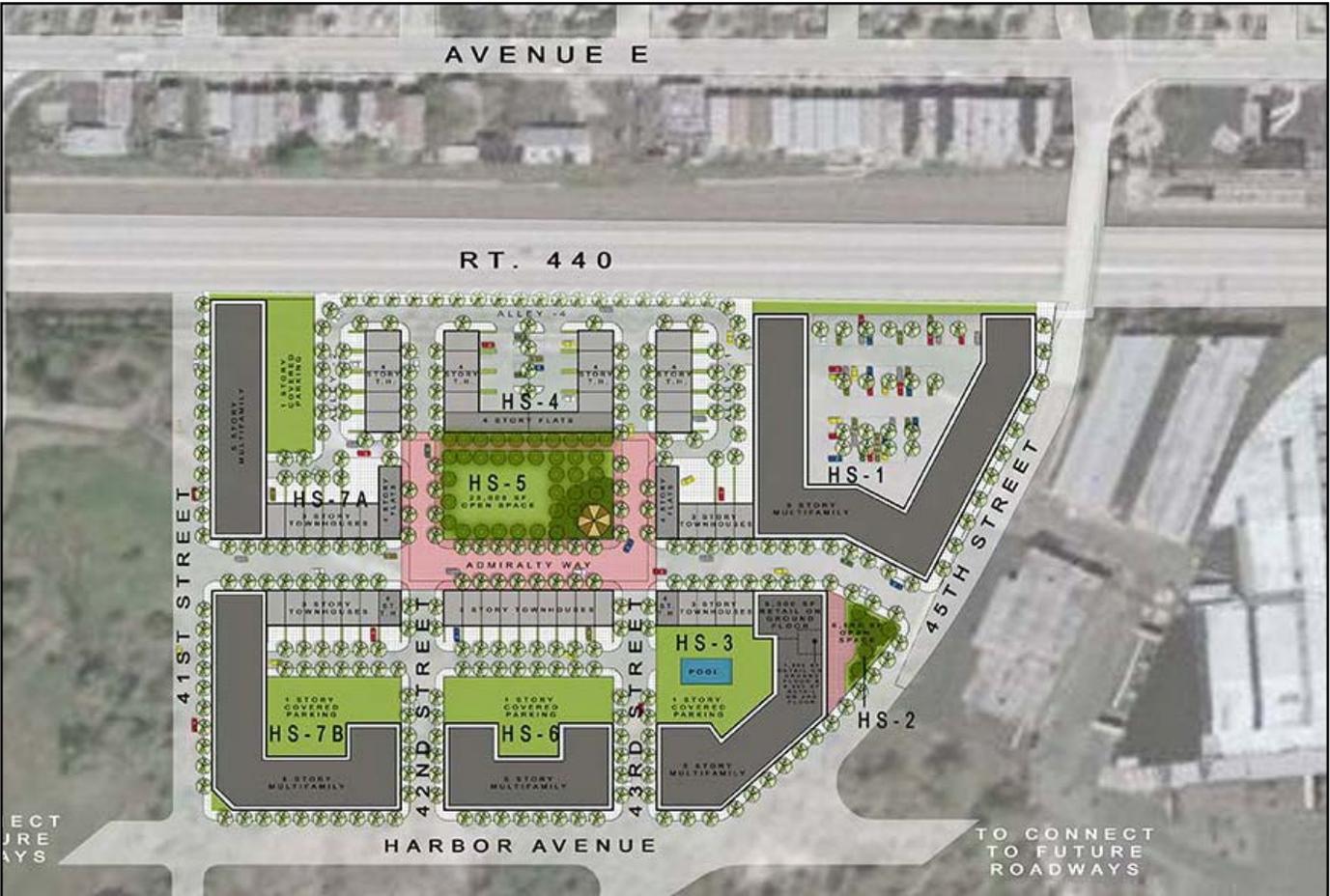


Image 2.03: Proposed Site Plan of Harbor Station North



Image 2.04: Proposed Site Plan of Bayonne Bay East

Mixed Use District, East 40th Street connects to Broadway from the Chosin Few Way, which also connects to Goldsborough Drive. There is not a visual linkage to the Broadway Corridor.

The new planned development at Harbor Station North will border Route 440. This development is proposed to have 450 Residential Units, 12,000 sq. ft. pf Retail and Club Space, 810 parking spaces and a half acre community park. There are two means of access to the site from route 440 as well as connections to proposed roads from other developments. **Image 2.03.**

The development for Bayonne Bay West would be three-story residential buildings with approximately 525 units. This would be eastward of the Harbor Station Sites, and South of the Alexan Properties Site.

Bayonne Bay East is proposed to be a development of approximately 600 residential units and retail space. This development would be located eastward of Bayonne Bay West and east of the Alexan Properties Site. **Image 2.04.**

- vii. Issue: The waterfront development district known as the Texaco site includes the following issues; the need for a comprehensive and creative site planning to provide a mix of uses that will promote the City's goals, address infrastructure constraints, provide appropriate buffering to existing industrial uses and capitalize on its waterfront location.

Comment: The Texaco site plan was done by the firm Minno & Wasko Architects and Planners. **Image 2.05.**



Image 2.05: Proposed Site Plan of the Texaco Site

The site plan includes several acres of parks including a baseball field, a soccer field, tennis courts and more park amenities. The plan was amended in 2015, and instead of the proposed six story buildings there will be ten story buildings on the site, and over 1,200 housing units. The amount of retail space provided for the site is 150,000 sq. ft. and the amount of office space is 180,000 square feet. Located on the site there will be parking structures that will contain approximately 4,200 spaces. The connections for the site will be a continuance from both Avenue A, West First Street, the Hackensack River Walkway & the Hudson River Waterfront Walkway. The site plan calls for buffering from the Route 440 Bayonne Bridge with a park space, and there is also a buffer from the industrial property to the north of the site with the use of a structured parking facility and park space.

- viii. Issue: 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.

Comment: This issue has been addressed in Ordinance 35-26 et seq.

b. Major Objectives (As indicated in the 2000 Master Plan) include:

- i. Objective: Strengthen commercial districts, especially the Broadway Central Business District, by encouraging a mix of uses that provide employment, retail opportunities, services and entertainment.

Comment: This objective has not been completed or changed since the last master plan, however it is still a primary objective of the City today.

- ii. Objective: Encourage and retain industrial uses wherever feasible, subject to the provision of buffering and screening, adequate access and performance standards to mitigate nuisances.

Comment: The Bayonne Energy Center is a power plant located within the Constable Hook area of Bayonne. The power plant came online in 2012. Another industrial use that was retained was the Duraport. The Duraport Marine and Rail Terminal was formed in 1998 and is a privately owned deep water multi-modal port facility.

- iii. Objective: Provide additional parks and open space in underserved sections of the City, including the area east of Avenue E.

Comment: There are several parks located on Avenue E such as: The Sir Miriam Theresa Park, the 11th Street Park, the Russel Golding Park and the 28th Street Park. There has been a new park developed around Avenue E and F called the Haleky / IMTT park.

- iv. Objective: Plan for and promote the redevelopment of underutilized or vacant commercial and industrial properties including Peninsula at Bayonne Harbor/ MOTBY, the Texaco site and portions of Broadway.

Comment: There is a significant amount of planned development at the Peninsula at Bayonne Harbor / MOTBY. The Texaco Site has been fully planned out with construction starting soon. There have been several approved redevelopment plans along Broadway such as: Broadway Corridor Plan, 509 - 515 Broadway, 341-343 Broadway, 938-940 Broadway, 957-965 Broadway and 9-15 West 46th Street, 1070-1084 Broadway, Broadway at East 22nd Street Site, Block 190 Lot 9 & Block 204 Lot 3. However the planning for the redevelopment of underutilized or vacant & commercial and industrial properties is still a major objective of the city today.

- v. Objective: 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. **Images: 2.00 & 2.01.**

Comment: There are Transit Oriented Districts Located along Avenue E, and they are the Transit Development Overlay District (TDO) and the Transit Development District (TDD). The Zoning in the TDO and TDD allows for mixed use multifamily buildings with retail on the ground floor. The allowed density for multifamily housing

in the TDO is 90 units per acre for town houses and 160 units per acres for garden apartments. The allowed density for multifamily housing in the TDD is 75 units per acre for town houses and 150 units per acres for garden apartments.

The TDO is located at the 22nd Street Station on Avenue E and the TDD which is around the 34th and 45th Street Stations. The 8th Street Station is located in two zones the C-2 Zone and the ORS Zone.

- vi. Objective: Create attractive gateways at the principal entrances to the City through upgraded land uses, streetscape improvements and signage.

Comment: This objective has not been completed or changed since the last master plan, however it is still an objective of the City today.

- vii. Objective: Provide for adequate parking to serve established residential and commercial areas. Incorporate adequate parking into new developments.

Comment: Parking has still been a significant issue today within the City, especially within the residential areas. The City divided many neighborhoods into zones for on street parking in response to the impact of commuter vehicles into residential areas. The City created the residential permit parking areas *"to alleviate and restrict the unfavorable parking conditions outside the flow of commuter traffic to said residential neighborhoods"* As stated under the Parking and Permits section of the Bayonne Website.

The commercial areas do have available parking, however sometimes it can be very limited, even with the municipal lots around Broadway.

The current parking regulations require RSIS standards for new development. However not all of the new development within the City has developed parking for its users.

- viii. Objective: Coordinate land uses with existing and planned transportation infrastructure including the HBLRTS, LeFante Highway/Route 169 and Port Jersey.

Comment: This objective has not been completed or changed since the last master plan, however it is still an objective of the City today.

- xi. Objective: 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.

Comment: This objective has not changed since the last master plan, however it is still an objective of the City today.

2. CIRCULATION:

a. Major Issues (As indicated in the 2000 Master Plan) include:

- i. Issue: Support and enhance the extensive intermodal transportation system consisting of roads, highways, mass transit, bicycle, pedestrian friendly facilities, freight rail and port for on-going revitalization efforts.

Comment: The City of Bayonne is supportive of an intermodal transportation system which contains the HBLRTS, NJ Transit Bus Routes, the Broadway Bus Route, Jitney buses, a freight rail system, and a proposed ship to rail facility in 2018. The City does not have many bicycle lanes, however it does contain large sidewalks to allow for pedestrian movement throughout the city. The City is currently enhancing the intermodal transportation system with the construction at the New Jersey Turnpike Interchange at 14A and the raising of the Bayonne Bridge.

- ii. Issue: Support the HBLRTS with improved connections to the local street network as well as regional highways.

Comment: There are improved connections to the local street network for the HBLRTS 8th Street Stations and 34th. For the 22nd Street Station and 45th there is not any improved connections or any connections with the local street network.

There are not any improved connections with the regional highways at the 8th, 22nd and 45th Street Stations. The 34th Street Station has improved access to Route 440 in terms of entrance and exit ramps on Route 440 South bound.

- iii. Issue: 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.

Comment: The City divided many neighborhoods into zones for on street parking in response to the impact of commuter vehicles into residential areas. It created the residential permit parking areas "to alleviate and restrict the unfavorable parking conditions outside the flow of commuter traffic to said residential neighborhoods." As stated under the Parking and Permits section of the Bayonne Website. However the City can also issue parking permits to those who work but do not live within the City. These people are assigned a permit and can only park in their designated parking zone.

The 45th, 22nd and 8th Street Stations have very limited parking for commuters who use the light rail. However, at the 34th Street Station there are two large surface parking lots that were built and designated for commuters to use. While the 45th and 22 Street Stations are also located on Ave E, which is occupied by residential parking, there are not any designated parking areas or structures for commuters to use. The 8th Street station has very limited parking for commuters.

- iv. Issue: Support the Port Jersey complex as an active marine terminal including providing adequate truck and freight access with an emphasis to increase intermodal connections.

Comment: Global Terminal and Container Services are located on within the Port Jersey Complex. Recently announced the City of Bayonne a new ship to rail facility to be operational in 2018.

- v. Issue: The major issues confronting the Regional Road Network include traffic congestion, inadequate connections and limited access to the local street network

Comment: The City of Bayonne has been working on the New Jersey Turnpike Interchange at 14A. The New Jersey Turnpike Interchange at 14A is currently under construction and according to the New Jersey Turnpike Authority the construction entails:

1. The toll plaza will be widened from 11 lanes to 13 lanes;
2. The single-lane ramp from the interchange to the westbound Hudson County Extension will be widened to two lanes;
3. The two-lane connector bridge between the interchange and Route 440, Route 185 and Port Jersey Boulevard will be replaced with a four lane structure;
4. A flyover ramp will be built to connect the interchange to Port Jersey Boulevard;
5. The traffic signal at East 53rd Street will be eliminated; and
6. A roundabout will be built to maintain access to the interchange;

Construction is estimated to take about three years which started in 2015 and is estimated to end on 2018. **Image 2.06.**

The Bayonne Bridge which connects Bayonne to Staten Island is also under construction for the Port Authority's Raise the Road Project. According to the 2015 American Association of Port Authorities presentation the project proposes to:

1. Raise to the roadway from 151 feet to 215 feet;
2. Widen the 6-foot walkway to a 12-foot walkway / bikeway;
3. Widen the lanes from 4-10 foot lanes with no shoulders to 4-12 foot lanes with shoulders;
4. Add a Median Barrier and additional width for future transit;
5. Construction for this project started in 2013 and is estimated to finish in 2019. **Image 2.07.**

- vi. Issue: There may be an issue regarding the impact that increased use of LeFante Highway/Route 440 will have on local arteries such as northern Avenue 'E' and Avenue A/North Street.

Comment: Lefante Highway/ Route 169 now known as Route 440 has seen increased use over time. This has affected many of the local arteries in Bayonne

PROPOSED IMPROVEMENTS

Project plans call for increasing the toll plaza capacity from 11-lanes to 13-lanes, increasing the ramp from Interchange 14A to westbound Hudson County Extension to 2-lanes, replacing the existing 2-lane connector bridge with a new 4-lane structure to Routes 440, 185 and Port Jersey Boulevard, and building a new flyover ramp from the interchange and Port Jersey Boulevard to Route 440 south. The existing traffic signal at E 53rd Street will be eliminated and the new Roundabout will maintain permanent access to the NJ Turnpike Interchange 14A.

PROJECT SCHEDULE

- ✓ **PROJECT PLANNING**
Summer 2009
- ✓ **PUBLIC INFORMATION CENTERS**
Winter 2009, Winter 2011 & Summer 2011
- ✓ **HELD PUBLIC HEARING**
Summer 2012 & Fall 2014
- ✓ **BEGIN CONSTRUCTION**
Early 2015
- **CONSTRUCTION COMPLETE**
Fall 2018

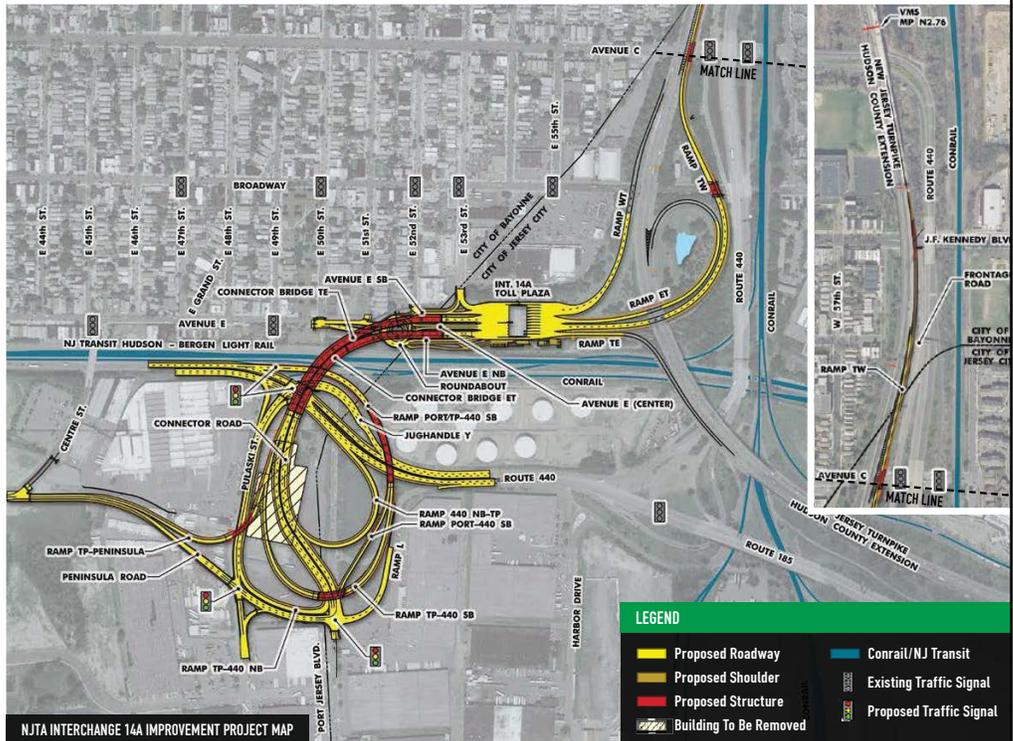


Image 2.06: New Jersey Turnpike 14 A Interchange Proposed Construction Map



Image 2.07: Proposed Raising of the Bayonne Bridge

including northern Avenue E and Avenue A/North Street.

Route 440 while also seeing increased use over the past several years is currently under construction at both the northern and southern portions of Bayonne.

The northern portion is under construction with the new New Jersey Turnpike Interchange at 14A, involving the two lane connector bridge between the interchange and Route 440, Route 185 and Port Jersey Boulevard will be replaced with a four lane structure. The construction at this intersection does cause increased use on local arteries and has since caused traffic congestion.

The southern portion of 440 on the Bayonne Bridge is also under construction, with this construction taking place there have been intermittent bridge closings, which would limit the use of 440 by the Bayonne Bridge for commuters and residents and instead put more use by residents on the local arteries in that area. However, when the Bayonne Bridge is operational traffic congestion on the local arteries in that area would be increased.

viii. Issue: Local Road Network issues;

Comment: Most of the local arteries of the City still run north to south while the east and west roads are still just local connector streets. There are still not many cross town connections, and most east-west roads are one way.

Unfortunately with the construction at the New Jersey Turnpike Interchange at 14A, there has been bottlenecking occurring during rush hours at Avenue E.

ix. Issue: Parking issues:

Comment: There is still a lack of municipal parking lots throughout the City, since most of them are centered around Broadway. The current parking regulations require RSIS standards for new development. However not all of the new development within the City has developed parking for its users. Parallel parking in residential areas is still a significant issue the City faces today. Most of the existing surface lots within the city have not been converted to multi-level parking structures. However there is a multi-level parking structure for CarePoint Heath the Bayonne Medical Center on Avenue E.

The City divided many neighborhoods into zones for on street parking in response to the impact of commuter vehicles into residential areas. It created the residential permit parking areas "to alleviate and restrict the unfavorable parking conditions outside the flow of commuter traffic to said residential neighborhoods." As stated under the Parking and Permits section of the Bayonne Website. However the City can also issue parking permits to those who work but do not live within the City. These people are assigned a permit and can only park in their designated parking zone.

x. Issue: The major issues related to mass transit, bus, ferry, freight, goods and

highways;

Comment: There currently is no ferry system within the City, however the City is actively planning for a ferry at the Peninsula at Bayonne Harbor.

Recently announced the City of Bayonne a new ship to rail facility to be operational in 2018.

Also the City of Bayonne has been working on the raising of the Bayonne Bridge; this will increase freight access to the port areas around Bayonne. With the raising of the bridge, this will allow the ship class known as the 14,000 TEU to be able to access the port areas around the City.

- xi. Issue: Issues related to Gateways include;

Comment: The current Primary Gateways into the City are the Northwest Gateway at JFK Boulevard and Route 440, the North Gateway at the Interchange 14A of the New Jersey Turnpike, the Central Gateway at the intersection of Route 440 and Prospect Avenue, the South Gateway at Route 440 and the entrance ramps to Avenue A and JFK Boulevard. The current Secondary Gateways into the City are the North Gateway at Avenue and Broadway at the Jersey City Border, the Northeast Gateway at the entrance to Route 440 from Pulaski Street, the Central Gateway at the intersections of Route 440 and Hook Road / East 2nds Street and Route 440 and Route 440 and New Hook Road, and the South Gateway at the Bayonne Bridge.

There are several gateways that are currently undergoing some construction and they are the Primary North Gateway and the Secondary South Gateway. With all of the new redevelopment and revitalization is the City is currently undergoing, the images of the City that the Gateways provide need to be updated to match the updated image of the City. **Image 1.06.**

- b. Major Objectives (As indicated in the 2000 Master Plan) include:

- i. Objective: 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.

Comment: This objective has not been completed or changed since the last master plan, however it is still an objective of the City today.

- ii. Objective: 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.

Comment: There is a connection from the New Jersey Turnpike to Route 440, Route 185 and Port Jersey Boulevard that is currently under construction. The current structure that connects the New Jersey Turnpike to Route 440, Route 185 and

Port Jersey Boulevard is only two lanes. The structure that is currently being built is supposed to be four lanes. Thus improving access from the New Jersey Turnpike to Route 440, Route 185 and Port Jersey Boulevard, and to the northern portion of the City.

Enhancing access to the core area of the City from the southern section of 440 is still an objective today.

Lastly providing for safer pedestrian crossings at key intersections is still an objective today as well.

- iii. Objective: 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 the Peninsula at Bayonne Harbor MOTBY and the Texaco site in Bergen Point to Elizabeth and New York City.

Comment: Promoting mass transit use by maximizing access to the HBLRTS is still an objective today, especially with how many people commute from Bayonne to their jobs daily.

Extending the HBLRTS to the Texaco site in Bergen Point is still an objective and will continue to be while the Texaco site is under construction.

Preserving existing levels of bus service and supporting ferry service from the Peninsula at Bayonne Harbor/MOTBY and the Texaco site in Bergen Point to Elizabeth and New York City. Currently the bus service from the Peninsula at Bayonne Harbor/MOTBY and the Texaco site to Elizabeth and New York City has not been impacted, however there currently is no ferry service within the City. This is still an objective of the City today.

- iv. Objective: 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 the Peninsula at Bayonne Harbor/MOTBY.

Comment: Recently announced the City of Bayonne a new ship to rail facility to be operational in 2018.

Also the City of Bayonne has been working on the raising of the Bayonne Bridge; this will increase freight access to the port areas around Bayonne. With the raising of the bridge, this will allow the ship class known as the 14,000 TEU to be able to access the port areas around the City.

- v. Objective: Accommodate and address projected growth at the Global Marine Terminal and Northeast Auto Marine Terminal in Port Jersey.

Comment: Recently announced the City of Bayonne a new ship to rail facility to be operational in 2018.

- vi. Objective: 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.

Comment: This objective has not been completed or changed since the last master plan, however it is still an objective of the City today.

- vii. Objective: 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.

Comment: Way-finding signage is sparse in the northern, eastern and central parts of the City. However in the Southern district of Bergen Point there are signs to key activity centers and destinations in the area.

- viii. Objective: Evaluate and implement methods of providing adequate parking to serve existing development and proposed redevelopment.

Comment: The City is in need of adequate parking throughout. The City has several municipal lots, a single parking garage, the parking permit program and the ordinance that allows residents to park in the front of their own driveways. Also the City is supporting the parking requirements for the new and proposed developments. However further evaluation and implementation of methods of providing adequate parking to serve the existing development and proposed redevelopment is needed.

- ix. Objective: 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.

Comment: This objective has not been completed or changed since the last master plan, however it is still an objective of the City today.

3. ECONOMIC

a. Major Issues (As indicated in the 2000 Master Plan) include:

- i. The 2000 Master Plan did not include any major issues pertaining to economics. It should be noted the plan was completed prior to the 2008 recession.

b. Major Objectives (As indicated in the 2000 Master Plan) include:

- i. Objective: 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.

Comment: This objective has not been completed or changed since the last master plan, however it is still an objective of the City today.

- ii. Objective: 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.

Comment: This objective has not been completed or changed since the last master plan, however it is still an objective of the City today.

- iii. Objective: 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.

Comment: This objective has not been completed or changed since the last master plan, however it is still an objective of the City today.

- iv. Objective: 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.

Comment: The Peninsula at Bayonne Harbor/MOTBY has been subdivided and broken down into sections. Such as Harbor Station North, Harbor Station South, Bayonne Bay, Landing, Loft District, The Point, and the Maritime District. The city has approved of the development of Harbor Station North, Bayonne Bay West and Bayonne Bay East. Harbor Station North is slated to begin in the Spring of 2016, and Bayonne Bay West is to begin in the Summer of 2016. Bayonne Bay East is estimated to break ground in the Spring of 2017.

- v. Objective: 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. **Image 2.08.**

Comment: This objective is on-going.

- vi. Objective: Support transit-oriented development in HBLRTS station areas, especially on underutilized or vacant commercial and industrial property along Avenue E.

Comment: Since the completion of the HBLRTS there has been transit oriented zoning around the stations, the Transit Development Overlay District (TDO) which is located around the 22nd Street Station. The 34th Street Station and the 45th Street Station are located in the Transit Development District (TDD). The Transit Development District runs along Avenue E until the Route 440 underpass. **Image 2.00.**



Image 2.08: Map of the Broadway Corridor Districts

The Zoning in the TDO and TDD allows for mixed use multifamily buildings with retail on the ground floor. The allowed density for multifamily housing in the TDO is 90 units per acre for town houses and 160 units per acres for garden apartments. The allowed density for multifamily housing in the TDD is 75 units per acre for town houses and 150 units per acres for garden apartments.

The 8th Street Station is not located in the TDO or TDD, but is instead located within the Community Commercial District. The New Jersey Department of Community Affairs assisted with the creation of an 8th Street Station Redevelopment Plan to guide development. A 22 story residential building and a number of smaller projects around the 8th Street Light Rail Station have been approved, since the adoption of the 8th Street Station Redevelopment Plan.

- vii. Objective: Encourage selected retail, office and light industrial development in the Route 440 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.

Comment: The retail and light industrial located on Route 440 takes advantage of the extensive highway frontage. The retail located on Route 440 in the South Cove Commons and in the Bayonne Crossing is more like big box stores than what is located on Broadway. **Images: 2.09-2.12.**

- viii. Objective: Continue industrial retention and recruitment efforts with an emphasis on Constable Hook and Port Jersey peninsula as premier industrial locations in the region.

Comment: This objective is on-going.



Image 2.09: South Cove Commons



Image 2.10: Bayonne Crossing



Image 2.11: Broadway Corridor



Image 2.12: Broadway Corridor

4. HOUSING:

a. Major Issues and Objectives (As indicated in the 2000 Master Plan) include:

- i. Objective: Preserve established residential character wherever possible by preventing the intrusion of incompatible commercial and industrial uses and promoting the rehabilitation of substandard units.

Comment: The central residential areas of Bayonne still maintain their two-story homes and their community feel. However there has been the introduction of taller mixed-use residential or just residential apartment buildings within the City. The City has been promoting the rehabilitation of substandard units, as well as renovating the substandard units. The Bayonne Housing Authority has renovated two related housing developments, the Kill Van Kull Gardens and the Kill Van Kull Annex.

The City also has the Bayonne Home Improvement Program. This program offers income eligible homeowners in a single or two family home up to \$ 20,000 (\$5,000 from a grant and \$15,000 from a loan) to correct existing code violations. Since 2010, this program has rehabilitated 24 units in Bayonne. As noted in the 2015 Housing Element of the Master Plan, the City has averaged in the past approximately 30 unit rehabilitations a year, it currently averages around 4.8 a year since 2010. The Program establishes a perpetual lien on the owner's property that is required to be repaid at the time of sale. The money is then recycled through the office to be used for new loans and grants.

- ii. Objective: 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.

Comment: The Bayonne Housing Authority currently owns approximately 1,422 rental units that are set aside for low and moderate income households. The Bayonne Housing Authority also administers an additional 484 units. In total there are 2,084 units of deed or character restricted affordable housing units that are located the City.

