



WALKWAY

Hudson River Waterfront Walkway

IMPLEMENTATION STUDY

SEPTEMBER, 2004

ACKNOWLEDGEMENTS

Hudson River Waterfront Walkway

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Executive Summary

In 2000, Hudson County received a Smart Growth Planning Grant from the New Jersey Department of Community Affairs to fund the Hudson River Waterfront Walkway Implementation Study. The goal of this Study is to expedite construction completion of a continuous Walkway through the seven Hudson County municipalities which front the Hudson River, in part by identifying “gap” sites or unpassable portions of Walkway.

This process promotes a multi-jurisdictional partnership among the various local governments of the seven waterfront municipalities, which are: the City of Bayonne; the Town of Guttenberg; the City of Hoboken; the City of Jersey City; the Township of North Bergen; the Township of Weehawken; the Town of West New York, as well as

other stakeholders in the waterfront area including entities such as: Hudson County, the Hudson River Property Owners and Conservators Association, and the Hudson River Waterfront Conservancy of New Jersey. The result of this collaborative effort will be almost 18 miles of uninterrupted public Walkway for both Hudson County residents and visitors to enjoy.

Initially presented in the 1966 Regional Plan Association Study, “The Lower Hudson”, the Hudson River Waterfront Walkway (HRWW) was conceived as a continuous walkway open to the public along the Hudson River in New Jersey from Fort Lee to Bayonne, extending over 20 miles from the George Washington Bridge to the Bayonne Bridge.

Purpose of the Plan

In order to guide the final implementation and determine the appropriate way forward, the Implementation Study was intended to:

- Identify and classify uncompleted areas of the Walkway and make recommendations for Hudson County's role in completion of these segments
- Examine and evaluate the physical condition and public access along completed segments of the Walkway
- Propose recommendations for best practices in the operation and maintenance of the Walkway

Additional issues which affect the public use of the Walkway have been addressed in this Study, including:

- Future alignment of currently unbuilt portions of the Walkway
- Walkway design and construction standards
- Security along the Walkway
- Local and regional linkages



In fulfillment of the right of public waterfront access ideal expressed within what is known as the “Public Trust Doctrine”, Hudson County has set as a goal the completion of the entire Hudson River Waterfront Walkway that lies within County boundaries. While much of the Walkway has been completed, and more is currently under construction, there are “gaps” in portions of the Walkway alignment.

As a part of this Study, an investigation of the Walkway's existing and proposed alignment was made, including the creation of an extensive GIS database, which was linked to aerial photography of the waterfront in Hudson County. The primary objective of this GIS database was to identify and classify “gap” sites in the Walkway by status of completion, on a parcel by parcel or project by project basis. (The database is included in the Appendix.)

Recommendations for each identified gap site within each municipality are included within the Study. Recommendations are also included for issues that have come up along the completed portions of the Walkway.

Finally, a “Lessons Learned Elsewhere” section provides comparative information from three other communities with extensive waterfront walkways:

- San Antonio's **Riverwalk**
- New York City's **Hudson River Park**
- Chicago's **Grant Park**

Summary of Findings and Recommendations

FINDINGS:

The Hudson River Waterfront Walkway:

- The calculated distance of overall potential Walkway alignment within Hudson County is 210,247 linear feet, or 39.82 miles.
- The calculated distance of completed Walkway is 76,902 linear feet, or 14.56 miles.
- The calculated waterside “gap” distance is 133,345 linear feet, or 25.25 miles.
- Thirteen gap sites covering a distance of 12,812.7 linear feet, or 2.4 miles, have been identified as needing action.

RECOMMENDATIONS:

It is recommended that a Hudson River Waterfront Walkway stewardship operating entity be formed to operate and maintain the Walkway in a consistent fashion along the entire Walkway alignment. The Walkway is in need of a coordinated approach to provide:

- an upgraded program of signage and public information, with way-finding and user information
- a unified approach to public access, including standard hours of operation
- linkages to the Hudson County transportation network
- linkages to regional trails and bikeways networks
- reliable security conditions along all segments of the Walkway
- regular maintenance, clean-up and repair/renovation

In the interim period prior to establishment of the recommended operating entity, Hudson County should enter into a Memorandum of Understanding (MOU) with the private owners/developers and each municipality on standards and responsibilities for, at a minimum: operation, maintenance, and security along the Walkway.