The City has community housing developers, non-profit corporations and group homes that are addition housing activities that have produced new affordable to low income housing units for Affordable Senior Rental Housing and Supportive and Special Needs Housing. The existing affordable family rentals are the Bayonne Family YMCA and the Bayonne Housing Authority Rentals. The existing affordable senior rentals are: the Thomas W. Zito Apartment Homes, LCC., Anne E. Mahnken Apartments (YWCA), Senior Horizons at Bayonne and Tagliareni Plaza. The existing Supportive and Special Needs units are: the Hudson Milestones and the Windmill Alliance. Per the Housing Element and Fair Share Plan, there are 131 affordable family rentals, 201 affordable senior rentals and 39 supportive/special needs units with a total unit count of 371 units.

The City also has a future construction site designated for affordable or low income housing. It is called the Hobart Project and is located on 180-186 Hobart Avenue. The Hobart Project will consist of six affordable family rentals and four supportive/special needs units.

The City of Bayonne has built several apartment complexes since the adoption of the Master Plan in 2000, the moderate to low income housing complexes are the Platty Kill Manor and the Post Road Gardens. The moderate to luxury income housing complexes that have been built are the Boatworks Condominiums, Camelot at Bayonne, City Lights at Bayonne, Harbor Pointe (Alexan) Apartments, Peninsula Court Apartments, and Park Bayonne Apartments.

There have also been some buildings that were rehabilitated and redeveloped for residential purposes. Such as the Maidenform factory building located on Avenue E, was transformed into the Silk Lofts. The Silk Lofts is a moderate to luxury level income housing complex.

- iii. Objective: Encourage the use of Regional Contribution Agreements (RCA's) to fund the City's residential rehabilitation program.

Comment: The RCA program has been eliminated by the NJ Courts and is no longer permitted.



Image 2.13: Post Road Gardens

- iv. Objective: Promote the development of senior citizen housing that enables older residents to “age in place” including independent living, assisted living and congregate care housing.

Comment: The City has several affordable Senior Rental Housing sites. These are: Thomas W. Zito Apartments Homes, LLC., Anne E Mahnken Apartments (YWCA), Senior Horizons at Bayonne, and Tagliareni Plaza.

- v. Objective: Support the development of quality, higher density multi-family housing on Avenue E near HBLRTS stations in order to serve the commuter population.

Comment: There has been the development of higher density multifamily housing on Avenue near the HBLRTS stations such as the Silk Lofts. The future developments happening around the 8th Street Station are the development of a 22 story residential building and a number of smaller projects. Recently announced was the future development of a 65 unit building complex located on Doolan's Auto Service and the Bayonne Roofing Company on Avenue E, near the 45th Street Station.

- vi. Objective: Acknowledge the role of the Bayonne Housing Authority in providing housing that is affordable to low and moderate income residents of the City.

Comment: The Bayonne Housing Authority currently owns approximately 1,422 rental units that are set aside for low and moderate income households. The Bayonne Housing Authority also administers an additional 484 units. In total there are 2,084 units of deed or character restricted affordable housing units that are located the City.

Between 2010 and 2015, the Housing Authority renovated rental units in two related developments, the Kill Van Kull Gardens and the Kill Van Kull Annex which contain 130 units and 71 units, respectively. **Image 2.13.**

- vii. Objective: Recognize the potential of selected vacant, underutilized or deteriorated properties for in-fill residential development.

Comment: The City of Bayonne has recognized the potential of selected vacant, underutilized or deteriorated properties for in-fill residential development as well as mixed use development. The City has had several rehabilitation and redevelopment reports outlining certain properties that have been underutilized or vacant properties.

- viii. Objective: Identify commercial and industrial properties that are suitable for adaptive reuse and encourage their redevelopment for housing.

Comment: The City of Bayonne has performed several rehabilitation and redevelopment studies / reports that have outlined certain properties that may be in need of rehabilitation or redevelopment. The City has done several adaptive reuse buildings, such as the Maidenform Building which has been used for senior

5. COMMUNITY FACILITIES:

a. Major Issues (As indicated in the 2000 Master Plan) include:

- i. Issue: The public schools have an average age of over 75 years and are in need of repair and renovations.

Comment: The following renovations and repairs have been completed within the past five years to the primary and secondary schools:

a. Roof Replacements:

- Midtown Community School No. 8;
- Walter F. Robinson School No. 3;
- Lincoln School No. 5;
- Philip G. Vroom School No. 2;

b. Bayonne High School Renovations and Repairs:

- Cafeteria Renovation including windows, HVAC, Doors and Finishes;
- Elevator Addition;
- Handicap Lift at the Entrance;

c. Window Replacement:

- Horace Mann School No. 6

d. Doors and Security Cameras:

- Woodrow Wilson School No. 10

- ii. Issue: Library issues include the need for a long range facilities plan to identify necessary facility improvements.

Comment: This objective is on-going.

- iii. Issue: The majority of Bayonne's Fire Department facilities are aging and many are in need of repair or renovation.

Comment: A 3.3 million dollar new fire station is under construction at the Peninsula at Bayonne Harbor. This objective is on-going.

- iv. Issue: Police Department issues include a need for additional office space, increased storage space, a new Impound Lot and a permanent substation at MOTBY.

Comment: The impound lot on MOTBY was going to be planned as a new substation however the project was scrapped.

- v. Issue: Municipal building issues include a need to expand a portion of City Hall in order to ease crowding and meet the need for additional office space.

Comment: This is no longer an objective.

- vi. Issue: Hospital issues include the need to be supported and encouraged to expand in appropriate locations in order to continue to function as an engine of economic development.

Comment: The Hospital Bayonne Medical Center was bought out by CarePoint Health. The CarePoint Health company has expanded and renovated the Bayonne Medical Center. In 2014 the CarePoint Health company had renovated the Emergency Department and *created a facility designed to decrease wait times, handle increased patient volume and provide the highest quality care in a state-of-the-art environment.*

Recently in 2016 the proposed Saint Barnabas's three story emergency medical center was approved by the planning board. The new medical center is five blocks away from the Bayonne Medical Center.

- vii. Issue: Major private recreation facility issues include the continuing use of the Jewish Community Center and YMCA for recreation uses.

Comment: The City has not built any new recreational use facilities for the public, however some school buildings are used for recreational use after school is done for the day.

- viii. Issue: Shared services are not identified in the 2000 Master Plan.

Comment: Shared services can help municipalities increase effectiveness and efficiency in their operation. As municipal responsibilities become increasingly complex and demanding, the City of Bayonne should explore shared services and other cooperative opportunities as a way to reduce or avoid costs, improve service delivery, or maintain services.

b. Major Objectives (As indicated in the 2000 Master Plan) include:

- i. Objective: Maintain and upgrade existing community facilities, where necessary, and provide new community facilities to serve anticipated population, employment and economic growth.

Comment: This objective has not been completed or changed since the last master plan, however it is still an objective of the City today.

- ii. Objective: Plan for and provide new community facilities to serve large-scale redevelopment areas, especially MOTBY and Texaco.

Comment: This objective has not been completed or changed since the last master plan, however it is still an objective of the City today.

- iii. Objective: Upgrade existing school facilities and plan for new school facilities to accommodate enrollment growth, curriculum changes, new programs and technological advances.

Comment: The City, arranged to do a Long Range Facilities Plan for the public schools. It is stated that the Bayonne High School is currently at maximum capacity. The public schools need to be renovated to meet the enrollment growth.

- iv. Objective: 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.

Comment: This objective has not been completed or changed since the last master plan, however it is still an objective of the City today.

- v. Objective: Provide permanent fire and police facilities at MOTBY in conjunction with the planned mixed-use development of the site.

Comment: This objective has not been completed or changed since the last master plan, however it is still an objective of the City today.

- vi. Objective: Maintain and upgrade public library facilities. Support the development of a new auditorium at the Main Library for public events, lectures and performances.

Comment: This objective is on-going.

- vii. Objective: Maintain existing community centers and provide new community centers in under-served areas of the City. Target the needs of senior citizens and children.

Comment: This objective has not been completed or changed since the last master plan, however it is still an objective of the City today.

viii. Objective: Support Bayonne Hospital as the City's principal provider of health care services.

Comment: Recently in 2016 the proposed Saint Barnabas's three story emergency medical center was approved by the planning board. The new medical center is five blocks away from the Bayonne Medical Center. The City will continue to use the Bayonne Medical Center run by Care Point Heath. **Images 2.14-2.15.**



Image 2.14: CarePoint Health & Bayonne Medical Center



Image 2.15: Saint Barnabas Medical Center - Bayonne

6. PARKS RECREATION AND OPEN SPACE:

a. Major Issues (As indicated in the 2000 Master Plan) include:

- i. Issue: Availability of Parks and Open Space issues include the location and distribution of public parks within the City.

Comment: Since the 2000 Master Plan the following upgrades and improvements have been completed:

1. Don Ahern Veterans Memorial Stadium: Included nearly \$4 million of upgrades to establish a state of the art sports facility;
2. Richard L Korpi Ice Rink: Included over \$2 million invested to reconstruct and restore again community ice rink. This included an interlocal agreement between the City of Bayonne and the Bayonne School District;
3. 16th Street Park: Included securing \$375,000 of grant funds to build the first city park for families with children who have special needs;
4. Improvements to the following parks are scheduled: Edward F. Clark Park; Francis G. Fitzpatrick Park; Dennis P. Collins Park; Skate Park.



Image 2.16: Map of Existing Parks Within the City

5. Several parks and open space areas have been established on the East side of Bayonne since 2000 such as: The James J. Donovan Park, The 9/11 Memorial Park, the Hudson River Walkway, and the Halecky/IMTT Park.
- ii. Issue: Existing parks and recreation facility issues include, the limited amount of open space and the overall condition of existing facilities given the urban character of Bayonne. **Image 2.16.**

Comment: The new City Administration has begun to renovate the parks within the City. Several volunteer groups ave also started to clean up certain parks around the City as well. The City is currently not renovating the recreational facilities.

- iii. Issue: City parks and recreational facility issues include major recreation issues in Bayonne are the limited amount of parks and open space as well as the lack of City-owned facilities;

Comment: The City at the time of the 2000 Master Plan had only 20 areas designated for open space and parks. Since then 11 parks/playgrounds/ additions



Image 2.17: Map of New Parks Within the City

to other parks which the city owns. These are: the Richard A Rutkowski Park, the Neil DeSena Park, the James J. Donovan Park, the Hudson Waterfront Walkway on the Peninsula at Bayonne Harbor/MOTBY, the 9/11 Memorial Park, the Halecky/IMTT Park, the Neighborhood Preserve, Cal Ripkin Field, the Charles Heiser Park and the 5th Street Walkway Park. **Image 2.17.**

With the redevelopment that has happened within the City of Bayonne in the last sixteen years many areas that did not have parks and were mostly built up, now finally have some green space. This is the result of the City is requiring developers to provide open space on or off site.

It is harder to create these amenities within the central part of the City, with so many people living so closely together in row housing. It is been challenging for developers to redevelop some of those houses and businesses to include some, if any, public green space. However the Ingerman Pocket Park along Broadway was recently approved.



Image 2.18: 9/11 Memorial Park

- iv. Issue: County parks and recreational facility issues include, coordination with the County to preserve and maintain facilities, enhancing links to the municipal park system and increasing access to Mercer Park.

Comment: Coordination with the County of Hudson to preserve and maintain facilities is still ongoing with the City. The City receives funding from County of Hudson and Green Acres to maintain the parks around the City. Mercer Park is located just on (the northern most part of Bayonne), the other side of the New Jersey Turnpike Extension and Route 440. The park is separated from the core part of Bayonne. There is still access to the park from Bayonne via the John F Kennedy Boulevard and Avenue C. There are two bus stops located at on John F Kennedy Boulevard right at the park. There is limited access to the park from the rest of Bayonne.

- v. Issue: Planned parks and recreation facility issues include, the City's goal to increase parkland by 25 acres.

Comment: After the attacks on the World Trade Center in New York on 2011, the Russian government gave the United States a ten story sculpture by Zurab Tsereteli as a memorial to the victims of the attacks. This memorial is located in the Harbor View Park, which is located at the northeastern tip of the MOTBY Site. The Harbor View Park itself is about two acres. The funding for the park came from Green Acres and Hudson County Open Space funds. Access is somewhat limited to the Harbor View Park. There is only one road to the park, Port Terminal Boulevard. **Image 2.18**

The negotiations with the Port Authority of New York and New Jersey over the Peninsula at Bayonne Harbor/MOTBY went well. The Port Authority purchased 131 acres of land in 2010 on the Peninsula at Bayonne Harbor/MOTBY for future use.

- vi. Issue: Outstanding issues for the Hudson Waterfront Walkway include negotiation 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.)

Comment: While the Hudson River Walkway might not be complete there are still parts of it located within Bayonne. On the southern side of the MOTBY site, along the Bayonne Golf Club edge to route 440, located at the 5th Street Walkway park, and the last section of walkway is located at the Dennis P. Collins Park. All of these sections are not connected due to the industrial zone in Bayonne. Most of the waterfront in the industrial zone is used for docking, it would be rather difficult to build the rest of the walkway with the existing port system in place.

The Bayonne Golf Club is a private course which has the biggest section of the Hudson River Walkway running along the edge of it. This has set the stage of what the rest of the walkway should be in Bayonne in terms of alignment & design.

- vii. Issue: After MOTBY, Texaco and the former City land-fill are redeveloped, the primary issue will be linking the Hudson River Waterfront walkway across industrial area such as Port Jersey and Constable Hook.

Comment: It would be rather difficult to construction a waterfront walkway with the marinas and docking for ships already on the waterfront;

- viii. 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;

Comment: Several of those areas that are designated as missing links are residential and they own right up to the water, other areas are owned by businesses, schools, or industrial plants. As for the areas owned by businesses and residents there are areas where there is a lot of room for a walkway and there are areas where there is little to no room for a walkway. Most of the waterfront access in the industrial area is used for docking, it would be rather difficult to build the rest of the walkway with the existing port system in place.

Providing connections to the core area of the City is still a major issue today.

b. Major Objectives (As indicated in the 2000 Master Plan) include:

- i. Objective: Preserve and maintain the existing system of parks, open space and recreation facilities.

Comment: This objective has not changed since the last master plan, however it is still an objective of the City today.

- ii. Objective: Provide additional parks and open space in underserved areas including the east side of the City.

Comment: There have been ten parks and open space areas constructed since the 2000 Master Plan they are: the Richard A Rutkowski Park, the Neil DeSena Park, the James J. Donovan Park, the Hudson Waterfront Walkway on MOTBY, the 9/11 Memorial Park, the Halecky/IMTT Park, the Neighborhood Preserve, Cal Ripkin Field, the Charles Heiser Park and the 5th Street Walkway Park,

The east side of the City there have been seven parks built since the 2000 Master Plan and they are: the James J. Donovan Park, the Hudson Waterfront Walkway on MOTBY, the 9/11 Memorial Park, the Halecky/IMTT Park, Cal Ripkin Field, the Charles Heiser Park and the 5th Street Walkway Park.

- iii. Objective: 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.

Comment: Plans have been implemented for new parks, open and recreation facilities such as the North 40, the 16th Street Boat Launch, the Waterfront Park at MOTBY and the linear passive park between Route 440 and Avenue F.

- iv. Objective: 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.

Comment: The completion of the Hudson River Waterfront Walkway is still an objective in the City today. However the planned segment at the MOTBY along the southern shore by the apartment complex has been completed, along with the section by the South Cove Commons Shopping Center and by the Bayonne Golf Club.

- v. Objective: 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.

Comment: There are several stretches of a Newark Bay / Hackensack River Walkway which run along the waterfront edge of the parks. However there are still spaces between them that have yet to be connected. The completion of the Newark Bay / Hackensack River Walkway is still an objective of the City today.

- vi. Objective: Address the need for an indoor recreational facility to accommodate municipal recreation programs, civic events and meetings.

Comment: This objective has not been completed or changed since the last master plan, however it is still an objective of the City today.

7. CONSERVATION:

The City of Bayonne has entered into an Environmental Performance Partnership Agreement with The Department of Environmental Protection. The purpose of this partnership 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.

a. Major Issues (As indicated in the 2000 Master Plan) include:

i. Issue: Combined Sewer Overflow Points (CSO Points).

Comment: The City of Bayonne still maintains the combined sewer system within the city. However, the number of CSO points has decreased from 33 to 30 since the 2000 Master Plan Report.

ii. Issue: Solids and Floatables.

Comment: In the 2000 Master Plan, it stated that the amount of floatables and solids that were being picked up was increasing. Certain programs like the New York-New Jersey Harbor & Estuary Program, partners up with other organizations to help keep the New York-New Jersey Harbor clean. There has been no data collected since the Environmental Performance Partnership Agreement with The Department of Environmental Protection.

iii. Issue: Action is needed to prevent future extinction of threatened / endangered wildlife in New Jersey:

Comment: The New York-New Jersey Harbor & Estuary Program was established in 1987 to protect the natural resources found in the New York-New Jersey Harbor. In 2011 the revised Action Plan which should take place between 2011 to 2015, was published. The goals that were stated in the Plan are:

- Clean up Pollution in the Estuary;
- Habitat and Ecological Health;
- Improve Public Accesses;
- Support an Economically and Ecologically Viable Estuary and Port;
- Public Education and Community Involvement;

iv. Issue: Hudson River Walkway

Comment: With the City's agreement with acquiring the use of the "North 40" or the Richard A. Rutkowski Park, around the park there is sections of the Hudson River Walkway.

v. Issue: Brownfield Redevelopment.

Comment: The City of Bayonne has cleaned up and adaptively reused several brownfield sites, since the 2000 Master Plan. Some of those sites include the

Bayonne Golf Club and Bayonne Crossing. Other properties can be found in the 2001 New Jersey Brownfields Redevelopment Update. One of the future approved reuse plans is the former Oil / Storage and Refinery site of Texaco. The New Jersey Department of Environmental Protection Site Remediation Program currently states that there are 129 brownfields in Bayonne.

- vi. Issue: The former Sampson Tank Cleaning Company property -NJD#058117490, located 101 East 21st Bayonne

Comment: The City has not made any changes with the property.

b. Major Objectives (As indicated in the 2000 Master Plan) include:

- i. Objective: Support the implementation of the City's Environmental Performance Partnership Agreement with the New Jersey Department of Environmental Protection.

Comment: This partnership no longer exists

- ii. Objective: Encourage the remediation of contaminated sites and brownfield redevelopment to enhance the local environment and return vacant sites to productive use.

Comment: The City of Bayonne has cleaned up and adaptively reused several brown-field sites, since the 2000 Master Plan. Some of those sites include the Bayonne Golf Club and Bayonne Crossing. Other properties can be found in the 2001 New Jersey Brown-fields Redevelopment Update. One of the future approved reuse plans is the former Oil / Storage and Refinery site of Texaco. The New Jersey Department of Environmental Protection Site Remediation Program currently states that there are 129 brown-fields in Bayonne.

8. UTILITY ISSUES:a. Major Issues (As indicated in the 2000 Master Plan) include:

- i. Issue: A significant portion of the City's infrastructure is aging because it was constructed in the late 19th and early 20th centuries.

Comment: The City has taken notice of the aging infrastructure, with the current administration in office, the focus of the City is repairing the infrastructure. The City should consider solutions to deal with 100 year storms like Super Storm Sandy which may include barriers for low lying areas to prevent future flooding events.

- ii. Issue: Areas of concern include storm water management in low-lying sections of the City, pollution resulting from the combined sewer system and the need to rehabilitate the water distribution network.

Comment: The City has plans for a new aquifer.

- iii. Issue: Combined sewer overflow (CSO) from combined stormwater and sanitary sewer lines.

Comment: The City of Bayonne still maintains the combined sewer system within the city. However, the number of CSO points has decreased from 33 to 30 since the 2000 Master Plan Report. Having the Combined sewer overflow (CSO) points and the Combined Sewer System are still imposing issues the City faces today. The City should consider adding cisterns and drywells to assist in the reduction of overflow events.

b. Major Objectives (As indicated in the 2000 Master Plan) include:

- i. Objective: Maintain and upgrade the City's existing utility infrastructure including public water, wastewater treatment, sanitary sewers and storm water management.

Comment: The City has maintained the Combined Sewer System. The city still needs to upgrade its existing utility infrastructure.

- ii. Objective: Plan and implement new utility infrastructure to replace aging and obsolete systems that serve redevelopment areas.

Comment: This objective has not been completed or changed since the last master plan, however it is still an objective of the City today.

- iii. Objective: Address the environmental and storm water management issues associated with combined sewer systems. Improve existing combined sewer outfalls and separate storm water and sanitary sewer systems where new infrastructure is installed.

Comment: This objective is on-going.

- iv. Objective: Protect the integrity of the City's public water supply including storage,

treatment and distribution systems.

Comment: This objective has not been completed or changed since the last master plan, however it is still an objective of the City today.

- v. Objective: Encourage the development of high technology infrastructure including fiber optic data transmission lines, digital switching stations, telecommunication facilities and high-speed Internet access

Comment: This objective has not been completed or changed since the last master plan, however it is still an objective of the City today.

9. SUSTAINABLE DESIGN PRINCIPLES:

Sustainable Design promotes an integrated approach to development and redevelopment that considers natural resource protection and energy consumption through a holistic design approach. Sustainable design principles seek to:

- a. Protect landscape and water resources;
- b. Minimize non-renewable energy consumption;
- c. Balance long-term economic, social and environmental needs;
- d. Provide cost-effective development solutions; and
- e. Enhance quality of life.

To promote sustainable development, Bayonne should seek to apply Smart Growth and Low Impact Development (LID) planning techniques to projects, concentrating higher density (compact) residential and commercial land uses in a manner that is designed to be pedestrian friendly, economically vibrant, easily accessible, visually appealing, and historically relevant. This approach would minimize environmental impacts, encourage economic development, and provide fiscal benefits over the long-term.

Project Selection and Design:

The following guidelines should be considered during the planning and design process.

- a. Use infill or redevelopment to leverage a net environmental, social, and economic improvement for underutilized or previously disturbed sites;
- b. Develop in close proximity to existing infrastructure with adequate capacity to accommodate new projects;
- c. Apply compact design principles that provide mixed use, diverse housing opportunities, and foster economic development in urban settings;
- d. Minimize, impacts to water resources and plant and wildlife habitat;
- e. Consider conservation strategies, and renewable energy opportunities;
- f. Employ cost-effective, appropriate technologies available for wastewater treatment, storm water management, site construction, and water conservation;
- g. Establish and manage an erosion and sedimentation control plan during construction;
- h. Apply architectural and landscape design standards that are compatible with existing neighborhoods, accepted aesthetic standards, and historical precedents;

- i. Provide opportunities for multi-modal transportation opportunities including those for pedestrians and bicyclists; and
- j. Design projects within the carrying capacity of natural systems.

10. HISTORIC PRESERVATION:

a. Major Issues and Objectives (As indicated in the 2000 Master Plan) include:

- i. Objective: 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.
Comment: This objective is on-going.
- ii. Objective: Complete an historic resources survey and identify structures, sites and districts for historic designation or that should be considered for designation.
Comment: In 2000 the City had executed a Historical Site Survey, which identified the historical sites. The Historic Preservation Commission has also proposed certain areas to become historical districts.
- iii. Objective: 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.
Comment: There are preservation guidelines available from the U.S. Department of Interior.
- iv. Objective: 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.
Comment: The ordinance has been adopted and is being used.
- v. Objective: 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.
Comment: Standards have been completed and are in existence.
- vi. Objective: Develop design guidelines for use by property owners and the Bayonne Historic Preservation Commission in reviewing application for development affecting

historic properties, structures and districts.

Comment: The City or the Historical Society or the Historical Preservation Commission has indicated there remains a need to develop design guidelines.

11. RECYCLING:

a. Major Issues and Objectives (As indicated in the 2000 Master Plan) include:

- i. Objective: Promote recycling to reduce the solid waste stream and increase the reuse of natural resources.

Comment: The City has implemented a new recycling system as well as a new recycling application for smart phone and other devices. The My Waster Application or App is available in both the Google Play Store and the Apple Store. This application will keep track of collections days based on your address. Gives you specific instructions on what goes where for disposal options.

The City has also contracted with a company based in Fairfield, Suburban Disposal Inc. The City has started the three year contract in November of 2015.

- ii. Objective: Encourage existing commercial and industrial uses to recycle and support the development of "green" industries that incorporate recycling into the production process.

Comment: This objective is on-going.

SECTION 3

“The extent to which there have been significant changes in the assumptions, policies and objectives forming the basis for the Master Plan or development regulations as last revised”

3. THE EXTENT TO WHICH THERE HAVE BEEN SIGNIFICANT CHANGES IN THE ASSUMPTIONS, POLICIES AND OBJECTIVES FORMING THE BASIS FOR THE MASTER PLAN OR DEVELOPMENT REGULATIONS AS LAST REVISED:

As a part of the Reexamination process, the MLUL requires an assessment of the changes that have taken place in the community since the adoption of the last Master or Reexamination Plan. There are a number of substantive changes at the state and local level since the adoption of the 2000 Master Plan. In addition, the City has experienced demographic changes that need to be considered.

Demographic Changes that have occurred since the 2000 Master Plan include:

1. Rate of Population Growth: Bayonne

Year	Pop.	Pop. Change	% Change
1900	32,722	---	---
1910	55,545	22,823	41.1%
1920	76,754	21,209	27.6%
1930	88,979	12,225	13.7%
1940	79,198	-9,781	-12.4%
1950	77,203	-1,995	-2.6%
1960	74,215	-2,988	-4.0%
1970	72,743	-1,472	-2.0%
1980	65,047	-7,696	-11.8%
1990	61,444	-3,603	-5.9%
2000	61,842	398	0.6%
2010	63,024	1,182	1.9%

Population Growth:

The City of Bayonne in the beginning had seen a consistent population growth from 1900 to 1930. After the 1930's there was a steady downturn of population growth until the 2000's. Since then the population has increased by 1,182 individuals or 1.9%.

2. Age Characteristics: Bayonne

Age	1990	2000	2010	% Change
Under 5	3,432	3,603	3,846	6.7%
5 to 14	6,740	7,732	7,603	-1.7%
15 to 24	7,534	7,394	8,292	12.1%
25 to 34	10,751	9,037	8,940	-1.1%
35 to 44	8,385	9,944	8,786	-11.6%
45 to 54	6,110	8,514	9,499	11.6%
55 to 64	6,523	5,381	7,733	43.7%
65 to 74	7,096	4,918	4,172	-15.2%
75 to 84	3,574	4,178	2,856	-31.6%
Over 85	831	1,141	1,297	13.7%

Age Characteristics:

The City of Bayonne has seen a significant in the Age Characteristics of its residents. The City has seen a significant decline in population for the majority of age classifications at the 78-84 years old range. However there was significant increase in those at the 55-64 years old range.

3. Average Household Size 1970 - 2010:

<u>Year</u>	<u>Households</u>	<u>Size</u>
1970		
1980		
1990	25,319	
2000	25,545	2.42
2010	25,237	2.49

Average Household Size:

The average household size for the City of Bayonne is:

4. Occupancy Status by Tenure (2000 - 2010):

<u>Characteristics</u>	<u>2000</u>		<u>2010</u>	
	<u>Units</u>	<u>Percent</u>	<u>Units</u>	<u>Percent</u>
Owner Occupied	10,230	38.1%	9,791	35.2%
Renter Occupied	15,315	57.1%	15,446	55.6%
Vacant Units	1,281	4.8%	2,562	9.2%
Total	26,826	100%	27,799	100%

Occupancy Status:

Since 2000 the most significant change has been the number of Vacant Units. This likely coincides with the high property taxes in Bayonne, and the increase in number of apartment buildings.

5. Households by Type:

<u>Units in Structure</u>	<u>2000</u>		<u>2010</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
SF Detached	3,354	13.1%	4,177	15.1%
SF Attached	1,207	4.7%	1,533	5.5%
2	9,708	38.0%	9,842	35.5%
3 or 4	3,960	15.5%	4,165	15.0%
5 to 9	2,153	8.4%	2,491	9.0%
10 to 19	2,033	8.0%	2,405	8.7%
20 or more	3,031	11.8%	2,953	10.7%
Mobile Home	109	0.4%	127	0.5%
Boat, RV, Van Etc	-	0.0%	0	0.0%
Total	25,545	100%	27,693	100%

Households by Type:

Since 2000 the most significant change in the Households by Type has been in the number of single family detached units. By 2000, the City of Bayonne had 3,354 Single Family Detached Units. By 2010 that number had increased to 4,177 Single Family Detached Units.

6. Employed Residents Sixteen and Over, By Occupation (2010):

<u>Industry</u>	<u>2000</u>	<u>2010</u>	<u>% Change</u>
Management, Pro, and Related Occupations	8,811	9,978	11.70%
Service Occupations	3,896	4,944	21.20%
Sales and Office Occupations	8,835	8,724	-1.27%

Natural Resources, Construction, and Maintenance Occupations	2,162	3,118	30.66%
Production, Transportation, and Material Moving Occupations	3,861	3,433	-12.47%
Total	27,565	30,197	8.72%

Employed Residents Age 16 and Over By Occupation:

Since 2000, there has been a significant change in the occupations of employed residents. Natural Resources, Construction and Maintenance Occupations have increased by 30%. Service Occupations has increased by 21%. Managements, Professional, and Related Occupations increased by 11%. There has been a decrease of 12% with Material Moving Occupations. Lastly there has been a slight decrease of 1% in Sales and Office Occupations within the City of Bayonne.

7. Employed Residents Sixteen and Over, By Industry (2010):

<u>Industry</u>	<u>2000</u>	<u>2010</u>	<u>% Change</u>
Agriculture, Forestry, Fishing, Hunting, Mining	37	28	-32.1%
Construction	1,193	2,172	45.1%
Manufacturing	2,802	1,637	-71.2%
Wholesale Trade	1,221	1,407	13.2%
Retail Trade	2,468	2,914	15.3%
Transportation and Warehousing, and Utilities	3,362	2,998	-12.1%
Information	899	865	-2.8%
Finance, Insurance, Real Estate, and Rental and Leasing	2,925	3,049	4.1%
Professional, Scientific, Management, Administrative, and Waste Management Services	2,910	2,906	-0.1%
Educational, Health and Social Services	6,187	6,718	7.9%
Arts, Entertainment, Recreation, Accommodation and Food Services	1,755	1,913	8.3%
Other Services (Except Public Administration)	1,049	1,547	32.2%
Public Administration	1,477	2,043	27.7%
Total	27,565	30,197	8.7%

Employed Residents Age 16 and Over By Industry:

Since 2000 there have been significant changes to the relative industries for the employed residents with the largest increases in: Construction (45.1%), Other Services (Except Public Administration) (32.2%), and Public Administration (27.7%). The largest decreases have been in: Manufacturing (-71.2%), Agriculture, Forestry, Fishing and Hunting, and Mining (-32.1%), and Transportation and Warehousing, and Utilities (-12.1%).

CHANGES IN POLICIES SINCE THE 2000 MASTER PLAN

1. Hudson County Master Plan:

In 2002, Hudson County made a County Master Plan in which focuses on the Land Use, Circulation, Economic, Housing, Community Facilities, Social Services, Utilities, Conservation and Historic Preservation of the County. The plan discusses parts of Hudson County such as the City of Bayonne, in terms of municipal trends, municipal employment projections, etc. During the discussion of the municipal trends of the City of Bayonne, the plan explains the past employment trends for the city, which industries were declining and what the numbers were. In the Municipal Employment Projection section, which predicts that in 2010 the City of Bayonne will have 26,728 people employed, instead 30,197 people are employed increasing the estimate by 11.49%.

2. Hudson County Re-Examination of the Master Plan:

In 2008, Hudson County did a reexamination of the 2002 Master Plan. In which it reexamined each of the plan elements. Within the Re-examination of the Master Plan it evaluated the Bayonne Master Plan, in its Comparison with Other Plans section. It states that, "The Bayonne Master Plan effectively addresses the above goals and the County's larger recommendations. The City's Master Plan focuses on economic revitalization fueled by the redevelopment of the Military Ocean Terminal (MOTBY), Texaco site, Broadway CBD, Lefante Highway/Route 169 corridor and Avenue Transit District. The City's employment increases also stem from widespread redevelopment. The development of new mixed-use neighborhood and transit villages along the HBLR with the Coordination of existing land uses with transportation infrastructure is also a focus. Recreational amenities such as the Hudson River Waterfront Walkway are also envisioned. Accordingly, the City's Master Plan is generally consistent with and meets the goals of the Hudson County Master Plan."

Currently the Hudson County Re-Examination of the Master is out for review. The above was written paragraph was based on the previous version.

3. Municipal Land Use Law (MLUL):

The purposes of the Municipal Land Use Law are based on protecting the public health, safety, morals, and general welfare of the people. The law was established in 1975 and has since seen many amendments. After the adoption of 2000 Master Plan there has been several changes and amendments to the MLUL that are pertinent to the City of Bayonne:

4. Educational Facilities Plan Element (2000):

The Educational Facilities Plan Element incorporates the purposes and goals of the "long-range facilities plan" (LRFP) required to be submitted to the Commissioner of Education by a school district.

5. **State Transfer of Development Rights Act (2004):**

In 2004, the State Transfer of Development Rights (TDR) Act was created. The purpose of this act is to allow municipalities in New Jersey to transfer their development rights in order to accommodate vital growth while maintaining the environmental integrity, preserving the natural resources, and strengthening the agricultural industry and cultural heritage of the Garden State.

"A transfer of development rights is an incentive based initiative that allows property owners to sell the development rights from their property to a developer or other party who can then use these rights to increase the density of their development at another property. This was developed to protect the areas where preservation is most important to areas where growth and density can be better accommodated and maximized.

However, before any ordinance can be adopted or amended regarding the Transfer of Development rights the municipality must complete the following requirements:

- Adopt a transfer of development rights plan element to the master plan;
- Adopt a capital improvement plan;
- Adopt a utility service plan element to the master plan;
- Prepare a real estate market analysis;
- Receive approval for the endorsement of its master plan by the State Planning Commission;"

6. **Green Buildings and Environmental Sustainability Plan Element (2008):**

The Green Buildings and Environmental Sustainability Plan Element which shall provide for, encourage, and promote the efficient use of natural resources and the installation and usage of renewable energy systems; consider the impact of buildings on the local, regional and global environment; allow ecosystems to function naturally, conserve and reuse water; treat storm water on-site and optimize climatic conditions through site orientation and design.

7. **Wind and Solar Facilities (2009):**

In 2009, the State passed a new law pertaining to the Municipal Land Use Law (MLUL) which states that a renewable energy facility on a parcel of land comprising of 20 or more contiguous acres that are owned by the same person or entity shall be permitted use within every industrial district of a municipality. A renewable energy facility refers to a facility that engages in the production of electric energy from solar technologies, photo-voltaic technologies, or wind energy.

8. **Revised State Development and Redevelopment Plan:**

In 2001, the State of New Jersey adopted the revised State Development and Redevelopment Plan, from the last plan of 1992. In November of 2011 the Draft Final State

Strategic Plan: New Jersey's State Development and Redevelopment Plan was approved. The plan was revised from the 2001 State Development and Redevelopment Plan. The plan states, "This State Strategic Plan is New Jersey's Revised and readopted State Development and Redevelopment Plan, design to meet the statutory charge of representing 'a balance of the development and conservation objectives best suited to meet the needs of the state.' The goals for stated in this plan are:

Goal 1: Targeted Economic Growth: Enhance opportunities for attraction and growth of industries of statewide and regional importance;

Goal 2: Effective planning for Vibrant Regions: guide and inform regional planning so that each region of the State can experience appropriate growth according to the desires and assets of that region;

Goal 3: Preservation and Enhancement of Critical State Resources: Ensure that strategies for growth include preservation of our State's critical natural, agricultural, scenic, recreation, and historic resources, recognizing the role they play in sustaining and improving the quality of life for New Jersey residents and attracting economic growth;

Goal 4: Tactical Alignment of Government: Enable effective resource allocation, coordination, cooperation and communication among those who play a role in meeting the mission of this Plan";

According to N.J.S.A 52:18A-200(a-f): The State Development and Redevelopment Plan shall be designed to represent a balance of development and conservation objectives best suited to meet the needs of the State. The plan shall:

- a. Protect the natural resources and qualities of the State, including, but not limited to, agricultural development areas, fresh and saltwater wetlands, flood plains, stream corridors, aquifer recharge areas, steep slopes, areas of unique flora and fauna, and areas with scenic, historic, cultural and recreational values;
- b. Promote development and redevelopment in a manner consistent with sound planning and where infrastructure can be provided at private expense or with reasonable expenditures of public funds. This should not be construed to give preferential treatment to new construction;
- c. Consider input from State, regional, county and municipal entities concerning their land use, environmental, capital and economic development plans, including to the extent practicable any State and regional plans concerning natural resources or infrastructure elements;
- d. Identify areas for growth, limited growth, agriculture, open space conservation and other appropriate designations that the commission may deem necessary;

- e. Incorporate a reference guide of technical planning standards and guidelines used in the preparation of the plan;
- f. Coordinate planning activities and establish Statewide planning objectives in the following areas: land use, housing, economic development, transportation, natural resource conservation, agriculture and farmland retention, recreation, urban and suburban redevelopment, historic preservation, public facilities and services, and intergovernmental coordination.

9. Council on Affordable Housing (Provided by the Bayonne Housing and Fair Share Element):

Subsequent to the 2000 Master Plan Re-Examination Report, the following legislative amendments and decisions have occurred related to affordable housing in New Jersey:

Third Round Method

On December 20, 2004, COAH's first version of the third round rules became effective some five years after the end of round two in 1999 (N.J.A.C. 5:94-1 and 5:95-1). At that time the third round was defined as the time period from 1999 to 2014 but condensed into an affordable housing delivery period from January 1, 2004 through January 1, 2014. In other words, 15 years of obligatory affordable housing activity was to take place in 10 years. The third round rules marked a significant departure from the methods utilized in COAH's prior rounds. Previously, COAH assigned an affordable housing obligation that included the new construction number for each municipality. These third round rules implemented a "growth share" approach that linked the production of affordable housing to future residential and non-residential development within a municipality. Each municipality was required to project the amount of residential and non-residential growth that would occur during the period 2004 through 2014. Then municipalities were required to provide one affordable unit for every 8 market rate housing units developed and one affordable unit for every 25 jobs created. Jobs were not counted directly but rather by using non-residential building square footage as a substitute for employment. The City prepared a housing plan based on these rules as will be discussed below.

This set of rules changed, however, when the New Jersey Appellate Court invalidated key elements of this version of the third round rules on January 25, 2007. The Court ordered COAH to propose and adopt amendments to its rules within six months to address the deficiencies identified by the Court. COAH missed this deadline but did issue revised rules effective on June 2, 2008 (as well as a further rule revision effective on October 20, 2008). It met the Court's directive to provide residential development and job projections for the third round. The third round was expanded from 2014 to 2018. COAH retained the growth share approach but revised its ratios to require one affordable housing unit for every four market rate housing units developed and one affordable housing unit for every 16 jobs created.

Just as various parties challenged COAH's initial third round regulations, parties challenged COAH's 2008 revised third round rules. The Appellate Court issued a decision on October 8, 2010 deciding those challenges.

Fair Housing Act Amendments and the NJ Economic Stimulus Act

On July 17, 2008, Governor Corzine signed P.L. 2008, c.46 , which amended the Fair Housing Act in a number of ways. Key provisions of the legislation included the following:

- Establishing a statewide 2.5% nonresidential development fee instead of requiring nonresidential developers to provide affordable housing.
- Eliminating regional contribution agreements as a means available to municipalities to transfer up to 50% of their required affordable housing to a "receiving" municipality.
- Adding a requirement that 13% of all affordable housing units be restricted to very low income households (30% or less of median income).
- Adding a requirement that municipalities had to commit to spend development fees within four years of the date of collection after its enactment (that date being July 17, 2012).

On July 27, 2009 Governor Corzine signed the "NJ Economic Stimulus Act of 2009", which instituted a moratorium on the collection of non-residential affordable housing development fees through July 2010. This moratorium was later extended until July 1, 2013 (P.L. 2011, c. 122). Since the moratorium has now expired, municipalities are obligated to collect the fee of 2.5% of the equalized assessed value of a non-residential development. Municipalities were always permitted to continue the collection of residential development impact fees.

Appellate Court's 2010 Decision

On October 8, 2010 the Appellate Division issued a decision on the legal challenges to the second iteration of COAH regulations. The Appellate Division affirmed the COAH regulations that assigned rehabilitation and prior round numbers to each municipality, but invalidated the regulations by which the agency allocated affordable housing obligations in the Third Round. Specifically, the Appellate Division ruled that COAH could not allocate obligations through a "growth share" formula. The Court directed COAH to use similar methods to those previously used in the first and second rounds. Other highlights of the Appellate Court's decision include:

- To be credited, municipally-sponsored or 100% affordable housing sites must show site control, site suitability, and a proposed source of funding to be granted credit.
- COAH's rules did not provide sufficient incentive for the private construction of inclusionary developments (market-rate and affordable units). Clearly defined

percentages supported by economic data must be provided. The Court noted that a 20% affordable housing set-aside was typical.

- The Court invalidated prior round rental bonuses for developments that were not built within a reasonable time-frame.
- Bonuses for smart growth and redevelopment activities were upheld; however, the Court invalidated third round compliance bonuses.
- The Court upheld its prior ruling on COAH's formula that did not reallocate present need (existing substandard housing) from urban aid eligible municipalities to other municipalities in the region. The Court also questioned whether urban municipalities should be assigned an allocation for future growth.

Judicial Activity from 2011 to 2014

COAH sought a stay from the NJ Supreme Court of the March 8, 2011 deadline the Appellate Division had imposed in its October 2010 decision for the agency to issue new third round housing numbers. The Supreme Court granted COAH's application for a stay on January 18, 2011 and on March 31, 2011, the Court granted petitions and cross-petitions to all of the various challenges to the Appellate Division's 2010 decision. However, the Supreme Court did not hear oral argument on the various petitions and cross petitions until November 14, 2012.

The NJ Supreme Court decided on the appeal by the executive branch of the Appellate Court's decision of March 8, 2012 that disallowed the dissolution of COAH under Governor Christie's Reorganization Plan No. 001-2011. The Supreme Court upheld the lower court's ruling, finding that the governor did not have the power to unilaterally reorganize COAH out of existence. The judges found that such an action requires the passage of new legislation.

On September 26, 2013 the NJ Supreme Court upheld the Appellate Court decision in *In re Adoption of N.J.A.C. 5:96 and 5:97 by New Jersey Council On Affordable Housing*, 215 N.J. 578 (2013), and ordered COAH to prepare the necessary rules. Subsequent delays in COAH's rule preparation and ensuing litigation led to the NJ Supreme Court, on March 14, 2014, setting forth a schedule for adoption. COAH approved draft third round rules on April 30, 2014. Although ordered by the NJ Supreme Court to adopt revised new rules on or before October 22, 2014, the Council on Affordable Housing ("COAH") deadlocked 3-3 at its October 20th meeting and failed to adopt the draft rules. An initial motion to table the rule adoption for 60 days to consider amendments also deadlocked at 3-3 and thus also failed.

March 2015 NJ Supreme Court Decision

The failure of COAH to adopt new regulations in November 2014 as ordered by the NJ Supreme Court led one of the litigants to file a Motion in Aid of Litigants' Rights to compel

the government to produce constitutional affordable housing regulations. The NJ Supreme Court heard oral arguments on the motion on January 6, 2015. Much of the justices' questioning revolved around what means and methods could be employed to ensure that affordable housing was produced since the attorney general's office could offer no assurances as to when, if ever, the COAH board would meet to consider new rules. Two months later, on March 10, 2015, the Supreme Court issued its ruling, entitled, *In re Adoption of N.J.A.C. 5:96 & 5:97 by N.J. Council on Affordable Housing*. The decision provides a new direction for the means by which New Jersey municipalities are to comply with the constitutional requirement to provide their fair share of affordable housing. The Court transferred responsibility to review and approve housing elements and fair share plans (e.g., housing plans) from COAH to designated Mt. Laurel trial judges. The implication of this is that municipalities may no longer wait for COAH to adopt third round rules before preparing new third round housing plans and municipalities must now apply to Court, instead of COAH, if they wish to be protected from exclusionary zoning lawsuits. These trial judges, often with the assistance of an appointed Special Master to the Court, will review municipal plans much in the same manner as COAH previously did. Those towns whose plans are approved by the Court will receive a Judgment of Repose, the court-equivalent of COAH's substantive certification.

The decision established a 90-day transitional period and then a 30-day filing period when municipalities may petition Superior Court in a Declaratory Judgment action seeking confirmation that their means of addressing affordable housing meets constitutional muster. Municipalities were also permitted to file motions for temporary immunity from builder's remedy lawsuits. The filing period ended on July 8, 2015.

The NJ Supreme Court indicated in its ruling that housing plans are to be drawn up using similar rules as to those in place during the second round as well as third round housing compliance mechanisms that the justices found constitutional, such as smart growth and redevelopment bonuses.

The City filed a Declaratory Judgment and Motion for Temporary Immunity in accordance with the Supreme Court's directions on July 8, 2015. On August 4, 2015, Judge Mary K. Costello granted the motion for temporary immunity until December 15, 2015. Subsequently on October 9, 2015, the judge issued an order requiring the submittal of this document by January 8, 2016 and also extended the City's immunity until that time. The City adopted its Third Round Housing Element and Fair Share Plan on December 15, 2015 and was granted a Judgment of Compliance and Repose on September 22, 2016 which confers upon the City and all of its subsidiary boards all of the protection specified by the New Jersey Supreme Court in *So. Burlington County N.A.A.C.P. v. Tp. Of Mount Laurel* until July 9, 2025.

The affordable housing within the City of Bayonne has been improving due to the City's

efforts including the Filing of Declaratory Judgment, the Grant of Temporary Immunity, the Grant of Repose and the Adoption of the 2015 Housing Element and Fair Share Plan.

10. New Jersey DEP - Storm water Management Rules Phase II New Jersey Pollutant Discharge Elimination System Storm water Regulation Program Rules:

In 2004 the NJDEP adopted the Storm water Management Rules Phase II Pollutant Discharge Elimination System Storm water Regulation Program Rules. In this document there are two sets of rules, the first set of rules are the Phase II New Jersey Pollutant Discharge Elimination System Storm water Regulation Program Rules (N.J.A.C. 7:17A), the second set of rules are the Storm water Management rules (N.J.A.C. 7:8).

In the Phase II New Jersey Pollutant Discharge Elimination System Storm water Regulation Program Rules, the main focus is to address and reduce pollutants associated within the existing storm water runoff. In the Storm water Management Rules the main focus is the establishment of the storm water management design and performance standards for new or proposed development. Together, these two sets of rules establish a comprehensive framework for addressing water quality impacts associated with existing and future storm water discharges.

11. Highlands Water Protection and Planning Act of 2004:

In June of 2004 the New Jersey Legislature passed the Highlands Water Protection and Planning Act. This act defined the Highland area of New Jersey, which is approximately 800,000 acres of land, and divided it into two sections. One section is a preservation area, where development is strictly regulated. The other section a planning section where development is monitored. This act is important to the City of Bayonne since the City receives a fair amount of drinking water from Highlands Region from United Water now SUEZ.

12. New Jersey State Energy Master Plan:

In 2008 an update to the 1995 Energy Master Plan was published stating that this plan is a general guideline towards a responsible energy future. This future will be met with adequate, reliable energy supplies that are environmentally healthy and priced competitively. This general guideline focused on long term actions and immediate investment actions for the short term, creating jobs, growing clean energy businesses, and established the clean energy industry.

In 2011, a draft update to the 2008 Energy Master Plan was published.

“The draft EMP Update documents New Jersey's significant progress towards the EMP's five overarching goals:

- Driving down the cost of energy for all customers;
- Promoting a diverse portfolio of new, clean in-state generation;

- Rewarding energy efficiency, energy conservation and reduce peak demand;
- Capitalizing on emerging technologies for transportation and power production; and
- Maintaining support for the renewable energy portfolio standard of 22.5% of energy from renewable sources by 2021;"

13. Biggert-Waters Flood Insurance Reform Act of 2012:

The Biggert-Waters Flood Insurance Reform Act was signed into law on July 6th, 2012. The purpose of this act was to change the National Flood Insurance Program to make it more sustainable. The changes include the elimination of long standing subsidies previously available to certain pre-FIRM policyholders.

14. Homeowners Flood Insurance Affordability Act of 2014

"This law repeals and modifies certain provisions of the Biggert-Waters Flood Insurance Reform Act, which was enacted in 2012, and make additional programs changes to other aspects of the program not covered by that Act. Many provisions of the Biggert-Waters Flood Insurance Reform Act remain and are still implemented."

The new law:

- Lowers the rate increases on some policies;
- Prevents some future rate increases;
- Implements a surcharge on all policy holders;
- Repeals certain rate increases that have already gone into effect and provides refunds for those policy holders;
- Mandates refunds on the excess premiums that those policyholders were charged pursuant to the requirements of the Biggert-Waters Act, for only policy holders for whom the rate increases under the Biggert-Waters Act were revoked by the new law;
- Gradual rate increase to properties now receiving artificially low (or subsidized) rates instead of immediate increases to full-risk rates required in certain cases under the Biggert-Waters Act;
- Repeals a provision of the Biggert-Waters Act that required FEMA, upon the effective date of a new or updated Flood Insurance Rate Map, to phase in premium increases over five years by 20 percent a year to reflect the current risk of flood to a property, effectively eliminating FEMA's ability to grandfather properties in lower risk classes;
- Sets first year premiums at the same rate offered to properties located outside the Special Flood Hazard Area, to newly mapped in properties;
- Requires FEMA to designate a Flood Insurance Advocate to advocate for the fair

- treatment of NFIP policyholders;
- Permits FEMA to account for property specific flood mitigation that is not part of the insured structure in determining a full-risk rate;
 - Requires that residential basement floodproofing be considered when developing full-risk rates after a map changes increase the Base Flood Elevation in an area where residential basement floodproofing is permitted;
 - Mandates that FEMA develop an installment plan for non-escrowed flood insurance premiums, which will require changes to regulations and the Standard Flood Insurance Policy contract;
 - Increases maximum deductibles;
 - Encourages FEMA to minimize the number of policies where premiums exceed 1-percent of the coverage amount, and required FEMA to report such premiums to congress;

SOURCES:

1. *US Census Bureau*
2. *Hudson County Master Plan 2002*
3. *Hudson County Re-Examination of the Master Plan 2008*
4. *Municipal Land Use Law*
 - *Educational Facilities Plan Element 2000*
 - *State Transfer of Development Rights Act 2004*
 - *Green Buildings and Environmental Sustainability Plan Element 2008*
 - *Wind and Solar Facilities 2009*
 - *Revised State Development and Redevelopment Plan 2001 and 2011*
5. *Bayonne Housing and Fair Share Element*
6. *New Jersey DEP - Storm water Management Rule Phase II New Jersey Pollutant Discharge Elimination System Storm Water Regulation Program Rules 2004*
7. *Highlands Water Protection and Planning Act of 2004*
8. *New Jersey Energy Master Plan 2008 and 2011*
9. *Biggert - Waters Food Insurance Reform Act of 2012*
10. *Homeowners Flood Insurance Affordability Act of 2014*

SECTION 4

“The specific changes recommended for the Master Plan or development regulations, if any, including underlying objectives, policies and standards, or whether new development regulations or plan elements should be prepared”

4. THE SPECIFIC CHANGES RECOMMENDED FOR THE MASTER PLAN OR DEVELOPMENT REGULATIONS, IF ANY, INCLUDING UNDERLYING OBJECTIVES, POLICIES AND STANDARDS, OR WHETHER NEW DEVELOPMENT REGULATIONS OR PLAN ELEMENTS SHOULD BE PREPARED:

This Reexamination Plan identifies several issues that should be considered by the City of Bayonne which include recommendations for the following plan elements:

1. LAND USE RECOMMENDATIONS:

- a. Encourage appropriate mixed use redevelopment along Broadway on a neighborhood scale adjacent to the 8th, 22nd, 34th, and 45th Street train stations.
 - i. Recommendation to consider of properties located within one quarter mile radius of each NJ Transit Station along Broadway as potential areas in need of redevelopment to encourage revitalization of pedestrian friendly, mixed-use residential developments. **Image 4.00 - 4.04.**
 - Recommendation to develop Station Area Plans through the designation of properties that front Broadway;
 - Recommendation to consider new zoning that increases development rights, promotes shared and public parking, streamlines the submittal and review process and protects existing residential neighborhoods;
 - Recommendation to consider long term financing (PILOT's) assumed when appropriate in order to promote revitalization in designated redevelopment areas;
 - Recommendation to require public improvements such as parks, plazas and open spaces for all new development projects within the Redevelopment Area;
 - Redevelopment Areas (Station Area Plans) should function as a transit village with a mixture of uses, including residential development and an emphasis on mass transit and pedestrian circulation;
 - Recommendation to require retail and commercial uses only on the first floor along Broadway for any area (Conditional uses should not be permitted on the ground floor facing Broadway);
 - Recommendation to develop individual Station Area Plans for properties fronting Broadway adjacent to each NJ Transit Station.
 - Recommendation to protect existing residences by requiring building step downs for any project located adjacent to existing residential buildings;
 - Recommendation for permitted uses to be administratively approved;
 - ii. Recommendation to develop Station Area Plans for a one quarter mile radius surrounding each of the NJ Transit Stations.
 - Station Area Plans should convey a vision for the area with architectural and neighborhood design standards for building design, streetscape, parking and

- open space.
- Recommend street level retail uses at within Redevelopment Areas.
 - Recommend commercial and office uses at street level between Redevelopment Areas.
- iii. Recommendation to create a two tiered zoning classification that permits a density and height bonus based on the size and location of a redevelopment project within the identified Redevelopment Area, (Station Area Plans) to encourage revitalization on a neighborhood scale along the Broadway Corridor. **Image 4.00 - 4.04.**
- Recommendation to create two as of right zoning classifications comprised of Catalyst and Non Catalyst development criteria based on a minimum size and location of proposed redevelopment projects;
 - Recommendation to permit higher density and height provisions for Catalyst verse Non Catalyst development projects;
 - Recommendation to require building step downs as new development abuts existing development;
 - Recommendation to consider parking strategies that create public parking structures to support multiple residential projects within each Redevelopment Area (Station Area Plan);
 - Recommendation to lower the parking requirements for redevelopment areas to a maximum of 1.25 space per unit.
 - Recommendation to consider reducing overall parking ratio's below RSIS requirements for the entire City;
- iv. Recommendation for Catalyst Development Criteria:
- Recommendation to use the Redevelopment Designation as the mechanism to create zoning in these areas that would allow between eight to ten stories for projects located on Broadway and that are within the redevelopment node (Station Area Plan) at 8th, 22nd, 34th, and 45th Streets;
 - Recommendation to require a step back to any building over six stories along Broadway to help alleviate intensity and give access to light and air.
 - Recommendation to require a Catalyst Development Project to have a minimum of 150 linear feet on Broadway with a maximum depth of 250 feet;
 - Recommendation to require a minimum development size of 100,000 sf not including parking structures;
 - Recommendation to require a



Image 4.00: Station Planning Area Map

public park / open space or plaza at a minimum of 100 sf for every residential unit and 25 sf for every 1,000 sf of commercial or retail; Require the public park, open space or plaza to be located either on site or within the Redevelopment Area (Station Area Plan);

v. Recommendation for Non-Catalyst Development Criteria:

- Recommendation to allow between four and six stories for Non-Catalyst Projects located in the Redevelopment Area (Station Area Plan) along Broadway at 8th, 22nd, 34th, and 45th Streets;
- Recommendation to require any Non-Catalyst project to have a minimum 100 linear feet on Broadway with a maximum depth of 200 feet.



Image 4.01: Station Planning Area Recommended Development Design

- Recommendation to require a financial contribution of \$500 per unit per 1,000 sf toward the construction and/or maintenance of a public park, plaza and open space located within the Redevelopment Area (Station Area Plan);

vi. Recommendation for JFK Boulevard Development Criteria:

- Recommendation to allow up to ten stories for any properties located on JFK Boulevard / Avenue 'A' that front an existing public park.
- Recommendation to meet the same minimum development size as a Catalyst Development;
- Recommendation to require a contribution per unit as the non-catalyst criteria to be allocated toward improving public parks, open spaces and plazas;

vii. Recommendation for all properties that have waterfront access:

- Recommendation to allow non-catalyst development of four to six stories
- Recommendation to meet the same minimum development size as a Catalyst Development;
- Recommendation to require a contribution per unit as the non-catalyst criteria to be allocated toward improving public parks, open spaces and plazas;

b. Provide architectural and neighborhood design standards for any new redevelopment project located in a Redevelopment Areas including but not limited to:

i. Architectural / Neighborhood Design Standards:

- Require new development to have a minimum building setback of 18 feet from the face of curb to the main building façade in order to encourage outdoor

dining and activities;

- Require retail and restaurant uses on the first floor facing the main commercial retail street and/or public open space;
 - Require new development to front Broadway. Permit parks, plazas and open space between the building and the street. Do not permit parking or parking structures between the building and the street;
 - Limit by percentage of first floor space, the amount of office / commercial uses on the first floor in the Redevelopment Area;
 - Provide standards for building orientation, architectural style, materials, articulation, step-backs, and uses on the first floor. Include requirements for screening, service locations and parking standards;
 - Provide standards for streetscape, street furniture, materials and signage in front of all new, mixed-use residential development;
 - Provide redevelopment standards for the adaptive reuse and or re-purposing of existing structures;
 - Provide parking standards for redevelopment of existing buildings. Consider not requiring any parking for any first floor use that is converted from a non-restaurant use to a restaurant use within any redevelopment area to promote active uses on the first level;
- c. For existing residential neighborhoods, recommendation to protect and preserve the size, scale and character of existing residential neighborhoods by eliminating the encroachment of commercial and multi-family uses in these areas.
- i. Recommendation to maintain lower density development regulations in existing residential neighborhoods that do not abut against commercial properties;
 - ii. Recommendation to consider zoning revisions that strengthen the bulk standards for single family residential in existing neighborhoods;
- d. Encourage high quality adaptive reuse and development of single family, duplexes and town homes in existing residential neighborhoods.
- i. Consider including design standards for the redevelopment and / or construction of single family, town homes and duplex units in existing residential neighborhoods;
- e. Provide architectural and neighborhood design standards for the any proposed development in single family zoning districts including but not limited to:
- i. Architectural / Neighborhood Design Standards for both new and existing structures:
 - Building Architectural, Character, Orientation, Entrances, Storefronts, Materials, Uses;
 - Building Service Locations, Mechanical Equipment Screening;
 - Parking location, type, materials;
 - Parks, Plazas and Open Spaces;
 - ii. Rehabilitation, Streetscape and Signage Standards:

- Hardscape, Landscape, Lighting, Benches, etc.;
 - Signage Principles, Criteria and Standards;
- f. Create clear and distinct gateways into the City from the Bayonne Bridge.
- i. Identify appropriate locations for gateway signage and monumentation into the City;
 - ii. Create a unique identity through streetscape improvements for the redevelopment nodes along Broadway.
 - Streetscape materials, furniture, signage for the Redevelopment Nodes should be unique and set those areas apart from the rest of Broadway;
- g. Create standards on commercial properties and enforcement when standards are not met by abandoned properties or absentee owners.
- h. Recommendation for a street tree program to help develop, promote, sustain and regulate new and existing street trees.



Image 4.02: Recommendations for JFK Boulevard Redevelopment Plans



Image 4.03: Proposed Broadway Section.



Image 4.04: Recommendations for 8th Street Redevelopment / Station Area Plans
Aerial map shows 1/4 mile walking distance from Light Rail Station.



Image 4.05: Recommendations for 22nd Street Redevelopment / Station Area Plans
Aerial map shows 1/4 mile walking distance from Light Rail Station.



Image 4.06: Recommendations for 34th Street Redevelopment / Station Area Plans
Aerial map shows 1/4 mile walking distance from Light Rail Station.



Image 4.07: Recommendation for 45th Street Redevelopment / Station Area Plans
Aerial map shows 1/4 mile walking distance from Light Rail Station.

2. CIRCULATION RECOMMENDATIONS:

- a. Recommendation to improve, rail, bus, vehicular, bicycle and pedestrian access and mobility throughout the City of Bayonne; **(Images 4.06 - 4.09)**
 - i. Recommendation to request New Jersey Transit implement an automated ticket control system at each station to determine accurate ridership counts;
 - Consider requiring a secured point of entry HBLRT Train Stations to ensure purchase of tickets from each station;
 - Recommendation to request increased service to the Bayonne Train Stations based on existing ridership;
 - ii. Consider a Ferry Ridership Demand Analysis to study the potential of a ferry on the MOTBY site to Pier 11 in NYC.;
 - iii. Recommendation for a bike study on main thoroughfares to determine the best location for bike lanes;
 - iv. Recommendation to implement a rubber tire trolley, shuttle, or jitney service to provide public transportation to the 22nd, 34th and 45th Street HBLRT Stations from Avenue 'A' to the Avenue 'E' in order to promote alternative east west transportation options and discourage residents from parking on public streets near each stations weekdays;
 - Consider using paired one way streets for rubber tire trolley routes to connect the eastern portions of Bayonne at Avenue 'A' to the New Jersey Transit Stations at Avenue 'E';



Image 4.08: Rubber tire trolley in Monterey Bay, CA



Image 4.09: Rubber tire trolley in Galveston, TX



Image 4.10: Rubber tire trolley in Lancaster, PA

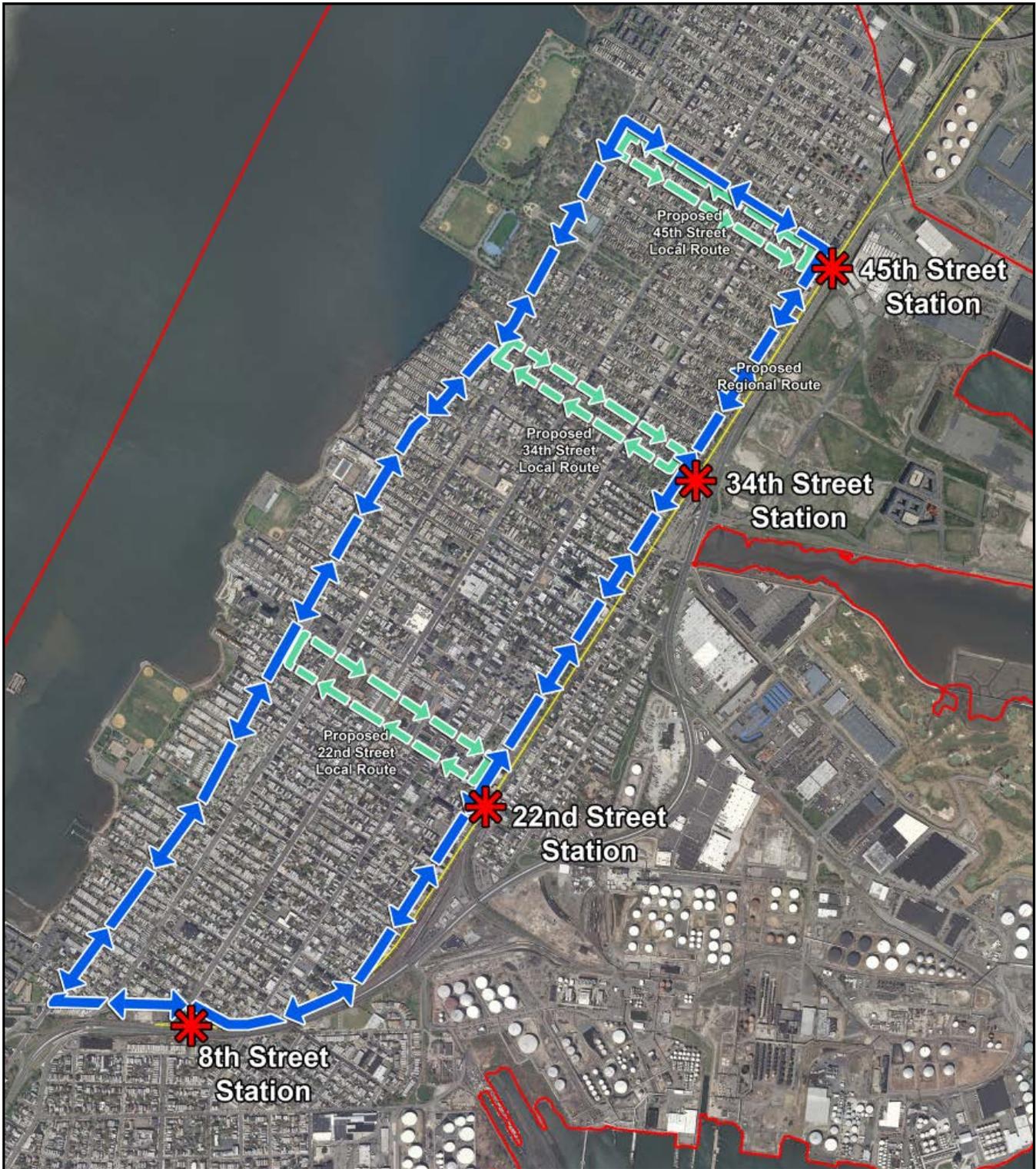


Image 4.11: Consideration for Rubber Tire Trolley Routes

- Consider a two way loop around the City to interconnect the various neighborhoods with Broadway and the NJ Transit Stations;
- Determine appropriate stops at the major intersections to limit route time and encourage public transportation;
- Provide an alternative to driving and preserve availability of existing on-street and off-street parking around the stations for residents and patrons of retail establishments on Broadway;
- v. Recommendation to consider altering the street section for designated rubber tire trolley routes to include dedicated bicycle lanes in order to provide alternative options to the NJ Transit Stations;
 - Provide ample covered bicycle parking at each HBLRT Station;
- vi. Consider a Ferry Ridership Demand Analysis to study the potential of a ferry on the MOTBY site to Pier 11 in NYC.
- vii. Recommendation for study to determine final route for trolley, shuttle, or jitney type service.
- viii. Recommendation for a plan focusing on the Light Rail extension to provide service beyond the 8th Street Station to the Texaco Site.
- b. Recommendation to provide parking regulations and fees that support transportation alternatives and alleviate existing congestion within the City of Bayonne.
 - i. Develop a comprehensive Parking Management / Feasibility Plan for both on and off street parking facilities. The Plan should consider the following recommendations;
 - Consider an ordinance under N.J.S.A. 39:4-138.3 that would allow property owners to parallel park in front of driveways to maximize on-street parking;
 - Evaluate 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;
 - Consider appropriate mechanisms for establishing a permit parking program that preserves the ability of residents to utilize on-street parking without adversely impacting the City's ability to accommodate shoppers, visitors and workers in commercial and industrial areas;
 - Consider 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;
 - ii. Recommendation for public parking structures:
 - Consider over leasing public parking lots / structures in increments of 5% of the total number of spaces until the structure reaches operating capacity;
 - Consider leasing spaces based on hours of usage. (ie. lease to residents from

6:00pm to 7:30 am and lease to office / retail employees from 7:30 am to 6:00pm);

iii. Recommendations for residential parking tag policies;

- Recommend issuing residential stickers by neighborhood and only permit residential stickers to be used in their corresponding residential neighborhoods to limit vehicles parking around public transportation nodes during the day;
- Recommendation creating a sub-area within the existing parking zone at each train station that would allow existing residents to park in either zone but would limit residents from parking in the sub zone during weekday hours.
- For new developments, consider providing the first vehicular parking sticker at no cost. For each additional sticker consider requiring an annual cost;
- For existing property owners, consider provisions for the first two stickers to be provided at no cost with any additional stickers at an annual cost;

iv. Recommendations for visitor parking tag policies;

- Consider eliminating the current visitor parking system in lieu of a system that allows residents and visitors to purchase daily, weekly and monthly visitor



Image 4.12: Public Parking Map

- parking tags.
 - Consider selling tags at public parking locations based on address and pin number.
 - Recommend not permitting residential parking stickers from adjacent neighborhoods for more than two hours on any public street surrounding the train station during the week;
 - Recommend not permitting vehicles without residential parking stickers on any public street surrounding the train stations;
- v. Recommendation to adopt intelligent parking strategy ordinances including:
 - Payment in Lieu of Parking Ordinance: Requires a new construction project to pay a one-time fee for each deficient space and a monthly lease for each space in a public parking structure. Assumes a public parking structure is located within 800 feet and has available spaces;
 - Meter Feeding and Car Shuffling Ordinance: Prevents individuals from feeding meters on commercial streets which encourages turnover in front of retail establishments and prevents individuals from moving vehicles up and down the street given the recommended reduced time limit;
- c. Encourage the development of public/private vertical parking structures based on a neighborhood approach along the Broadway and Avenue 'E' corridors within the half mile of the Redevelopment Nodes.
 - i. Consider public private partnerships with developers to construct vertical parking structures as a part of a Catalyst Development Project that would support future Non-Catalyst redevelopment projects along the Broadway corridor and Avenue 'E';
 - ii. For projects located within 800 feet of a public parking structure, consider allowing future mixed use residential development to meet its parking requirements with the following conditions:
 - Implementation of a Payment in Lieu of Parking Ordinance (PILOP) would require a one-time fee for each space, for any development that seeks to meet any portion of its parking requirements in the public parking structure;
 - In addition to a PILOP payment, the developer would be required to lease the deficient spaces on a monthly basis based on the City of Bayonne's monthly rates;
 - Require special parking tags for residential users of the development that would not allow vehicles to park on-street overnight;
- d. For commercial / retail areas (ie. Broadway corridor) consider the following recommendations.
 - i. Increase meter rates and reduce the time allotment to encourage greater turn-over in front of commercial / retail establishments. (Consider implementing the Redevelopment Areas with corresponding development);

- Consider meter times from 9:00 am to 6:00 pm weekdays;
 - ii. Implement a tandem on street parking approach with a six to eight foot gap between every two vehicles to allow for all vehicles to pull head in to all on-street parking spaces;
 - iii. Limit delivery and service vehicles to before 10:00 am. Allow for metered parking in the delivery and services spaces after 10:00 am;
 - iv. Require all new development to provide service and deliveries at the rear of any new development off Broadway;
 - v. Implement a sign plan for all on and off street public parking areas;
- e. Recommend a component for Station Area Plans include traffic studies and an analysis of congested areas;
- f. Recommend the use of adaptive traffic control to manage traffic signal timing changes based on traffic demand;
- g. For new mixed use / residential developments located in the Redevelopment Areas consider the following recommendations.
- i. For all new residential developments that provide off street (structured) parking, require a minimum percentage of spaces be opened to the public during the day from 7:30 am to 6:00 pm for use by either monthly day time users and office / retail employees;
- h. Recommend implementing a "Safe Routes to School" travel plan to create safer and more accessible walking and bicycling environment.
- i. Consider identifying short term solutions for immediate action and implementation, as well as long term solutions that may require further planning.

3. ECONOMIC RECOMMENDATIONS:

- a. Recommendation to develop goals and policies to accomplish and support the vision for the City of Bayonne including;
 - i. Stabilize municipal finances and provide adequate public services by encouraging appropriate economic development;
 - ii. Monitor economic conditions and respond to opportunities as appropriate;
 - iii. Enhance public economic assets;
 - iv. Seek ways to encourage private revitalization that is both dynamic and diverse within the context of the land use policies of the Master Plan;
- b. Recommendation to support the revitalization of Broadway as an economic and social engine through private capital by provide zoning and economic incentives that maximum private investment in the City of Bayonne;
 - i. Consider utilizing the redevelopment designation as a tool to focus development into different areas;
 - ii. Consider the use of PILOT's as financial incentives to increase revenue into the City;
- c. Recommendation to implement an expedited submittal, review, and approval process for all projects located within the targeted redevelopment areas and nodes.
 - i. Implement a Pre-Application Review Committee Process (PARCP) that allows developers the opportunity to meet with City Staff and City consultants to review schematic level development projects prior to Planning Board submittals;
 - ii. Provide non-binding feedback on schematic level plans to developers in order to expedite the Planning Board review and approval process;
- d. Recommend strengthening the existing zoning to require rehabilitation and redevelopment that is appropriate to the existing residential neighborhoods in terms of scale and density that will add to the City of Bayonne's tax base
 - i. Consider providing alternative housing options such as apartments to attract and keep millennials and empty nesters. These demographic groups support retail, restaurants and commercial uses that are important components for revitalization;
 - ii. Consider implementing design standards that meet condominium standards so rental units can be converted to for sale units in the future;
- e. Support the continued redevelopment of the MOTBY and Texaco Sites.
 - i. Military Ocean Terminal Bayonne Site;
 - Consider implementing a set of design standards for neighborhood and architectural design, to ensure consistent and high quality design throughout the MOBTY Site due to the potential for several different developers;
 - Consider the sub-division of Harbor Station South to attract more developers;
 - Consider requiring parking structures to be screened from main arterial roads;

- Consider building setbacks from main and side arterial roads to create a pedestrian zone, in which shops and restaurants can extend into, while not impeding pedestrian movement;
- Consider building step-backs from main and side arterial roads for buildings that are taller than five stories;
- Consider a Ferry Ridership Demand Analysis to study the potential of a ferry on the MOTBY site to Pier 11 in NYC.

ii. Texaco Site:

- Consider implementing a set of design standards for neighborhood and architectural design, to ensure consistent and high quality design;
- Consider the implementation of a shuttle system that will run from the structured parking garage to the residential and office areas;
- Consider discussing with The NY-NJ Port Authority about connecting the Dennis P. Collin Park under the Bayonne Bridge to the baseball diamond, soccer field and the Hackensack/ Hudson Waterfront Walkways;
- Consider requiring parking structures to be screened from main arterial roads;
- Consider a building setback from main and side arterial roads to create a pedestrian zone, in which shops and restaurants can extend into, while not impeding pedestrian movement;
- Consider study of Light Rail extension

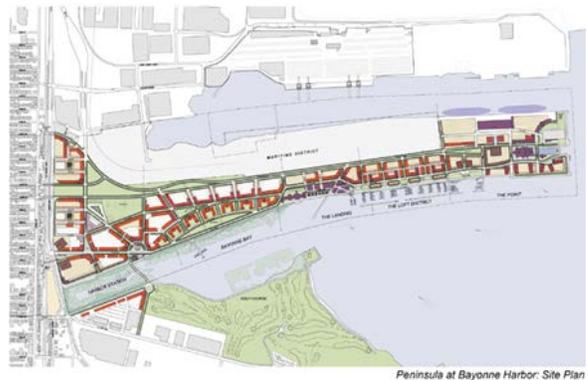


Image 4.13: MOTBY Redevelopment Site Plan



Image 4.14: MOTBY Redevelopment Plan Perspective



West First Street Elevation

Image 4.15: Texaco Redevelopment Plan Building Elevation



Image 4.16: Texaco Redevelopment Plan Perspective

to Texaco Site;

- e. Create urban amenities along the retail / commercial corridors such as Broadway that support mixed use residential development.
 - i. Recommend urban parks and plazas increase land values and decrease vacancies for surrounding properties;
 - ii. Consider implementing temporary pop up park amenities with interactive components such as music, lighting into existing and future parks and plazas;
 - iii. Consider implementing parklets which are temporary seating areas located in existing on-street parking spaces that provide outdoor dining areas on a temporary basis;
 - iv. Consider closing portions of Broadway on limited weekends for festivals and music venues;
 - v. Consider temporary art displays in existing vacant and retail spaces to provide street interest and activity;
 - vi. Consider ways to implement cultural and performing art venues into public facilities or as a part of a redevelopment project;
- f. Require retail and restaurants in appropriate locations.
 - i. Require retail on the first floor of all buildings within the Redevelopment Nodes;
 - ii. Limit residential lobby's and amenities by percentage of the first floor area in these areas;
 - iii. Limit the right to include new retail in residential neighborhoods in order to focus mixed use development to the Broadway corridor;
 - iv. Consider allowing any commercial office space located on Broadway that is being converted to a restaurant to not require parking as a condition of the site plan approval;
 - Consider implementing a five year time limit after the adoption of the plan to not require parking;
- g. Consider providing financial incentives such as PILOT's in redevelopment nodes along the Broadway corridor at the New Jersey Rail Stations.
 - i. Consider the use of PILOT's for the following areas: 1) Redevelopment nodes; 2) Areas over two acres; and 3) Brownfield sites; in order to encourage revitalization and development within those areas;
 - ii. Consider allowing higher density and reduced parking ratios in the redevelopment areas (Station Area Plans);
 - iii. Consider the reevaluation of PILOT's over time;

- h. Consider zoning that promotes the implementation and adaptive reuse of facilities based on new technologies to meet the changing demographic needs of the community.
- j. Consider alternative uses for existing outdated facilities including shared work spaces, bio-technologies, urban manufacturing to create jobs in the City of Bayonne.
 - Work with the existing County Economic Development Group to identify demographic including millennials and empty nesters;
- k. Consider the use of PILOT's based on the project type and the size.

4. HOUSING RECOMMENDATIONS:

- a. Promote the development of a range of housing types with a mixture of densities, including low, moderate, middle and market rate housing that is affordable to millennials, young families and empty-nesters seeking to remain or move into Bayonne.
 - i. Consider branding the districts based on redevelopment projects;
 - Loft District, Restaurant Row District, Arts District, Historic District etc.;
- b. Promote the development of stand-alone and integrated senior housing that enables older residents to "age in place" including independent, assisted and congregate care housing.
- c. Protect and preserve the integrity of the existing residential neighborhoods by reducing the potential encroachment of commercial and high density multi-family uses.
 - i. Maintain lower density development regulation in existing residential neighborhoods that do not abut against commercial properties;
 - ii. Consider zoning revisions that strengthen the bulk standards for single family residential in existing neighborhoods;
- d. Encourage high quality adaptive reuse and development of single family, duplexes and townhomes in existing residential neighborhoods.
 - i. Consider including design standards for the redevelopment and or construction of single family,



Image 4.17: Vacant Parochial Schools

townhomes and duplex units in existing residential neighborhoods;

5. COMMUNITY FACILITIES RECOMMENDATIONS:

- a. Consider the adaptive reuse of existing abandoned parochial schools. **Image 4.12.**
 - i. Consider designating the abandoned parochial school properties as an area in need of redevelopment with the purpose of developing plans that support appropriate neighborhood revitalization;
 - Consider assisted living as an adaptive reuse of these types of facilities;
 - Consider space for artists as an adaptive reuse of these types of facilities.
 - ii. Redevelopment Plans should consider the location, scale and needs of each neighborhood as a part of the recommended use.
 - Consideration of adjacent uses, heights, density and scale should be taken into consideration;
 - Recommendations would include the adaptive reuse of the buildings for community and senior centers, cultural and performing arts venues, senior and COAH Housing.



PARKS AND RECREATION

1. Mercer Park
2. Richard A. Rutkowski Park
3. Neil DeSena Park
4. Dr. Morris Park
5. Stephen R Gregg Park
6. Sigmund Mackiewicz Park
7. Russel Golding Park
8. James J. Donovan Park
9. Hudson River Walkway
10. 9/11 Harbor View Memorial Park
11. City Tennis Courts
12. 25th Street Park on Park Road
13. 24th Street Park
14. Francis G. Fitzpatrick Park
15. Sr. Miriam Theresa Park
16. 28th Street Park
17. Halecky / IMTT Park
18. Bayonne Golf Club (Private)
19. G. Thomas DiDomenico Park
20. 19th Street Neighborhood Preservation Park
21. North Street Park
22. Edward Clark Park
23. 11th Street Oval
24. Cottage Street Playground
25. Terry Collins Park (Cal Ripken Field) / Charles Heiser Park
26. 5th Street Walkway Park
27. Dennis P. Collins Park

Image 4.18: Parks and Recreation Map

- Recommendations for new construction would include appropriately scaled residential development that is no higher than the smaller adjacent residential property.
- b. Consider community facilities focused on all areas of a resident's life cycle (children, teens, seniors).
- c. Consider community facilities that incorporate theatre and the arts.
- d. Consider a requirement for all new developments to incorporate community facility space into development or contribution into a developer fund for community facilities.

6. PARKS, RECREATION AND OPEN SPACE RECOMMENDATIONS:

- a. Recommend completing the waterfront with a continuous park / public walkway along the Newark Bay, Kill Van Kull and Upper Bay areas.
 - i. Connections between the already existing public walkways and/or parks should be link these existing parks through public walkways;
 - ii. Unify the entire park system with bicycle lanes that connect waterfront parks with existing neighborhood parks;
 - iii. Encourage water oriented recreational uses in existing waterfront parks such as boat ramps and fishing piers;
 - iii. Recommend active uses along the waterfront;
- b. Require additional parks, plazas and open space with any new development.
 - i. For catalyst projects in Redevelopment Nodes (Station Area Plan) consider requiring the open space to be designed into the project;
 - ii. For non-catalyst projects require a fee to be paid toward the construction of a public park in the Redevelopment Node (Station Area Plan);
- c. Preserve and maintain the existing system of parks, open space and recreation facilities.
- d. Provide additional parks and open space in underserved areas including the east side of the City.
- e. Implement plans for new parks, open space and recreation facilities including the 16th Street boat launch, the waterfront park at MOTBY and the linear passive park between Route 440 and Avenue 'F'.
 - i. Consider parks incorporate both passive and active uses.
- f. Support and promote the completion of the Hudson River Waterfront Walkway including planned segments at MOTBY, the South Cove shopping center and the Golf Course in Constable Hook.
- g. 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.

- h. Address the need for an indoor recreational facility to accommodate municipal recreation programs, civic events and meetings.
- i. Encourage the development of an outdoor theatre space to be used for community events.

7. UTILITY RECOMMENDATIONS:

- a. Consider a CSO Feasibility Study to determine if the CSO can be separated in phases.
- b. Recommendation to complete an analysis on the existing and future infrastructure costs in order to determine the appropriate sewer tap fees that can be incorporated for all new development including multi-family residential and commercial projects.
 - i. Create a separate infrastructure improvement fund that can be used for future separation projects or grant opportunities;

8. SUSTAINABLE DESIGN RECOMMENDATIONS:

Sustainable Design promotes an integrated approach to development and redevelopment that considers natural resource protection and energy consumption through a holistic design approach. Sustainable design principles seek to:

- a. Protect landscape and water resources.
- b. Minimize non-renewable energy consumption.
- c. Balance long-term economic, social and environmental needs.
- d. Provide cost-effective development solutions; and
- e. Enhance quality of life.

To promote sustainable development, Bayonne should seek to apply Smart Growth and Low Impact Development (LID) planning techniques to projects, concentrating higher density (compact) residential and commercial land uses in a manner that is designed to be pedestrian friendly, economically vibrant, easily accessible, visually appealing, and historically relevant. This approach would minimize environmental impacts, encourage economic development, and provide fiscal benefits over the long-term. Additionally, the City should continue to support the existing recycling efforts.

Project Selection and Design

The following guidelines should be considered during the planning and design process.

- a. Use infill or redevelopment to leverage a net environmental, social, and economic improvement for underutilized or previously disturbed sites;
- b. Develop in close proximity to existing infrastructure with adequate capacity to accommodate new projects;
- c. Apply compact design principles that provide mixed use, diverse housing opportunities, and foster economic development in urban settings;
- d. Minimize, impacts to water resources and plant and wildlife habitat;
- e. Consider conservation strategies, and renewable energy opportunities;
- f. Employ cost-effective, appropriate technologies available for wastewater treatment,

- storm water management, site construction, and water conservation;
- g. Establish and manage an erosion and sedimentation control plan during construction;
 - h. Apply architectural and landscape design standards that are compatible with existing neighborhoods, accepted aesthetic standards, and historical precedents;
 - i. Provide opportunities for multi-modal transportation opportunities including those for pedestrians and bicyclists;
 - j. Design projects within the carrying capacity of natural systems.
 - k. Consider requiring energy efficient buildings for new construction including;
 - Improved Building Envelope;
 - High Efficiency Heating, Ventilation, Lighting, Solar Power, Windows and Air Conditioning Systems
 - Improved Glazing;
 - l. Promote energy conservation and environmentally sensitive buildings in accordance with Leadership in Energy and Environmental Design (LEED).
 - m. Maximize sustainable strategies by specifying local, regional and recycled materials, utilizing energy efficient systems.
 - n. Consider requiring high efficiency lighting, water conservation fixtures and automatic sensors as a standard.
 - o. Recommendation to promote more sustainable neighborhood strategies including suitable sites and water efficiency, addressing energy and atmosphere issues, materials and resources, and indoor environmental quality.
 - i. Promote responsible, innovative and practical site design strategies that are sensitive to plants, water and air quality.
 - p. Recommend implementing an approach that is a fully integrated design that maximizes sustainable principles by all disciplines working in concert at project onset that:
 - i. Increase productivity while reducing energy and carbon footprint
 - iii. Reduce water use, use recycled materials, provide low VOC sealant and adhesives, reduction of harmful cleaning products, and educate and promote awareness to sustainability.
 - q. Recommend pervious surface or storm-water management systems be required for any proposed development to reduce the impacts of the City's sewer system.
 - i. Pervious surface and / or storm-water management systems will be required for any proposed development to reduce the impacts to the City's sewer system. Infrastructure improvements would include but not be limited to green roofers, planter boxes and trays, permeable pavers, and above or below grade storm-water management systems.
 - ii. The improvements shall be provided in order to ensure that the post-construction

peak runoff rates for the 2 year, 10 year, and 100 year storm events are a maximum of 90 percent of the pre-construction peak runoff rates.

9. HISTORIC PRESERVATION RECOMMENDATIONS:

- a. 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.
- b. Utilize the existing historic resources and CRCG Report completed in 2000 to help determine sites for historic designation or that should be considered for designation.
- c. Prepare design guidelines for inclusion of an historic preservation ordinance to ensure that the exterior of designated structures, sites or districts remain intact and are preserved.
- d. 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.
- e. Consider the creation of the Eighth Street Historic District as a first step; **Image 4.19**.
- f. Develop design guidelines for use by property owners and the Bayonne Historic Preservation Commission in reviewing application for development affecting historic properties, structures and districts.
- g. Utilize Certified Local Government status for the State Historic Preservation Office to expand local historic preservation efforts.

10. RECYCLING RECOMMENDATIONS:

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



Image 4.19: Proposed Historical District

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:

- a. 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.
- b. 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 bucked with a recycling sticker on it.
- c. Refrigerant Containing Appliances: Includes refrigerators, freezers, air conditioners and dehumidifiers. These appliances are collected and shipped to a processing facility for the safe removal of refrigerants. This is necessary to comply with the federal Clean Air Act.
- d. Scrap Metal and White Goods: Includes washers, dryers, stoves, microwaves, dishwashers, pipes radiators and other miscellaneous large metal objects.
- e. Leaves: Includes leaves only. Collected weekly for 10 weeks in the fall and composted at City compost yard.
- f. Other Recycling Activities:

- i Subject to availability, fire wood, wood chips and compost can be obtained by residents free of charge at the drop-off site;
- ii 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;
- iii Recycling stickers and schedules can be obtained at City Hall free of charge;
- g. The collected recycled material is processed in the following manner.
 - i. Mixed paper is sold to a commercial paper processor;
 - ii. Co-mingled bottles and cans are sold to a commercial recycling company;
 - iii. Scrap metal and white goods are sold to a commercial scrap metal recycler;
- h. Refrigerant containing Appliances: Bayonne pays the processor of these items to remove the refrigerants in compliance with the Federal Clean Air Act.

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 with 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:

- a. 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.
- b. 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

SECTION 5

“Recommendations of the Planning Board concerning the incorporation of redevelopment plans adopted pursuant to the “Local Redevelopment and Housing Law”. P. L. 1992, c. 79 (C.40A:12A-1 et al.) into the land use plan element of the municipal Master Plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality”

RECOMMENDATIONS OF THE PLANNING BOARD CONCERNING THE INCORPORATION OF REDEVELOPMENT PLANS ADOPTED PURSUANT TO THE "LOCAL REDEVELOPMENT AND HOUSING LAW". P. L. 1992, C. 79 (C.40A:12A-1 ET AL.) INTO THE LAND USE PLAN ELEMENT OF THE MUNICIPAL MASTER PLAN, AND RECOMMENDED CHANGES, IF ANY, IN THE LOCAL DEVELOPMENT REGULATIONS NECESSARY TO EFFECTUATE THE REDEVELOPMENT PLANS OF THE MUNICIPALITY;

- | | | |
|-----------|---|------------------------------|
| 1. | The Cove Project Area Redevelopment Study (P-08-030) | 01/2009 |
| | - Block 21, Lots 9, 10, 11, 12 (19—21st Street area) | |
| | - Block 207, Lot 1 | |
| | - Block 213, Lot 1, 2, 3, 4, 5 and 29, 30, 31, 32, 33 | |
| | - Block 217, Lots 1, 2, 3 and 33, 34, 35, 36, 37, 38 | |
| | - Block 222, Lots 34 and 35 | |
| 2. | Hi-Hat Catering Redevelopment Area (P-13-016) | 02/2014 |
| | - Block 32, Lot 21.01 | |
| 3. | 139 – 140 Avenue B101-104 West 44th Street (P-15-030) | 01/2016 |
| | - Block 84, Lots 6 – 9 | |
| 4. | Address: 609 – 515 Broadway rear (P-14-005) | 02/2015 |
| | - Block 195, Lot 2 | |
| | - Block 196, Lots 1-2 and 4 – 7 | |
| | - And Del Monte Drive | |
| 5. | Broadway Corridor (SPR 286 & 286-04RS/P-15-024/P-16-002) | 08/2004 & 09/2015 |
| | - Block 221, Lots 1-29 | |
| | - Block 211, Lots 16-19 | |
| | - Block 226, Lots 30-35 | |
| | - Block 458, Lots 12 and 13 (03/2016) | |
| | - Block 221 Lots 8-13 | |
| 6. | Roberson School Development Plan (#304-RC) | 07/2005 |
| | - Block 237, Lot 23.01 (was Lot 23) 405 Avenue C | |
| | - Block 237, Lot 23.02 (was Lot 23) 405 ½ Avenue C | |
| | - Block 273, Lot 24.01 (was Lot 24) 407 Avenue C | |
| | - Block 237, Lot 24.02 (was Lot 24) 409 Avenue C | |
| | - Block 237, Lot 25.01 (was Lot 25) 411 Avenue C | |
| | - Block 239, Lot 1.01 30 Andrew Street | |
| | - Block 239, Lot 1.02 32 Andrew Street | |
| | - Block 239, Lot 1.03 34 Andrew Street | |
| | - Block 239, Lot 1.05 36 Andrew Street | |
| | - Block 239, Lot 1.05 38 Andrew Street | |
| | - Block 239, Lot 1.06 40 Andrew Street | |
| | - Block 239, Lot 1.07 42 Andrew Street | |
| | - Block 239, Lot 1.08 404 Avenue C | |
| | - Block 239, Lot 1.09 402 Avenue C | |
| | - Block 239, Lot 1.10 400 Avenue C | |
| | - Block 239, Lot 1.11 398 Avenue C | |

- Block 239, Lot 1.12 396 Avenue C
 - Block 239, Lot 1.13 394 Avenue C
 - Block 239, Lot 1.14 41 West 17th Street
 - Block 239, Lot 1.15 39 West 17th Street
 - Block 239, Lot 1.16 37 West 17th Street
 - Block 239, Lot 1.17 35 West 17th Street
 - Block 239, Lot 1.18 33 West 17th Street
 - Block 239, Lot 1.19 31 West 17th Street
 - Block 239, Lot 1.20 29 West 17th Street
- 7. Best Foods Site Redevelopment Plan (P-12-011 & P-07-019) 04/2016**
- Block 310, Lots 1 – 13 (97 – 103 Avenue A)
 - Block 311.01, Lot 1
 - Block 333.01, Lots 3-6
 - Block 333.02, Lot 1
 - Block 301.01, Lot 7
- 8. Texaco Redevelopment Area aka Kaplan Promenade (P-14-025) 09/2015**
- Block 332, Lot 3 (P-16-021)
 - Block 360, Lot 2 (SPR 268)
 - Block 373, Lots 1, 2, 13, 14 and 15 (RS#268-03)
 - Block 390, Lots 1, RG67
 - Block 391, Lots 1 and 2
 - Block 511, Lots 5 and 6
- 9. Second Street & Avenue C 12/2002**
- Block 369, Lot 7.01 (was Lot 7)
 - Block 369, Lot 8.01 (was Lot 8)
 - Block 369, Lot 8.02 (was Lot 8)
 - Block 369, Lot 8.03 (was Lot 8)
 - Block 369, Lot 8.04 (was Lot 8)
 - Block 369, Lot 8.05 (was Lot 8)
 - Block 369, Lot 8.06 (was Lot 8)
 - Block 369, Lot 8.07 (was Lot 8)
 - Block 369, Lot 8.08 (was Lot 8)
 - Block 369, Lot 8.09 (was Lot 8)
 - Block 369, Lot 8.10 (was Lot 8)
 - Block 369, Lot 8.11 (was Lot 8)
 - Block 369, Lot 8.12 (was Lot 8)
 - Block 369, Lot 8.13 (was Lot 8)
 - Block 369, Lot 9.01 (was Lot 9)
- 10. 77 & 79-87 East 31st Street AND 80 East 32nd Street 10/2015**
- Block 411, Lot 2, 3, 4 and 5 (P-13-008 and P-10-001)
 - Block 411, Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10.01, 11, 12, 13, 14 and 15 (P16-001)
 - 73 East 31st Street, Lot 1/78 East 32nd Street Lot 6/76 East 32nd Street, Lot 7/74 East 32nd St. Lot 8

- 268-270 Prospect Street, Lot 10.01/266 Prospect Avenue, Lot 11/264 Prospect Avenue, Lot 12
 - 262 Prospect Avenue, Lot 13/260 Prospect Avenue, Lot 14/258 Prospect Avenue, Lot 15
- 11. Bayonne Plumbing Redevelopment Plan(P-13-017) 03/2014**
- Block 446, Lot 1
 - Block 454, Lot 2
- 12. AGC Chemicals(P-12-004) 06/2012**
- Block 453.01, Lots 2.1, 3,4,5.01, 6.01, 7.01 and 9.01
 - Block 503, Lot 9.02
- 13. Route 440 Corridor East(289-04RS) 04/2005 & 11/2014**
- Block 452.01, Lots 1,2,3,4,5 and 9
 - Block 453.01, Lots 1,2,5,6,7,8,9,10 and 11
 - Block 503, Lots 8 and 9
- 14. 206-220 Avenue E and 222A Avenue E (P-16-010 & P-11-009) 04/2016**
- Block 458, Lots 12 – 13
- 15. Silklofts/Maidenform, Inc. (Former) (142-180 Avenue E) 09/2011**
- Block 458, Lot
 - Block 467, Lots 27-29
- 16. Standard Tank Site (One Ingham Avenue) RPR-265-03 04/2003**
- Block 475, Lots 2 and 3
 - Block 359, Lot 2
- 17. Bayonne Energy I aka 401 Old Hook R (P-16-008 & P-09-015) 03/2016**
- Block 482, Lots 10 & 11
- 18. Harbor Station North District (supersedes PABH from July 2006)(P-10-003) 02/2014**
- Block 600, Lot 1
 - Block 630, Lot 1
 - Block 641, Lots 1 and 2
 - Block 645, Lot 1
 - Block 660, Lot 1
 - Block 680, Lot 1
- 19. Harbor Station District (supersedes PABH from July 2006)(P16-033 & P-14-003) 12/2015**
- Block 700, Lot 1
 - Block 720, Lot 1
 - Block 730, Lot 1
 - Block 731, Lot 1
 - Block 750, Lot 1
 - Block 751, Lot 1
 - Block 770, Lot 1

-	Block 780, Lot 1	
-	Block 790, Lot 1	
20.	Bayonne Bay West Redevelopment Plan (supersedes PABH from July 2006) (P-15-032)	11/2015
-	Block 830, Lot 1	
21.	Waterfront Redevelopment – Thomas W. Zito Complex	10/2001
-	West 23rd Street & Newark Bay	
22.	1154 Avenue C (P-10-014)	11/20/10
-	Block 27, Lot 1	
23.	957-965 Broadway & 9-15 West 46th Street (P-15-008)	06/2015
-	Block 77, Lots 16-24	
24.	1034-1046 Kennedy, LLC (P-12-019)	11/2012
-	Block 87, Lots 1, 2,3,4,5.02 and 19	
25.	Former ALPO Gas Station (298-304 Broadway)(P-13-007)	
-	Block 258, Lot 8	
26.	North Street Area (33 & 140 Ave. B & 101 & 104 West 44th Street) (P-16-005)	03/2016
-	Block 295, Lots 16 and 17	
27.	9, 11, 15 & 17 West 5th Street; 155-157, 159 and 161 Broadway (P15-014)	
-	Block 330, Lots 6-12	
28.	Boulevard Gateway at Bayonne Urban Renewal, LLC (SPR277)	11/2003
-	Block 361, Lots 3 and 4	
-	Block 363, Lots 1, 2, 3, 4, 5, 6, 7 and 29	
29.	Doolan & Bayonne Roofing 676-688 Avenue E (P-16-022)	06/2016
-	Block 402, Lots 4, 5, 6 and 7	
30.	The Peninsula at Bayonne Harbor (P-07-005 & SPR 249)	07/2006
-	Block 404.15, Lot 1	
31.	34th Street Train Station (P13-001)	7/19/2006
-	Block 407, Lots 1, 2 and 3	
-	Block 408, Lots 1 and 2	
32.	South Cover Commons 77-97, 101-129, 131,171-181&191 LeFante Way (P16-031)	
-	Block 412, lots .01, 2.01, 2.021, 2.022, 2.03	
33.	Avenue F between 23rd and 24th Street (P-16-023)	09/2016
-	Block 445, Lots 1,2,3,4,5 and 7	
-	101, 103, 105 East 23rd Street, Lot 4	

	- 102-106 East 24th Street	
	- 162 – 170 Avenue F	
33.	8th Street Light Rail Station (P-13-002)	04/2015
34.	Constable Hook Road (P-15-018 & P-10-002)	03/2010
	- Block 464.01, Lot 6	
35.	SCATTERED SITE REDEVELOPMENT (P-10-001 & 305-RC)	12/2005
	- Block 36, Lot 1	
36.	West 52nd Street/Bayer Lot Site (P-08-018)	
	- Block 37, Lot 1	
37.	Vacant Site (L44-108 West 51st Street & L45-112 West 51st Street)	
	- Block 52, Lots 9S, 44 and 45	
38.	797-811 Avenue E (Riggio Site)	
	- Block 54, Lot 11	
39.	Sunrise Inn at 47 East 49th Street & 781-783 Avenue E & 785 Avenue E	
	- Block 58, Lots 9, 10 and 11	
40.	Vacant Site at 1122-1126 JFK Boulevard	
	- Block 60, Lot 1	
41.	Baruli's Site at 938 Broadway	
	- Block 86, Lots 42 and 43	
42.	Vacant Site	
	- Block 87 Lots 1 – 4	
43.	Vacant Lot	
	- Block 97, Lot 18	
44.	Former Charity Hall Site	
	- Block 114, Lots 1 and 39	
45.	Former Produce Market & Vacant Lot	
	- Block 140, Lots 1 (9-11 East 33rd Street)	
46.	Price Tag Site	
	- Block 159, Lot 41	
	- Lot 42 (662-666 Avenue C)	
47.	Vacant Lot	
	- Block 163, Lot 45 (662-666 Avenue C)	(Superseded by 04/14/2015)

48. **Vacant Lot**
- Block 190, Lot 9 (536 Broadway)
49. **Vacant Lot**
- Block 204, Lot 3 (479-481 Broadway)
50. **Broadway at East 22nd Street Site**
- Block 205, Lot 9 (478 Broadway), Lot 10 (474-476 Broadway), Lot 11
51. **Perricci Site**
- Block 225 Lot 17 (409 Broadway)
52. **Vacant Site**
- Block 246, Lots 24 and 25 (341 – 343 Broadway)
53. **Vacant Site**
- Block 283, Lots 10 and 11 (35 – 37 West 8th Street)
54. **Apex Dry Cleaners**
- Block 286, Lot 18 (231 Avenue C)
55. **Vacant Site**
- Block 301.01, Lot 11
56. **PSE&G**
- Block 307, Lot 1.01 (37 Linnet Street), Lot 1.02 (5-13 Oak Street)
- Block 471, Lots 1, 2, 3, 4, 5, 6 and 7, (Oak Court West)
- Block 472, Lots 1, 1.01, 2.3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14 (5 Oak court West, 10 & 14 Oak Street)
- Block 473.01, Lots 1, 2, 3 and 4 (2, 4, 6, 8, Oak Court East)
57. **Bergen Point Village 3 Site**
- Block 326, Lot 1 (200 Broadway), Lot 2 (198 Broadway), Lot 3 (196 Broadway), Lot 4, 5, 6, 7, 8 and 9
58. **Former Rocco's Tavern (65 West 1st Street)**
- Block 378, Lot 12
59. **Gulf Gas Station Site**
- Block 393, Lots 1, 2, Lot 3 (736 Avenue E), Lot 4 and 5 (738 – 742 Avenue E)
60. **Gas Station Site**
- Block 393, Lots 1 – 5, Lot 16 (752 – 764 Avenue E), Lots 17, 18, 19, 21, 21
- Block 402, Lots 4 and 5
- Block 407, Lot 1 (276 Prospect Avenue)
- Block 408, Lots 1 and 2 (Prospect Avenue & Route 440)
61. **Sampson Tank Site**

- Block 407.01, Lots 4 and 5 (94 – 102 Avenue F & 101 East 21st Street)
- 62. Vacant Site**
 - Block 426, Lot 3 (54 Hook Road)
- 63. East 21st Street/Prospect Avenue Industrial Site**
 - Block 455, Lots 1 and 2 (27 – 31 & 33 – 39 Prospect Avenue)
- 64. Farina Patio Site aka Winners OTW**
 - Block 469, Lot 1 (400 Route 440 South)
 - Block 470.02, Lot 1 (Foot of Oak Street)
- 65. SCATTERED SITE REDEVELOPMENT (SITE 9): PHASE II** **06/21/2011**
97-103 Avenue A
 - Block 301.01, Lot 7
 - Block 310
 - Block 311.01, Lot 1
 - Block 333.01, Lots 3-6
 - Block 333.02, Lot 1
- 66. SCATTERED SITE REDEVELOPMENT (SITE 14):** **10/16/2013**
Clayton Block (43 – 75 Mechanic Street) (P-13-010 & P-09-032)
 - Block 451, Lots 1.01, 1.02, 2.03, 2.04, 2.05
 - Block 452.02, Lots 3 – 9 and 11
- 67. X CJ Murphy (Formerly)** **04/2016**
206-220 Avenue E and 222A Avenue E
 (Block 458, Lots 12 – 13)
- 68. X Harbor Station North District** **02/2014**
 - Block 600, Lot 1
 - Block 630, Lot 1
 - Block 641, Lots 1 and 2
 - Block 645, Lot 1
 - Block 66, Lot 1
 - Block 680, Lot 1
- 69. X Harbor Station South District** **12/2015**
 - Block 700, Lot 1
 - Block 720, Lot 1
 - Block 730, Lot 1
 - Block 731, Lot 1
 - Block 750, Lot 1
 - Block 751, Lot 1
 - Block 770, Lot 1
 - Block 780, Lot 1
 - Block 790, Lot 1

70.	X Broadway Corridor	08/2004 & 09/2015
	- Block 221, Lots 1 – 29	
	- Block 211, Lots 16 – 19	
	- Block 226, Lots 30 – 35	
	- Block 458, Lots 12 and 13	
71.	X Silklofts/Maidenform, Inc. (Former (142-180 Avenue E)	09/2011
	- Block 458, Lot 1	
	- Block 467, Lots 27 – 29	
72.	X 77 & 79-87 East 31st Street AND 80 East 32nd Street	10/2015
	- Block 411, Lot 2, 3, 4 and 5	
	- Block 411, Lots 1, 2, 3, 4, 5, 6, 7, 8, 10.01, 11, 12, 13, 14 and 15	
	- 73 East 31st Street, Lot 1 /78 /East 32nd Street, Lot 6/76 East 32nd Street, Lot 7	
	- 74 East 32nd Street, Lot 8/268 – 270 Prospect Street, Lot 10.01/266 Prospect Avenue, Lot 11	
	- 264 Prospect Avenue, Lot 12/262 Prospect Avenue, Lot 13/260 Prospect Avenue, Lot 14	
	- 258 Prospect Avenue, Lot 15	
73.	X Standard Tank Site	04/2003
	- Block 475, Lots 2 and 3	
	- Block 359, Lot 2	
74.	X Texaco Redevelopment Area	09/2015
	- Block 332, Lot 3	
	- Block 360, Lot 2	
	- Block 373, Lots 1, 2, 13, 14 and 15	
	- Block 390, Lots 1, RG67	
	- Block 391, Lots 1 and 2	
	- Block 511, Lots 5 and 6	

APPENDIX

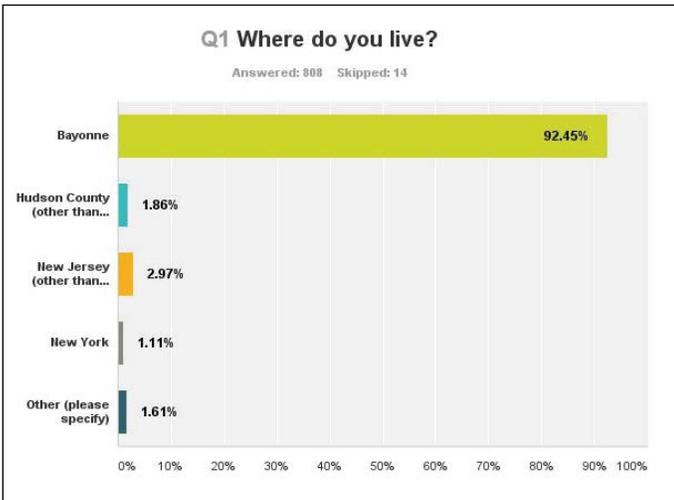


Image 6.00: Question 1 results from public survey

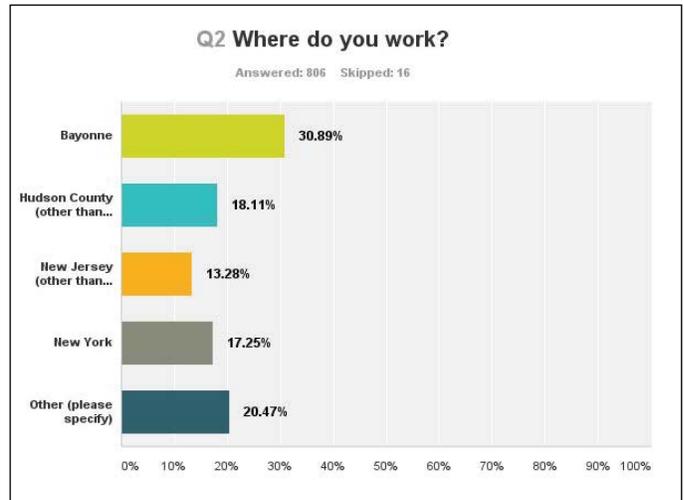


Image 6.01: Question 2 results from public survey

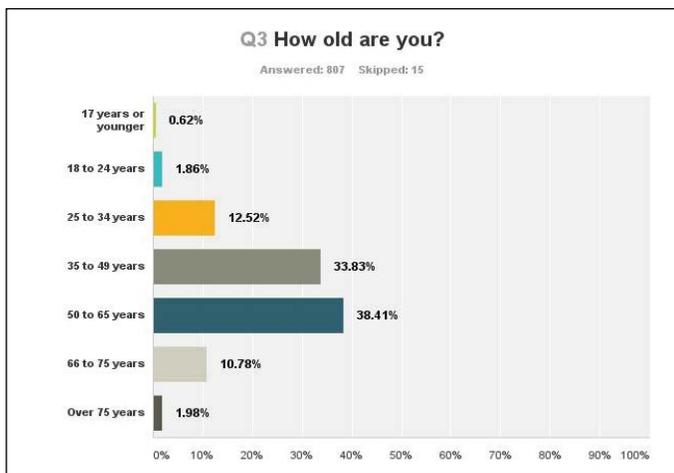


Image 6.02: Question 3 results from public survey

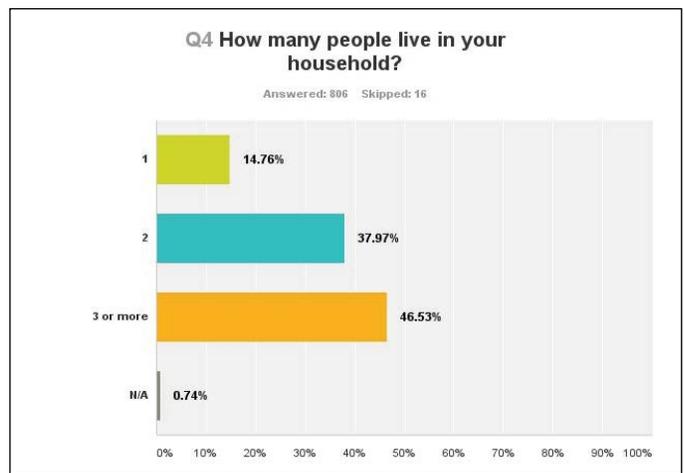


Image 6.03: Question 4 results from public survey

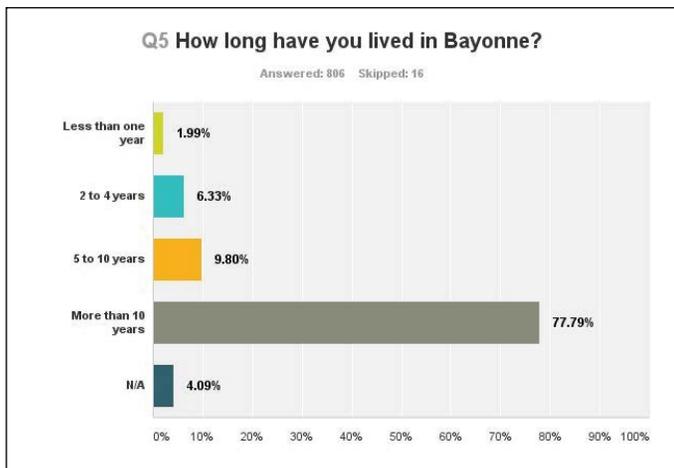


Image 6.04: Question 5 results from public survey

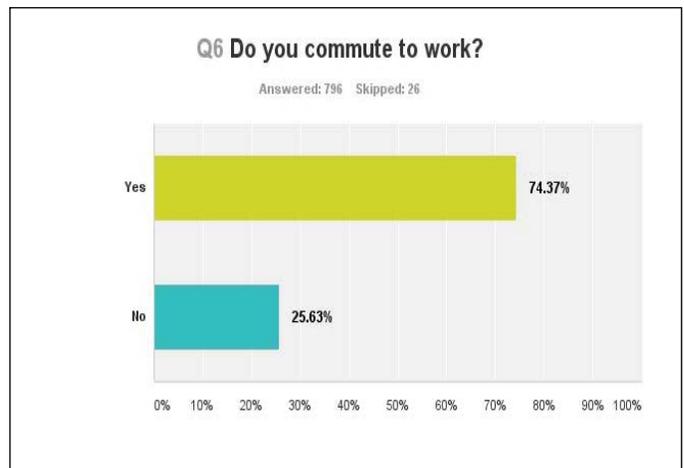


Image 6.05: Question 6 results from public survey

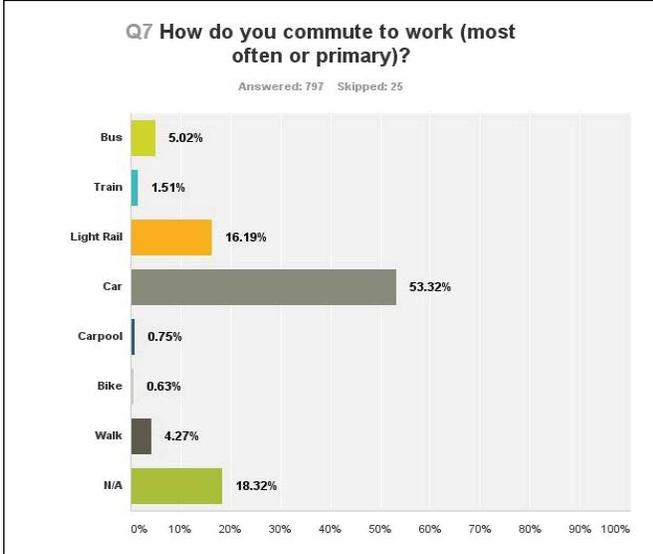


Image 6.06: Question 7 results from public survey

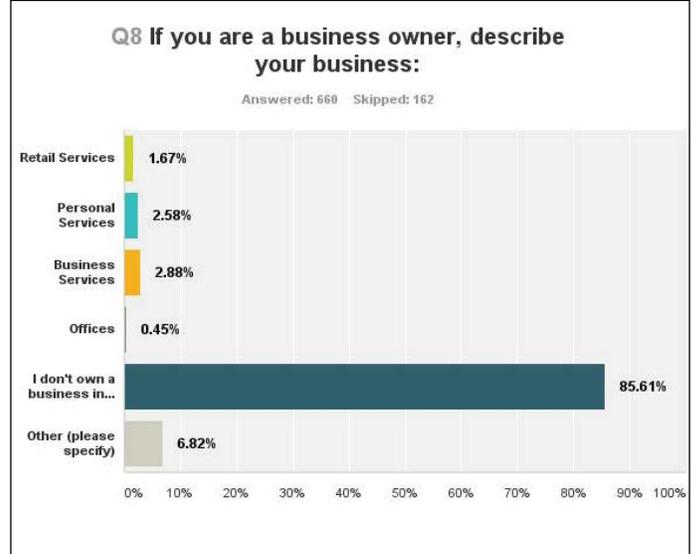


Image 6.07: Question 8 results from public survey

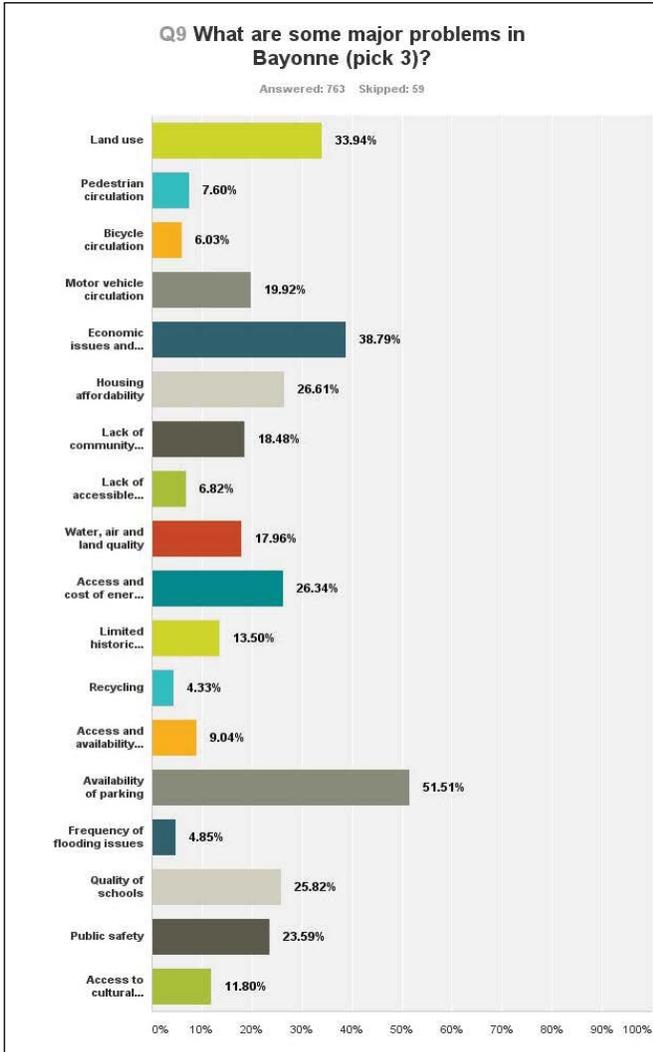


Image 6.08: Question 9 results from public survey

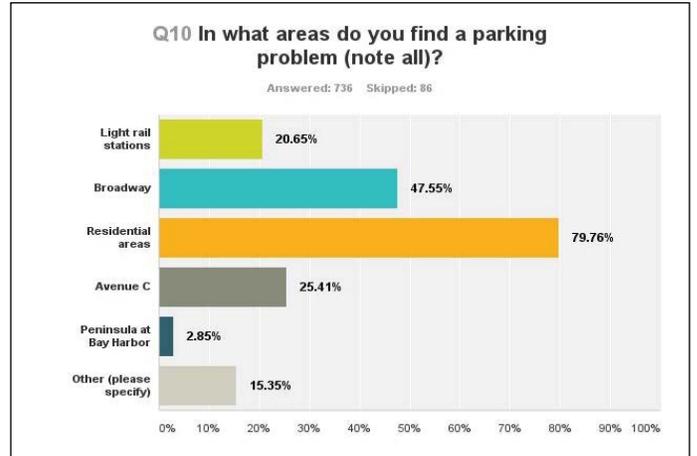


Image 6.09: Question 10 results from public survey

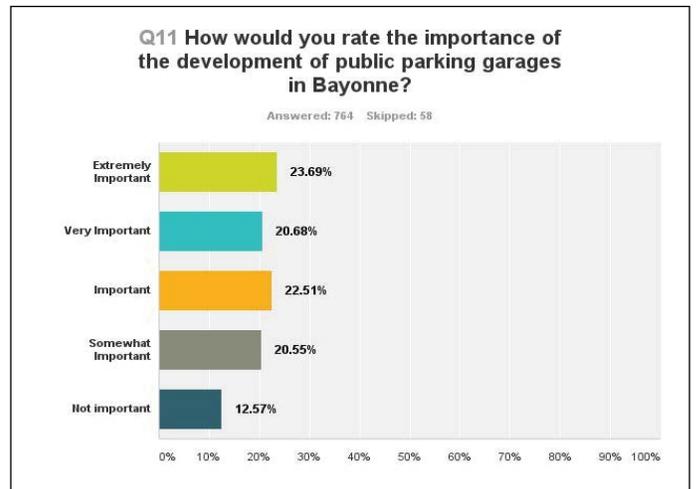


Image 6.10: Question 11 results from public survey

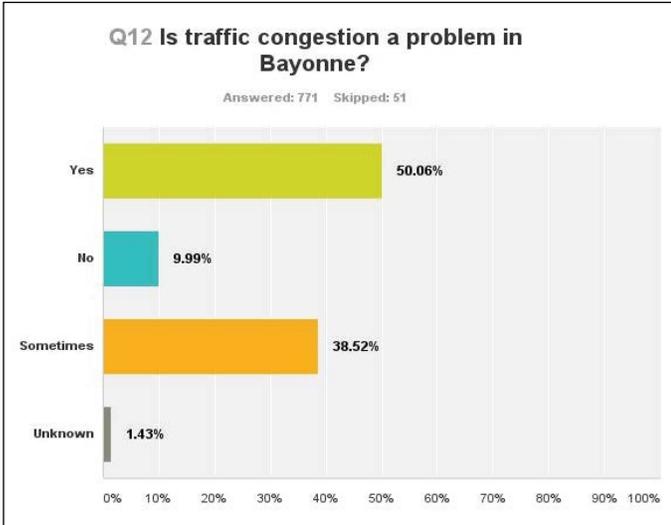


Image 6.11: Question 12 results from public survey

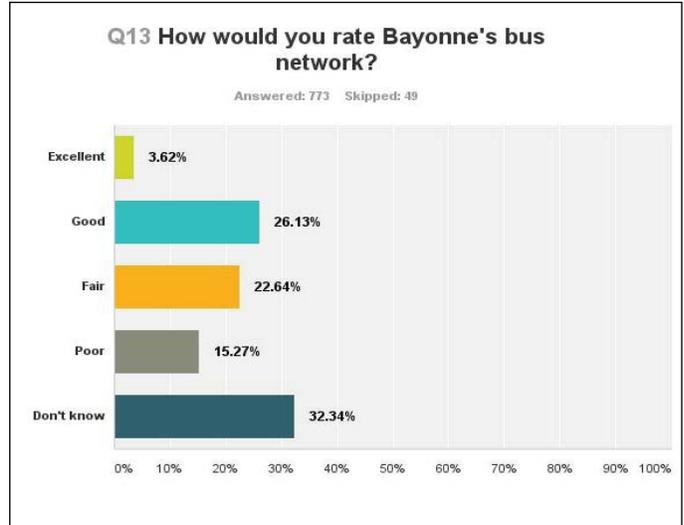


Image 6.12: Question 13 results from public survey

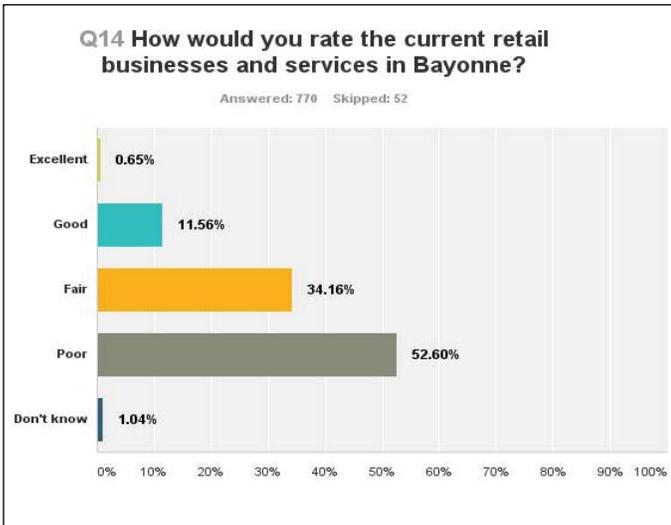


Image 6.13: Question 14 results from public survey

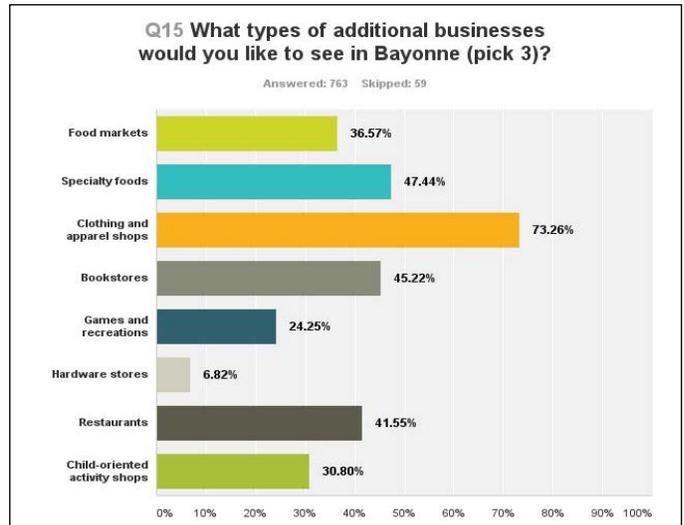


Image 6.14: Question 15 results from public survey

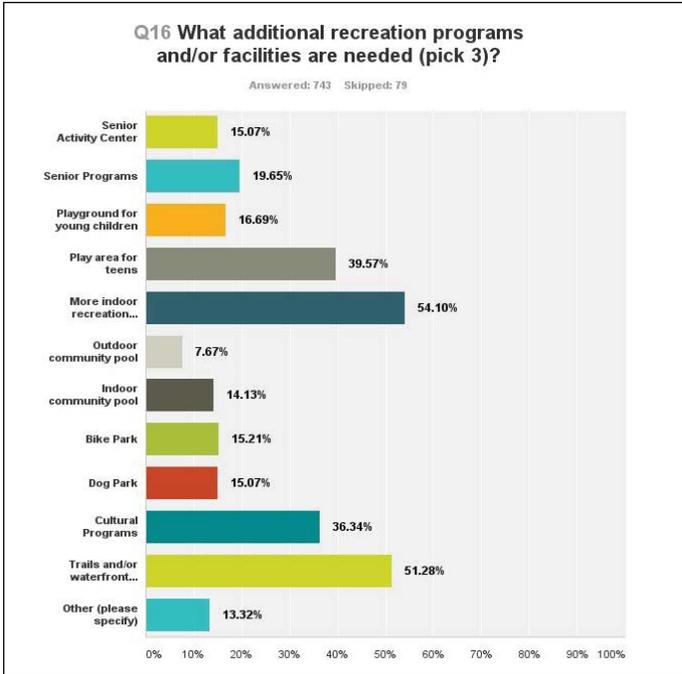


Image 6.15: Question 16 results from public survey

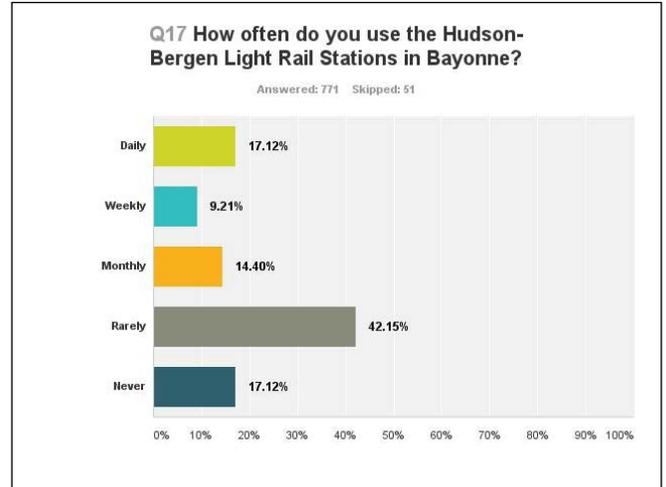


Image 6.16: Question 17 results from public survey

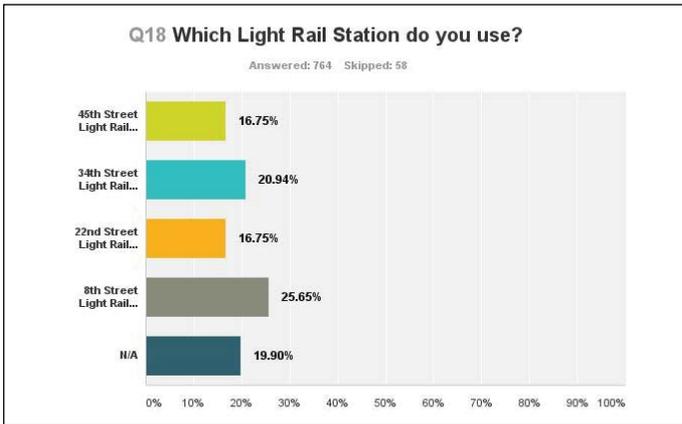


Image 6.17: Question 18 results from public survey

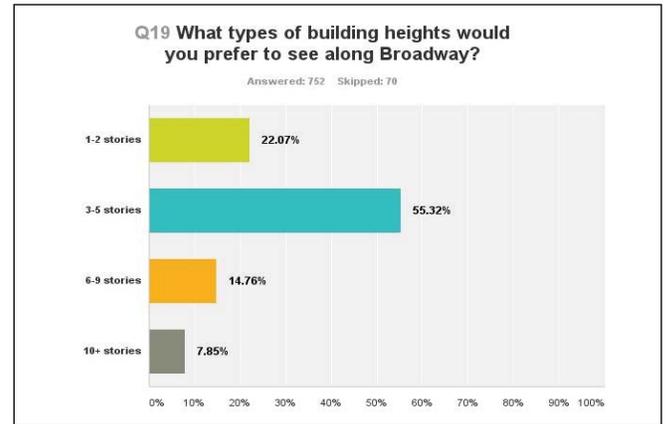


Image 6.18: Question 19 results from public survey

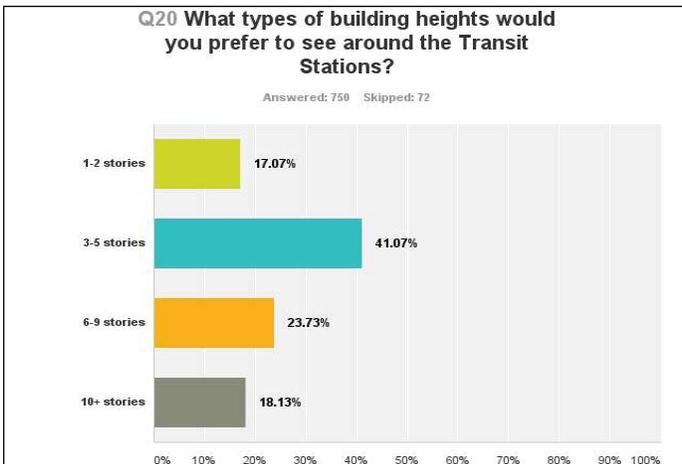


Image 6.19: Question 20 results from public survey

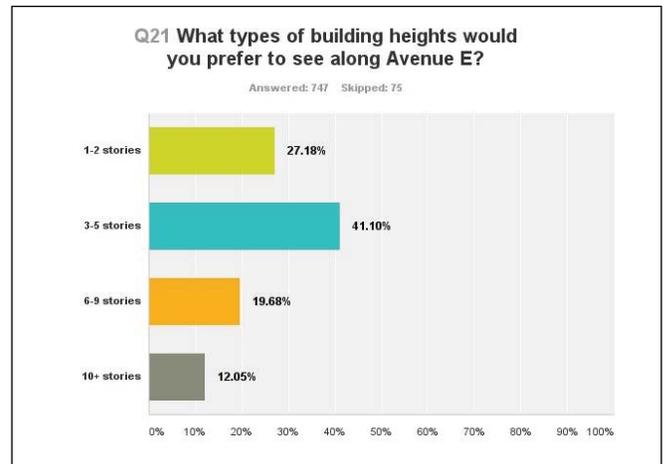


Image 6.20: Question 21 results from public survey

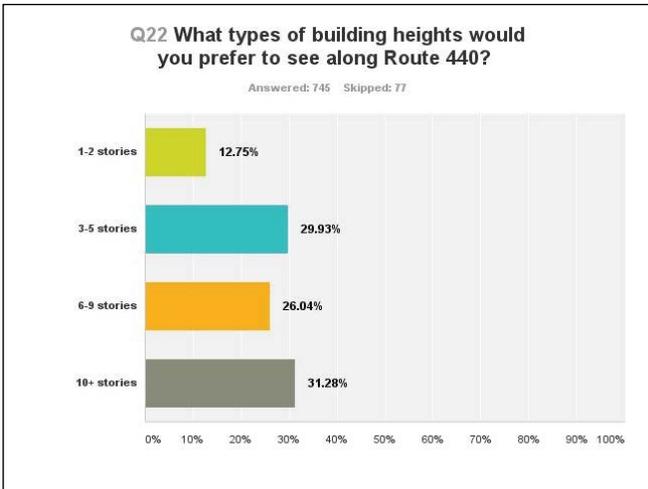


Image 6.21: Question 22 results from public survey

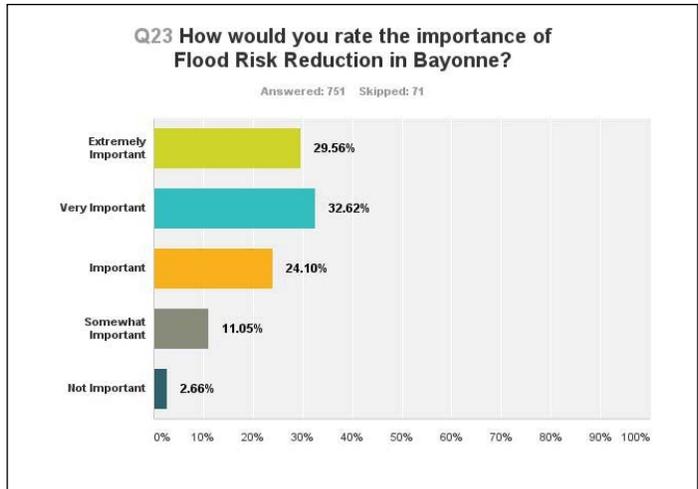


Image 6.22: Question 23 results from public survey

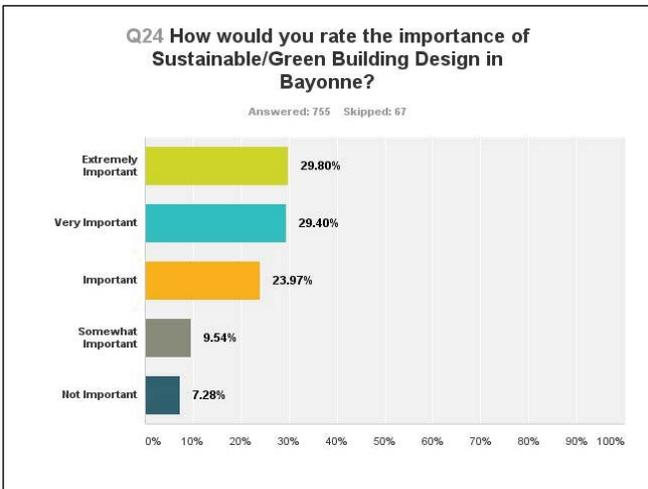


Image 6.23: Question 24 results from public survey

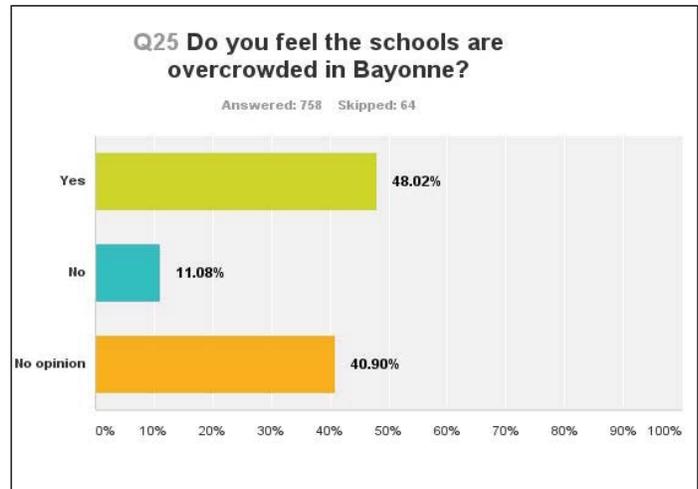


Image 6.24: Question 25 results from public survey

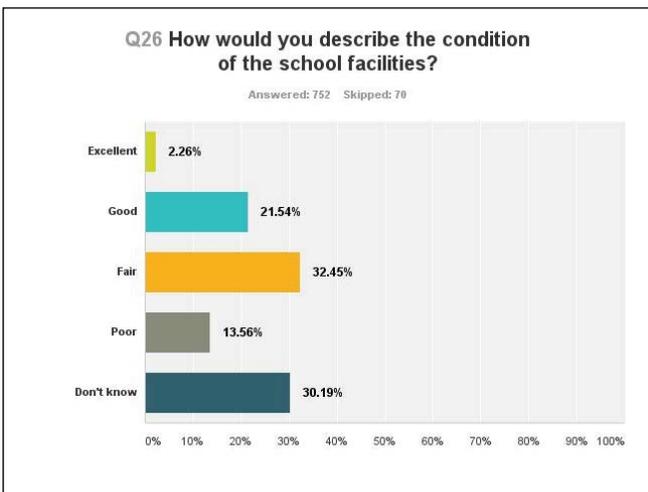


Image 6.25: Question 26 results from public survey

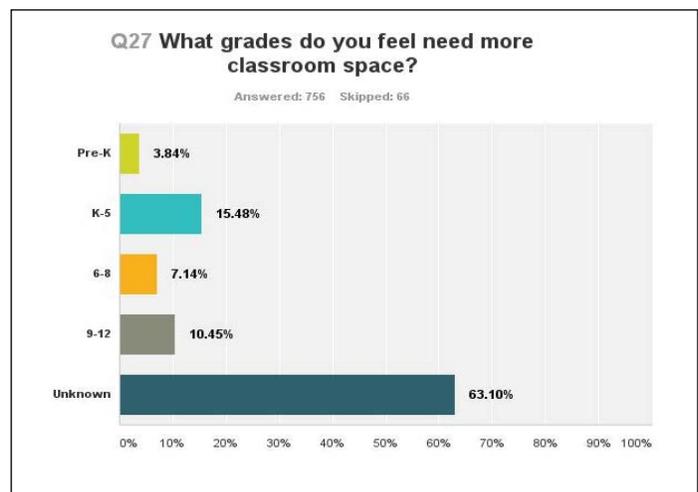


Image 6.26: Question 27 results from public survey

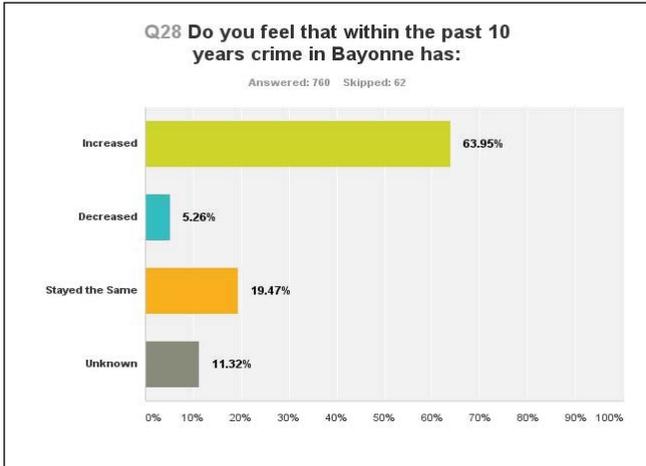


Image 6.27: Question 28 results from public survey

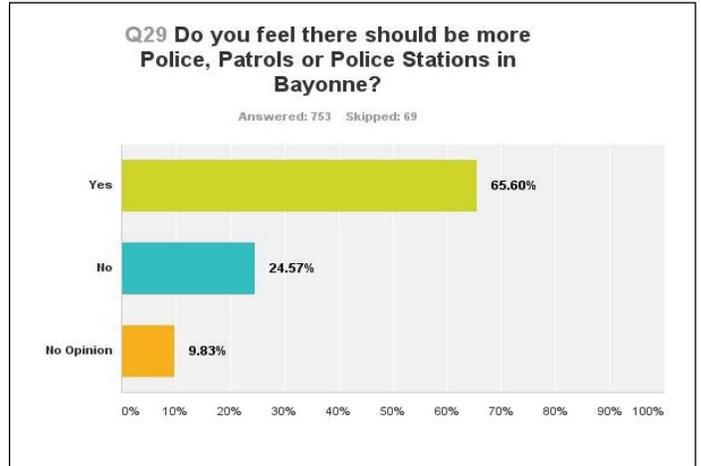


Image 6.28: Question 29 results from public survey

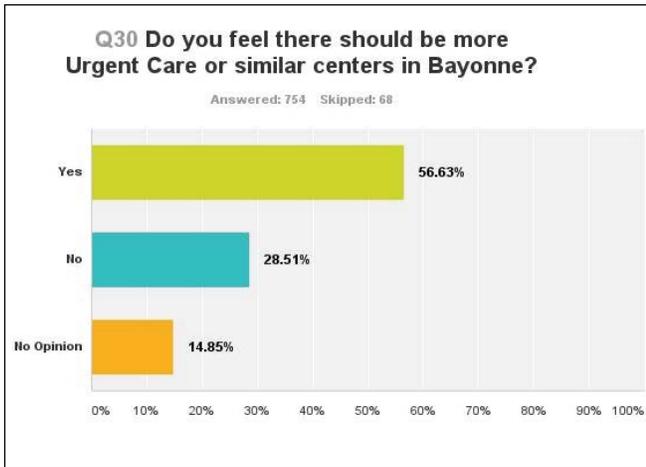


Image 6.29: Question 30 results from public survey

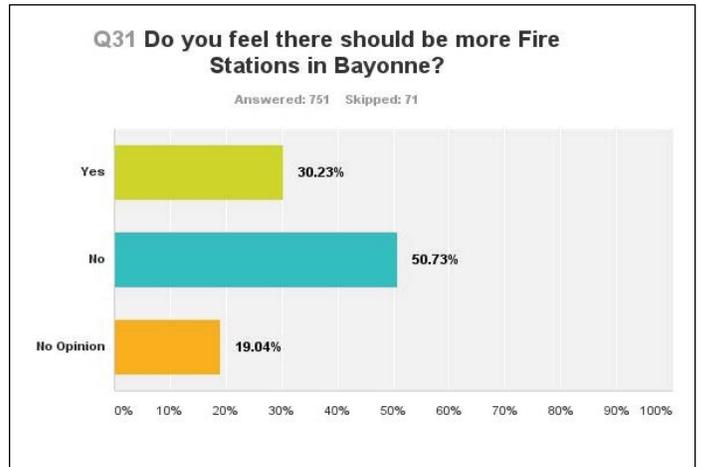


Image 6.30: Question 31 results from public survey

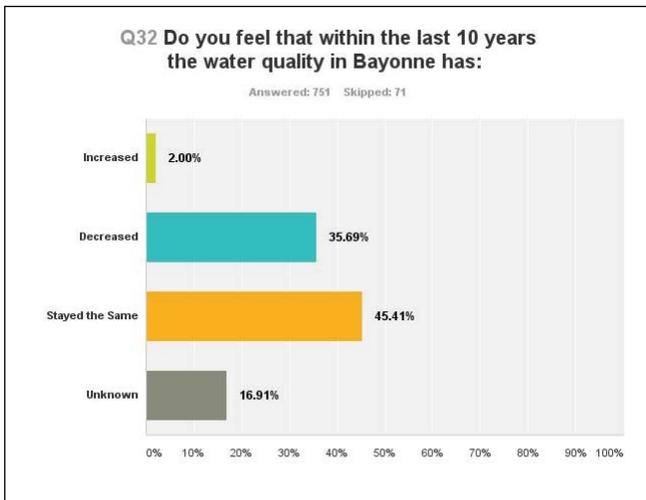


Image 6.31: Question 32 results from public survey

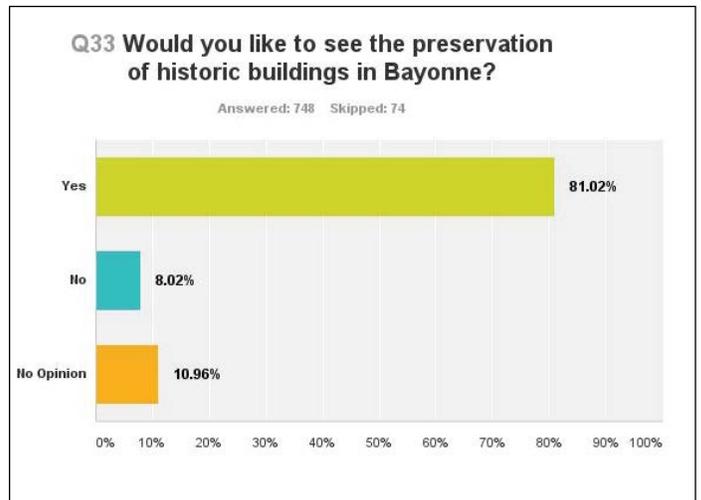


Image 6.32: Question 33 results from public survey

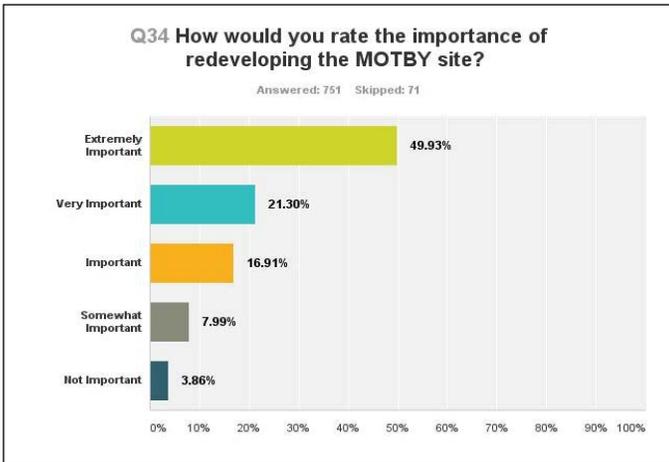


Image 6.33: Question 34 results from public survey

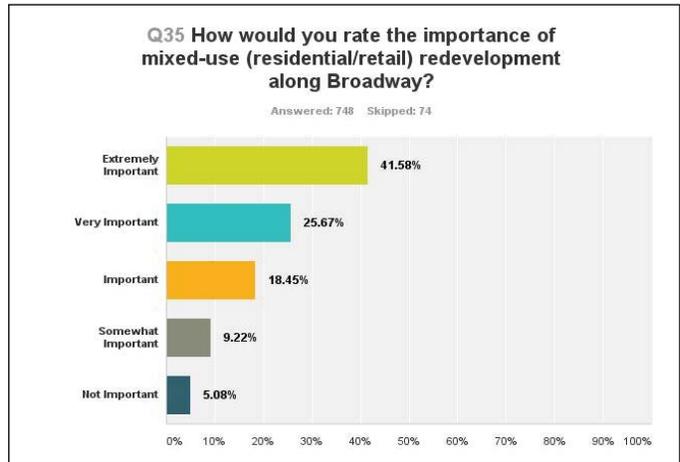


Image 6.34: Question 35 results from public survey

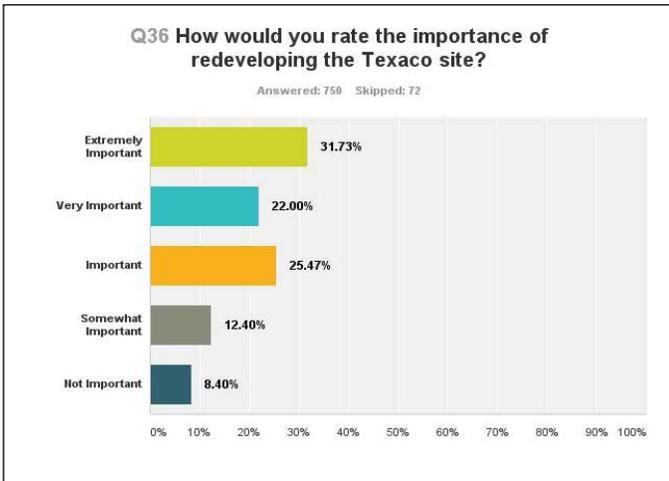


Image 6.35: Question 36 results from public survey

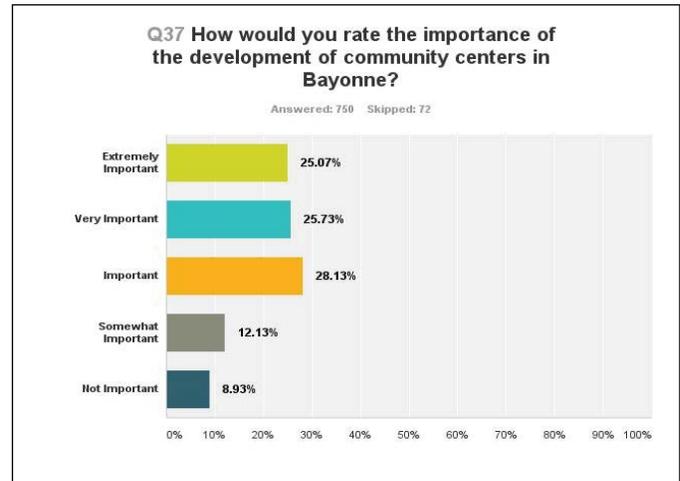


Image 6.36: Question 37 results from public survey

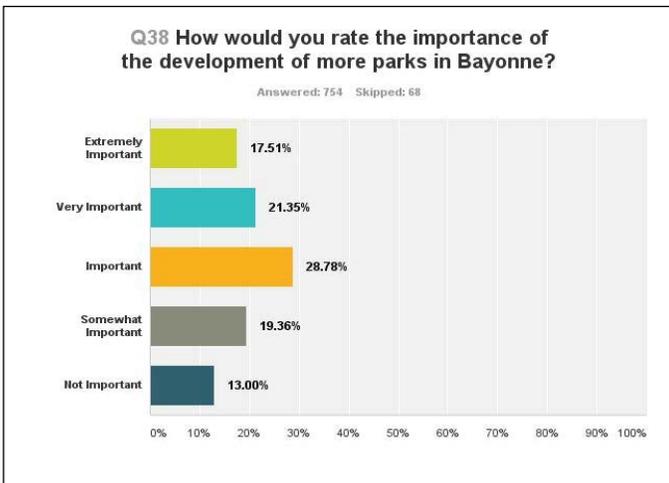


Image 6.37: Question 38 results from public survey

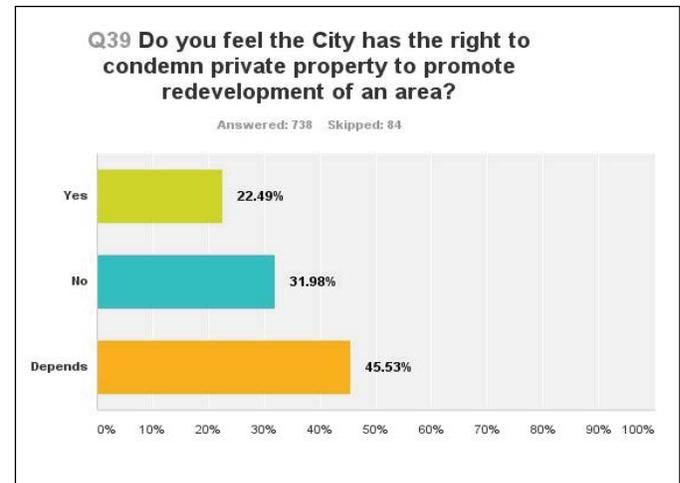


Image 6.38: Question 39 results from public survey

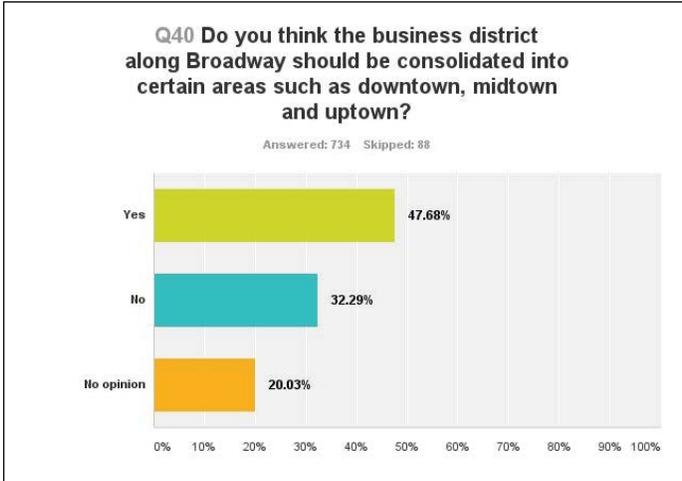


Image 6.39: Question 40 results from public survey

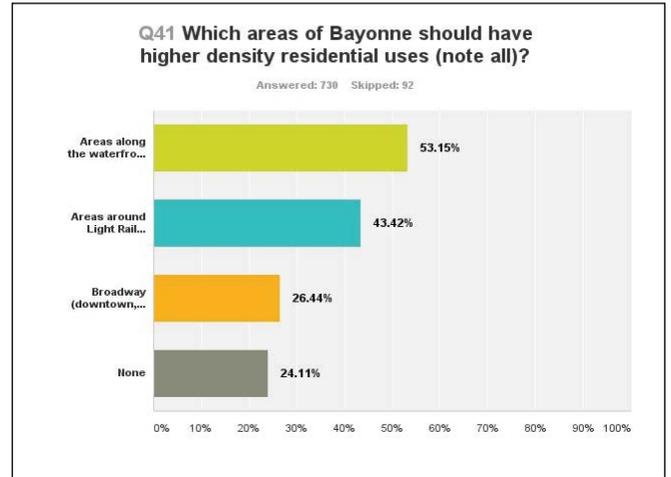


Image 6.40: Question 41 results from public survey

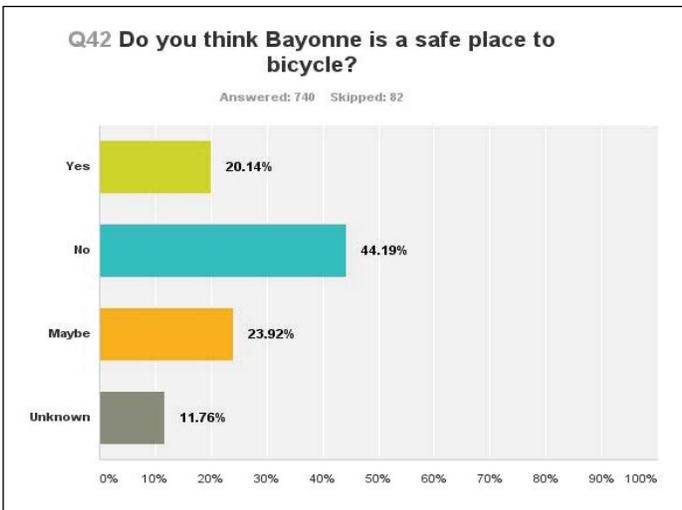


Image 6.41: Question 42 results from public survey

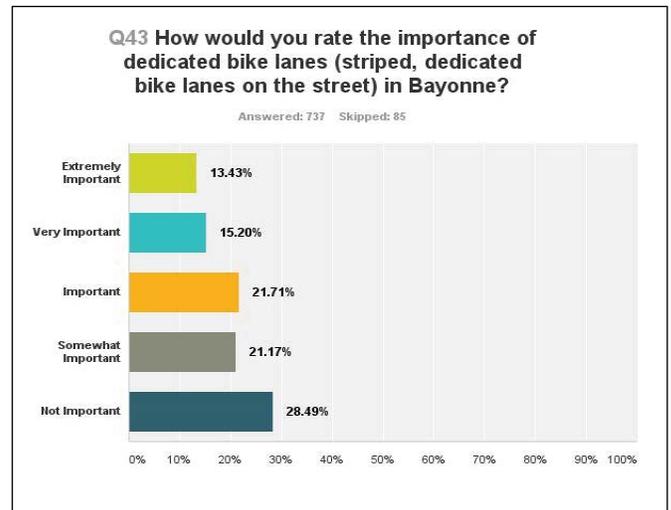


Image 6.42: Question 43 results from public survey

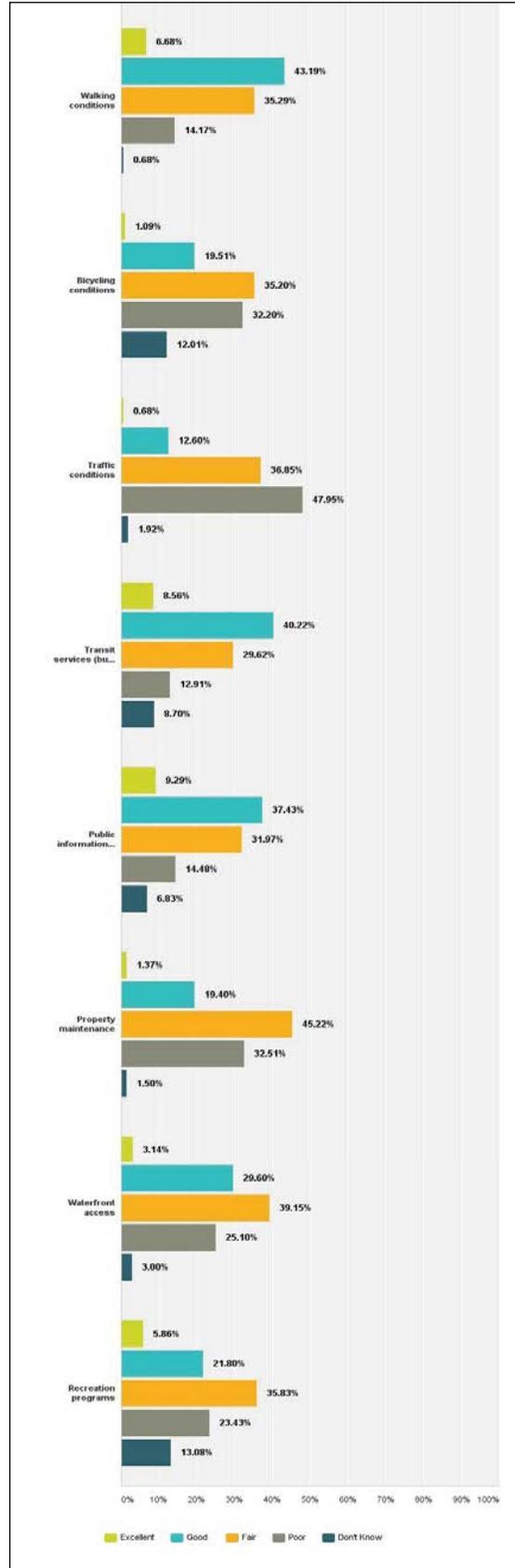
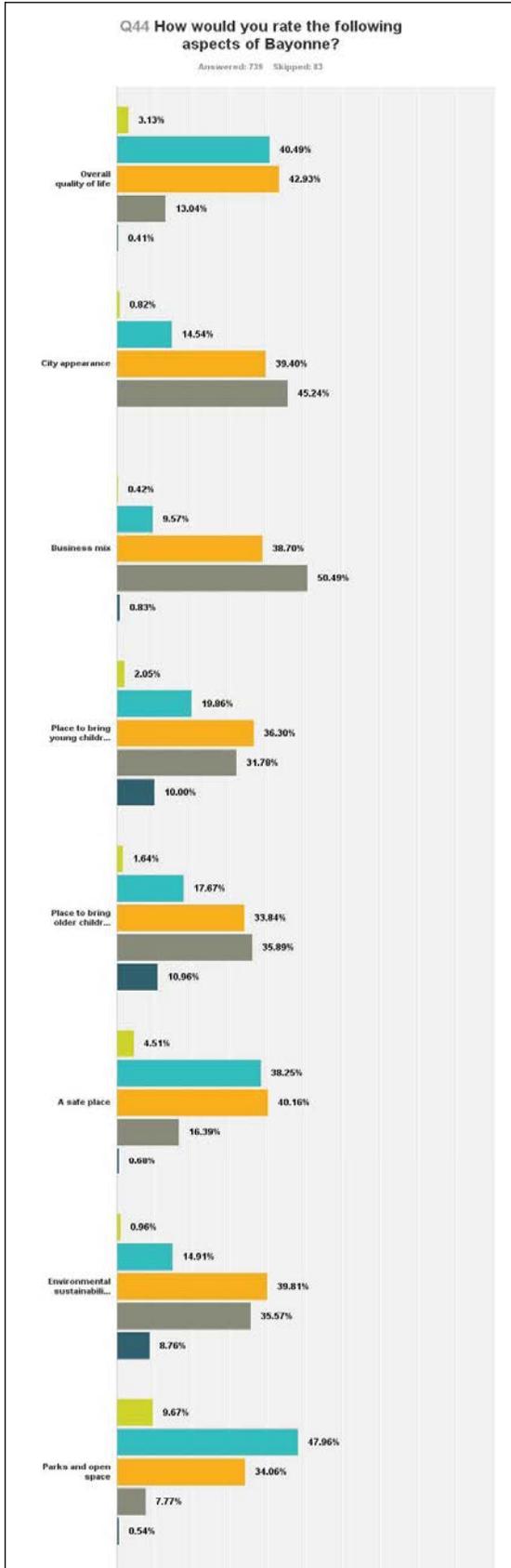


Image 6.43: Question 44 results from public survey



Image 6.45: Light Rail Stops Exhibit from the Public Meetings

RAIL STOPS

- There are four rail stations for the Hudson-Bergen Light Rail, located in Bayonne. They are:
 - 8th Street
 - East 22nd Street
 - East 34th Street
 - E. 45th Street
- Each white transparent circle represents a 1/2 mile radius around each light rail station. This is to show if there were to be any Transit Village Designation areas the white circles would be them.
- Transit Village Designation is a municipality that has been recommended for designation by the interagency Transit Village Task Force. These municipalities have demonstrated a commitment to revitalizing and redeveloping the area around their transit facilities into compact, mixed-use neighborhoods with a strong residential component.

SCHOOLS

- There are 16 Schools within the Bayonne City Area, Each school is represented by a Green dot. They are:

1. Marist High School
2. Woodrow Wilson #10
3. Washington Community School #9
4. Horace Mann #6
5. Yeshiva Gedolah of Bayonne
6. Dr. Walter F. Robinson #3
7. Bayonne High School
8. Midtown Community School #8
9. Philip G. Vroom #2
10. Lincoln Community School #5
11. Nicholas Oresko #14
12. Beacon Christian Academy
13. All Saints Catholic Academy
14. John M. Bailey #12
15. Mary J. Donohoe #4
16. Henry E. Harris #1



Image 6.46: Schools Exhibit from the Public Meetings

BUS STOPS

- In Bayonne there are approximately 248 Bus stops.
- NS or Near Side of the Intersection has 168 stops in Bayonne. Which is represented by the Pink Dots.
- FS or Far Side of the Intersection which has a total of 68 stops in Bayonne. Which is represented by the Yellow Dots.
- LR is a Light Rail stop which has a total of 8 Stops in Bayonne. Which is represented by the Blue Dots.
- MB is a Mid Block stop has 4 stops in Bayonne. Which is represented by the Green Dots. -



Image 6.47: Bus Stops Exhibit from the Public Meetings



Image 6.49: Parks and Recreation Exhibit from the Public Meetings

PARKS AND RECREATION

1. Mercer Park
2. Richard A. Rutkowski Park
3. Neil DeSena Park
4. Dr. Morris Park
5. Stephen R Gregg Park
6. Sigmund Mackiewicz Park
7. Russel Golding Park
8. James J. Donovan Park
9. Hudson River Walkway
10. 9/11 Harbor View Memorial Park
11. City Tennis Courts
12. 25th Street Park on Park Road
13. 24th Street Park
14. Francis G. Fitzpatrick Park
15. Sr. Miriam Theresa Park
16. 28th Street Park
17. Halecky / IMTT Park
18. Bayonne Golf Club (Private)
19. G. Thomas DiDomenico Park
20. 19th Street Neighborhood Preservation Park
21. North Street Park
22. Edward Clark Park
23. 11th Street Oval
24. Cottage Street Playground
25. Terry Collins Park (Cal Ripken Field) / Charles Heiser Park
26. 5th Street Walkway Park
27. Dennis P. Collins Park

Source: NY Office of Information Technology (NYOIT),
Office of Geographic Information Systems (OGIS), 2013/03,
Data Source: 2012 - 2013 City of Bayonne GIS Data/Map
MAINT: NY State Plan, Part, MAINT Title, Suppl/04/04/04
2013, NY Office of Information Technology (NYOIT), Office of
Geographic Information Systems (OGIS), Version: 10

Source: NY Office of Information Technology (NYOIT),
Office of Geographic Information Systems (OGIS), 2013/03/05,
Map/Information of the City of Bayonne, New Jersey, 2013/03/05,
NY Office of Information Technology (NYOIT), Office of
Geographic Information Systems (OGIS), Version: 10

BERGEN POINT



Source: NJ Office of Information Technology (NJNET), Office of Geographic Information Systems (OGIS), 2013B, Open Street Map (OSM), 2012 High Resolution Orthorectified, 2012/03/01 State Plane Data, MCHD TMS, Republished May 2013. NJ Office of Information Technology (NJNET), Office of Geographic Information Systems (OGIS), Traction, NJ

Source: NJ Office of Information Technology (NJNET), Office of Geographic Information Systems (OGIS), 2013B, Open Street Map (OSM), 2012 High Resolution Orthorectified, 2012/03/01 State Plane Data, MCHD TMS, Republished May 2013. NJ Office of Information Technology (NJNET), Office of Geographic Information Systems (OGIS), Traction, NJ

Image 6.50: Bergen Point Exhibit from the Public Meetings



SOUTH COVE COMMONS & HOOK ROAD



Source: NY Office of Information Technology (NYOIT), Office of Geographic Information Systems (NYOGIS), New Jersey 2012 - 2013 High Resolution Orthophotography (NADES) State Plane Data, NYOIT Data Transformation Layer 2013, NY Office of Information Technology (NYOIT), Office of Geographic Information Systems (NYOGIS), Syracuse, NY

Source: NY Office of Information Technology (NYOIT), Office of Geographic Information Systems (NYOGIS), 2014/05/01, Municipality of New York State Open Data Plan (NYSDOS), NY Office of Information Technology (NYOIT), Office of Geographic Information Systems (NYOGIS), Syracuse, NY

Image 6.52: Constable Hook Exhibit from the Public Meetings

MOTBY / PORT JERSEY CHANNEL



Source: NJ Office of Information Technology (OIT/IT), Office of Geographic Information Systems (OGIS), 2010; New Jersey 2011 2011 High Resolution Orthophotography (Scale: 1:10,000); Port Area, 2010; Time, Spatialized Data (2011); NJ Office of Information Technology (OIT/IT), Office of Geographic Information Systems (OGIS), 2010; New Jersey Office of Information Technology (OIT/IT), Office of Geographic Information Systems (OGIS), 2010; Municipality of New Jersey, New Jersey State Plane NAD83, NJ Office of Information Technology (OIT/IT), Office of Geographic Information Systems (OGIS), 2010.

Image 6.54: MOTBY / Port Jersey Exhibit from the Public Meetings

EASTSIDE



Source: NJ Office of Information Technology (NJ OIT), Office of Geographic Information Systems (OGIS), Bayonne, New Jersey 2012 - 2013 High Resolution Orthophotography (2012) NJ State Plane, NAD83; The Metropolitan Atlas 2013, NJ Office of Information Technology (NJ OIT), Office of Geographic Information Systems (OGIS), Trenton, NJ

Source: NJ Office of Information Technology (NJ OIT), Office of Geographic Information Systems (OGIS), Bayonne, New Jersey 2012 - 2013 High Resolution Orthophotography (2012) NJ State Plane, NAD83; The Metropolitan Atlas 2013, NJ Office of Information Technology (NJ OIT), Office of Geographic Information Systems (OGIS), Trenton, NJ

Image 6.55: Eastside Exhibit from the Public Meetings



Image 6.56: Recommended Redevelopment Nodes Map

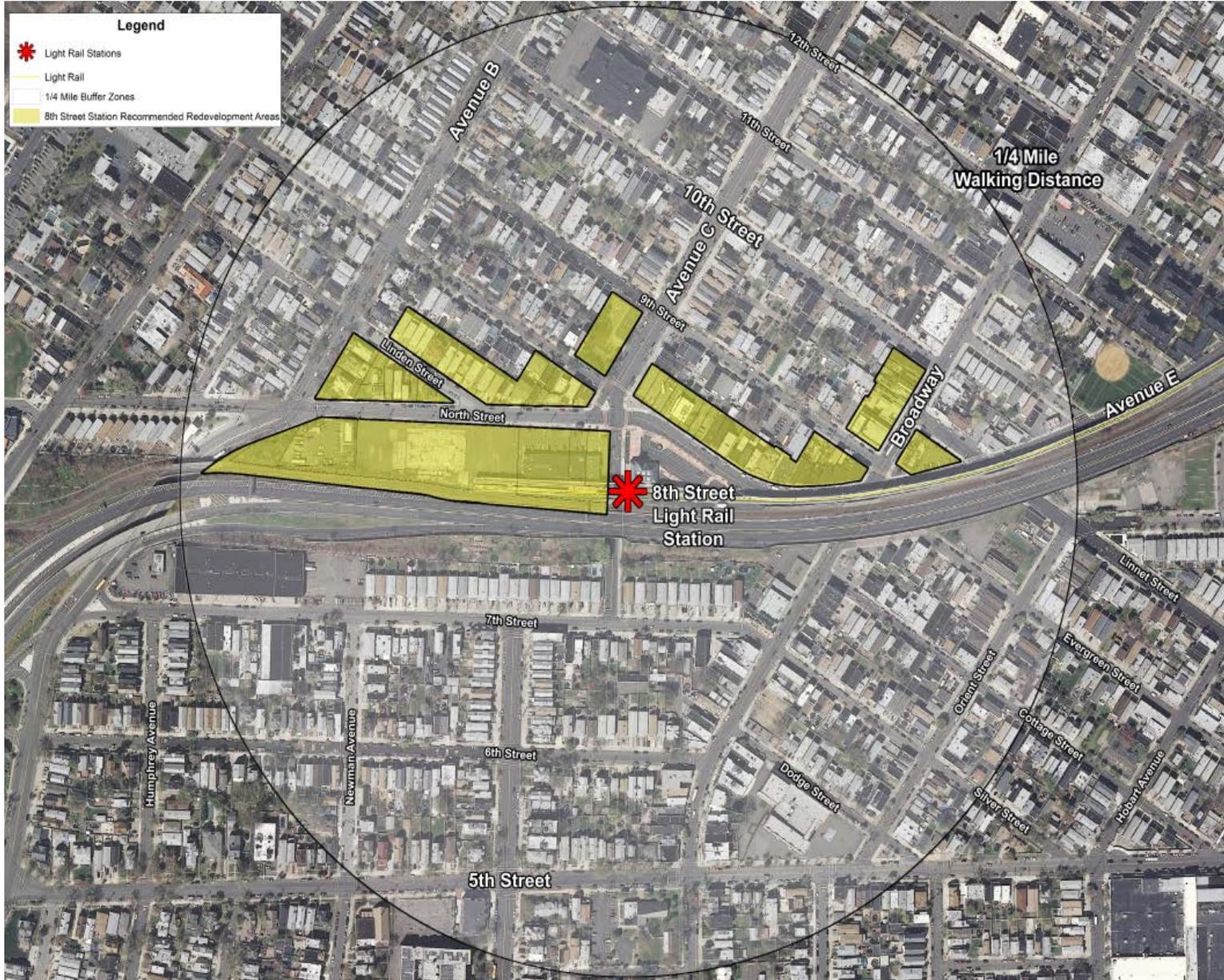


Image 6.57: Recommended 8th Street Redevelopment Areas.



Image 6.58: Recommended 22nd Street Redevelopment Areas



Image 6.59: Recommended 34th Street Redevelopment Areas



Image 6.60: Recommended 45th Street Redevelopment Areas

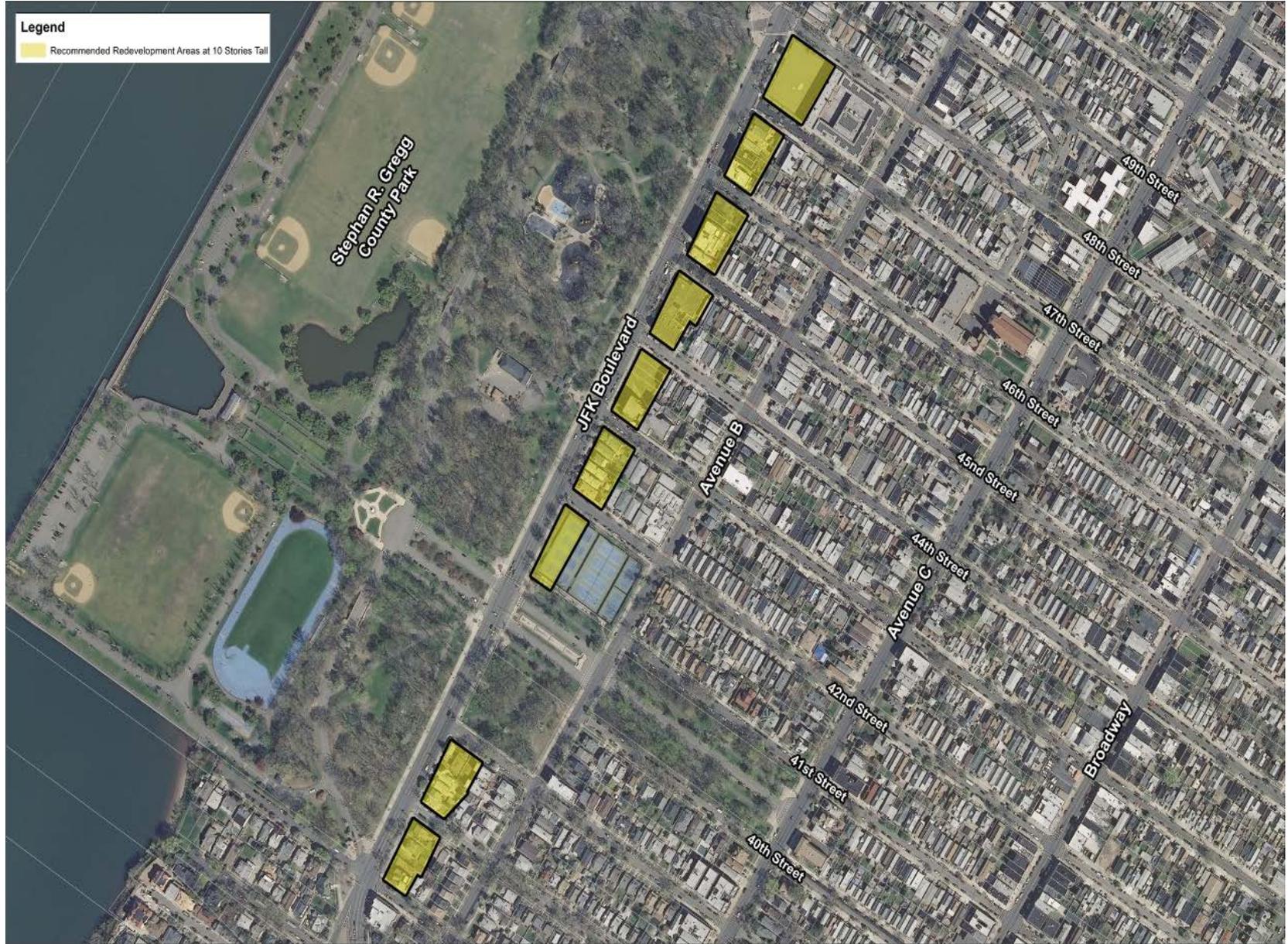


Image 6.61: Recommended 10 Story Redevelopment Area

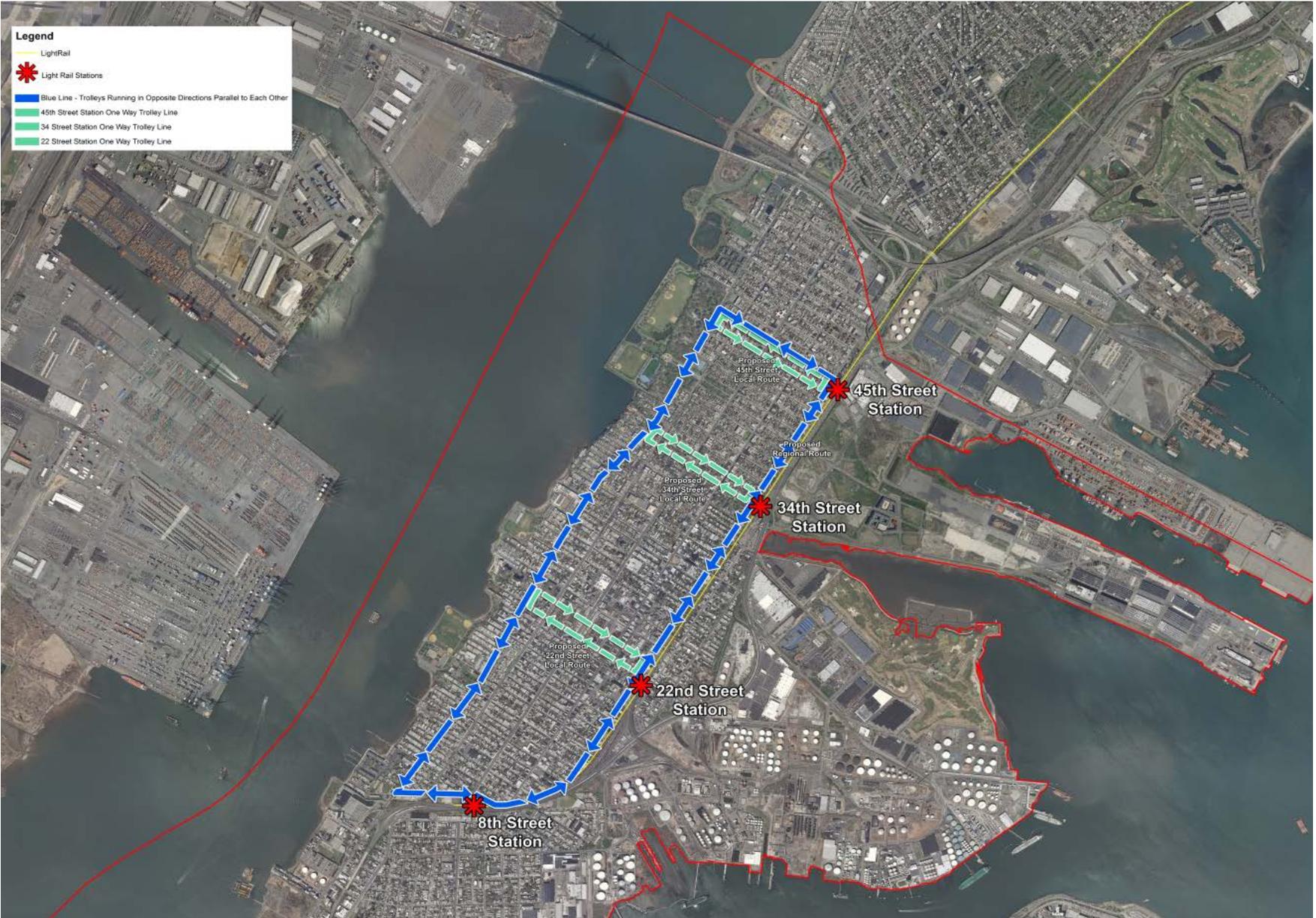


Image 6.62: Recommended Rubber Tire Trolley Routes

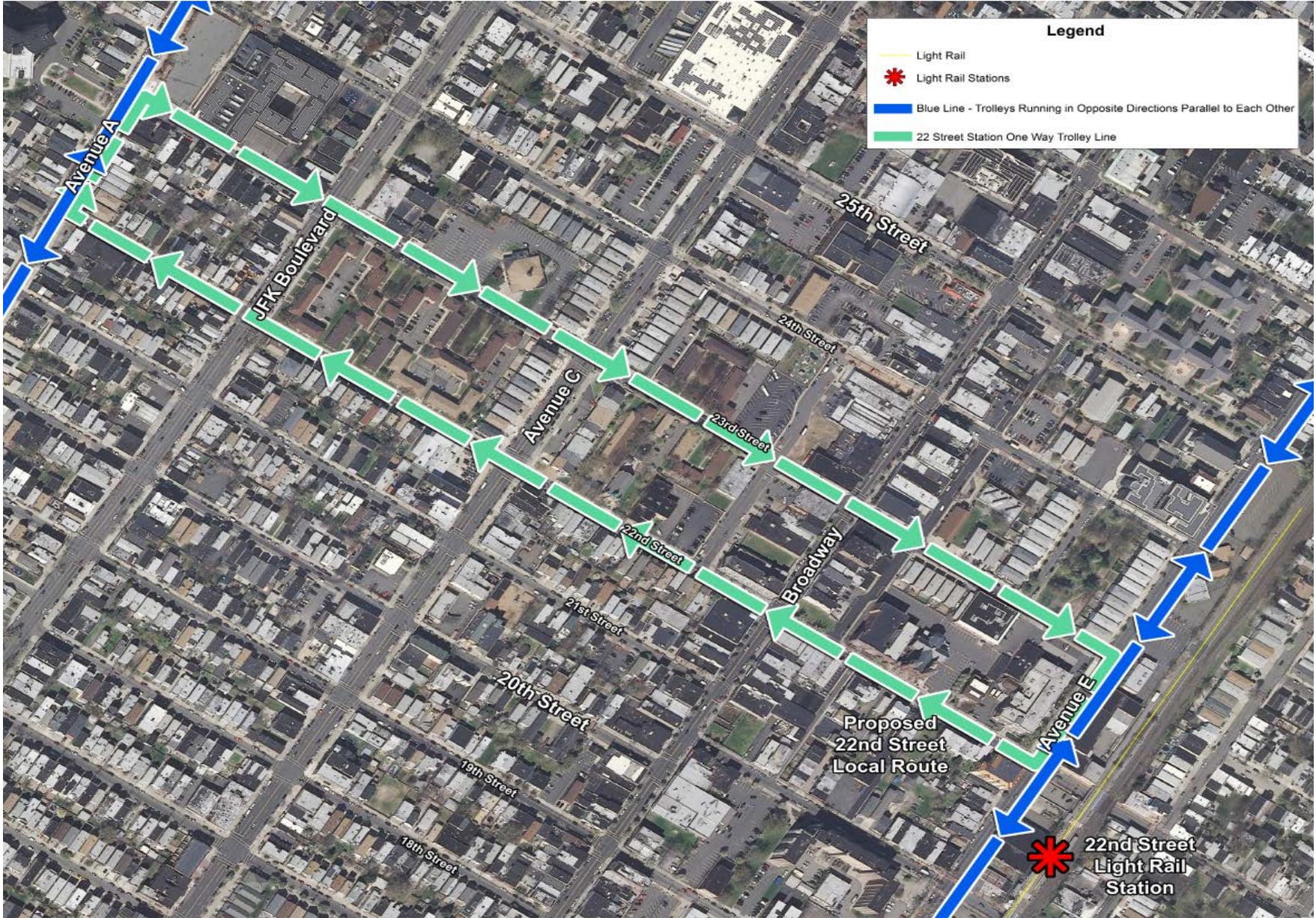


Image 6.63: Recommended 22nd Street Station Rubber Tire Trolley Route

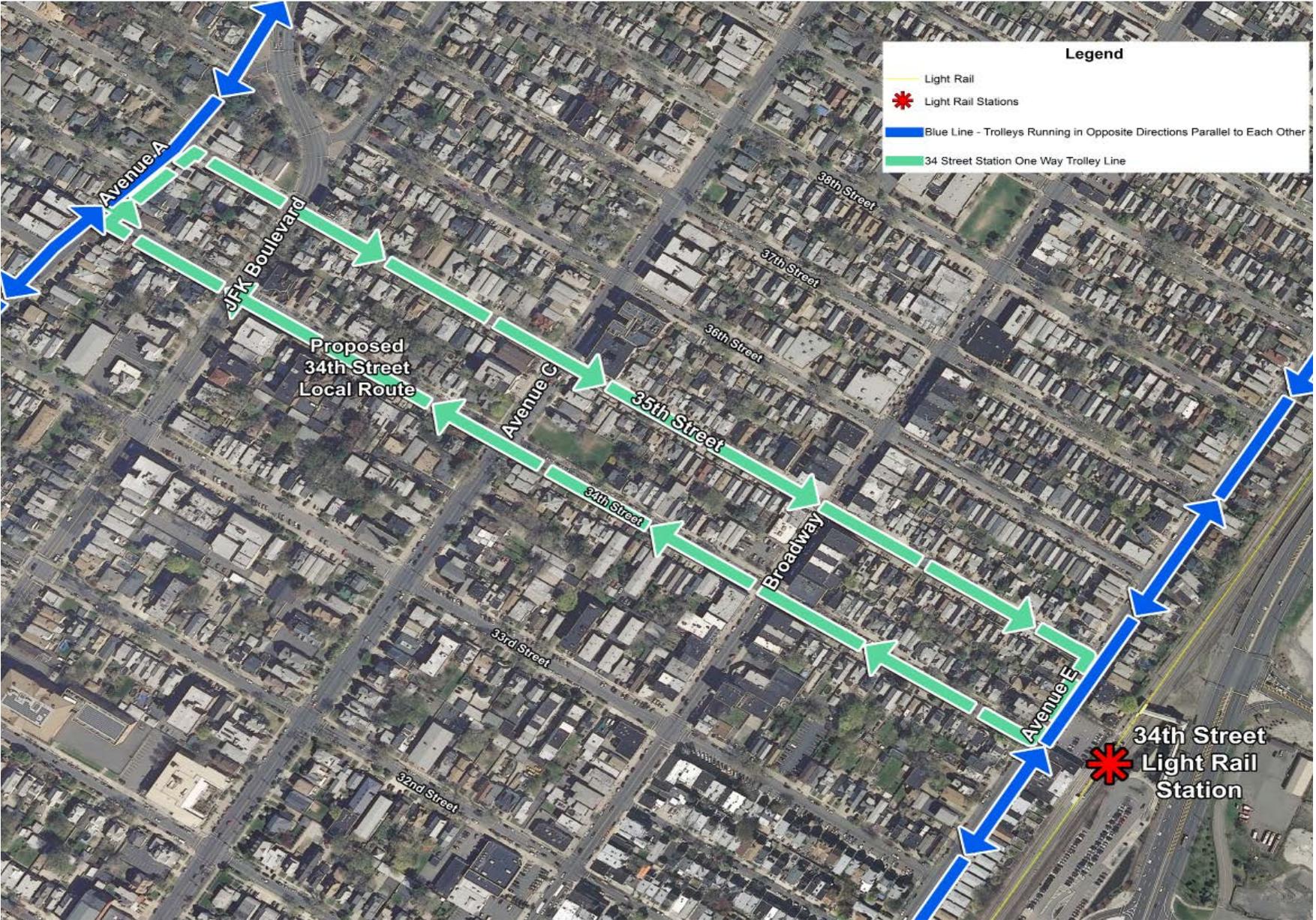


Image 6.64: Recommended 34th Street Station Rubber Tire Trolley Route

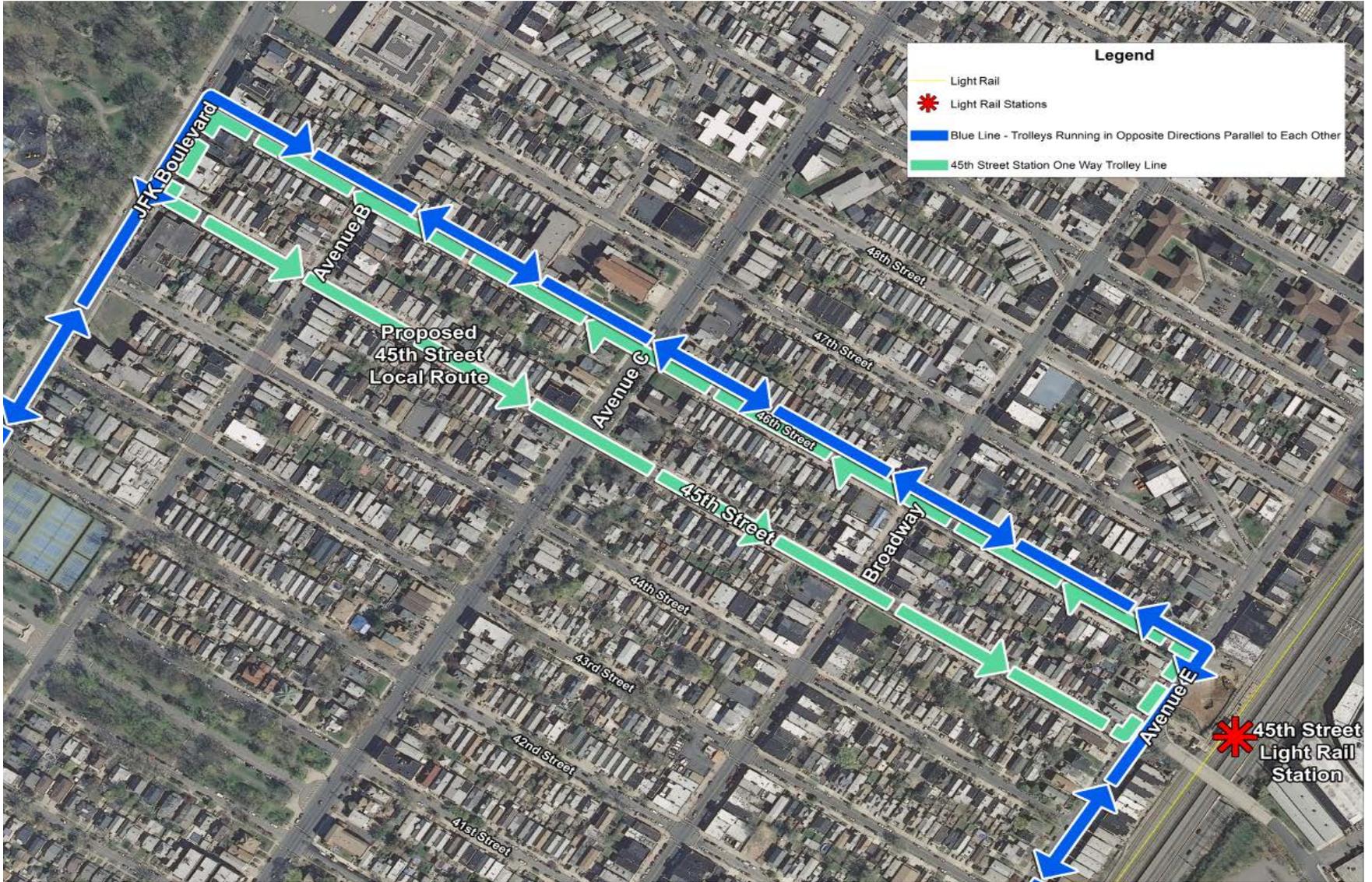


Image 6.65: Recommended 22nd Street Station Rubber Tire Trolley Route

Image 6.66: Public Parking Map



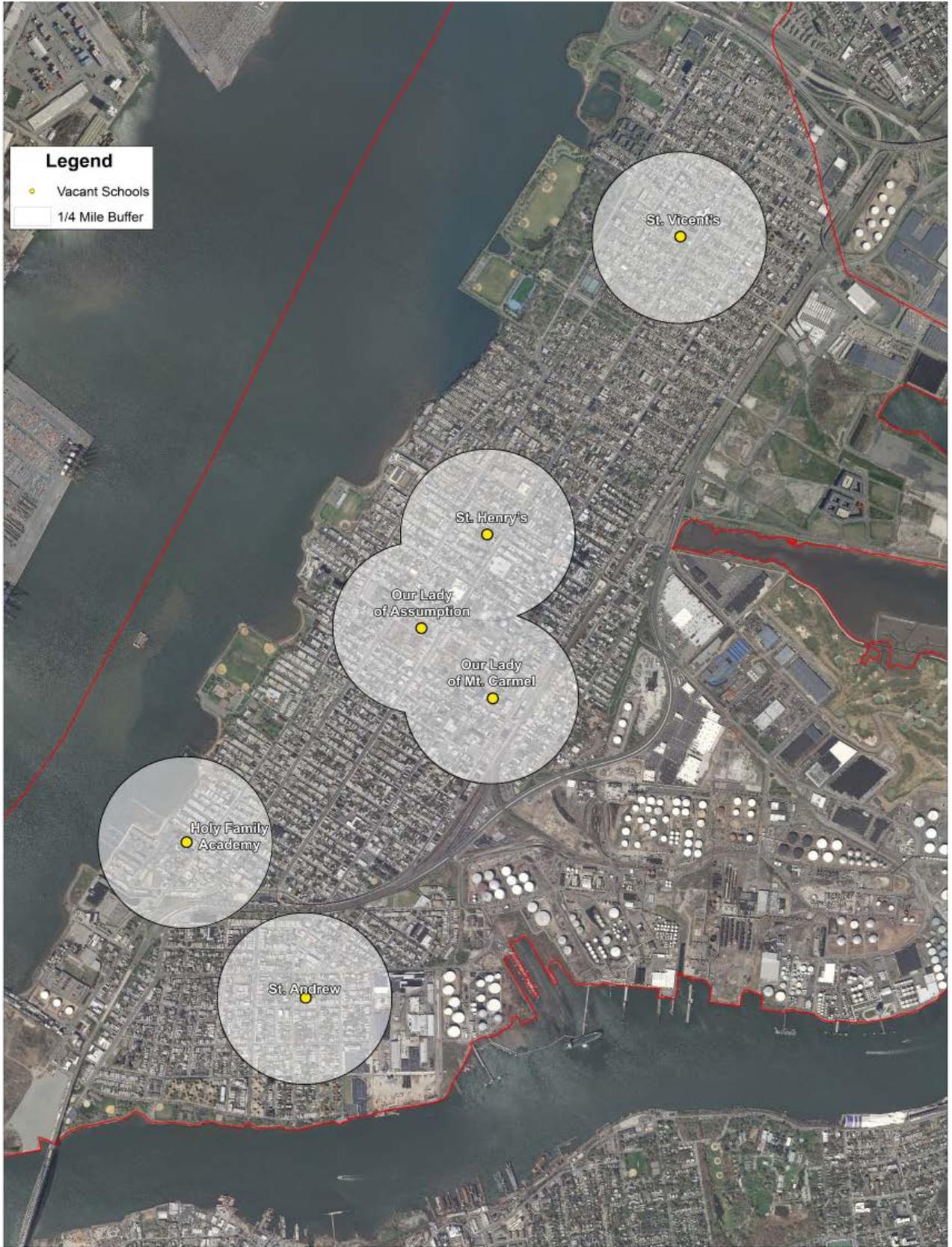


Image 6.67: Vacant Parochial Schools



Image 6.68: Recommended 8th Street Historical District