Hudson County should target the Walkway gap sites that currently have no plans for implementation by providing incentives to develop, Walkway planning assistance, financing assistance, or by county or municipal acquisition and construction. The Walkway should be considered as a component of any Open Space planning for Hudson County and the affected municipalities.

Segments of the Walkway which are currently built and in public use, but have been found to be in poor condition (design, maintenance or operation) should be targeted for improvement through Hudson County grants, incentives or loans or through the establishment of municipality-based parks and recreation partnerships or property-exchange arrangements.

Financing for additional Walkway construction should continue to be accomplished through the auspices of the Hudson County Improvement Authority on a tax exempt basis, in locations covered by redevelopment plans or special improvement districts, by municipalities willing to support a special assessment financing, such as the funding provided for Walkway segments in Weehawken, West New York, and Bayonne.

Future capital improvements funding and funding to provide for the ongoing functioning of a stewardship entity should be handled under a special improvement district designation, such as a Transportation Enhancement District, which includes the entire Walkway.



Introduction to the Hudson River Waterfront Walkway

THE HRWW CONCEPT, "BRIDGE TO BRIDGE"

The Hudson River Waterfront Walkway (HRWW) is a unique public space located along the Hudson River, spanning the waterfronts of seven municipalities in Hudson County: North Bergen, Guttenberg, West New York, Weehawken, Hoboken, Jersey City, and Bayonne. Once completed, it will be a bridge-to-bridge, linear walkway system of parks, piers and open space along the Hudson River and Upper New York Bay waterfront. At present, the Hudson River Waterfront Walkway extends along nearly 15 miles within Hudson County, and provides numerous active and passive recreation opportunities including state, county and municipal parks. At various points along the Walkway, the 30 foot wide required easement widens into plazas and public spaces containing lighting, benches and other amenities for users' convenience and enjoyment.



◀ Bayonne Bridge

George Washington Bridge

The pattern of development along the Hudson River is deeply rooted in history. Originally a working waterfront, over the years shipping technologies and transportation networks changed, so that much of the Hudson River frontage was left as an area of abandoned industrial port lands. Due to this decline, the Hudson River piers and large areas of riverfront land became available for new economic uses. Over the years, redevelopment has transformed the area into the current pattern of residential and office uses.

The concept of a Hudson River Waterfront Walkway was first proposed in 1966 by the Regional Plan Association, based on overall decline in port related activities indicated by vacant piers. The objective of the Walkway was to provide additional park, recreation and open space for the citizens of the New York/New Jersey metropolitan area.

The Hudson River Planning and Development Commission was formed in 1979 by Governor Byrne to prepare a study of the waterfront that included extensive public input. Although the Commission had no statutory power, it developed a number of findings:

- The location and unparalleled view of the Manhattan skyline from the New Jersey Hudson River waterfront, are world-class advantages;
- the development potential of the region was not being realized;
- there was no coordinated regional effort to attract potential new development or to preserve and enhance environmental and cultural resources in the region;

- lack of automobile connections and the environmental degradation of the region were major deterrents to new development;
- waterfront walks and parks and mixed uses which allow such walks and parks are desired by area residents;
- cities in other states had successfully attracted waterfront development which has provided both public access to the waterfront and economic benefits to surrounding regions; and
- the New Jersey municipalities along the Hudson River were among the most economically hard-pressed in the State, and, therefore, need the economic benefits that could follow redevelopment of the waterfront, but, at the same time, were often unable to provide the incentives that could help attract such development.

The Study recommended that a special focus on open space, parks and public access to the waterfront must be continued and should be included as a basic design feature in all proposed projects. It also stated that multiple-use open space must be included as in all waterfront development.

In 1980, New Jersey officials enacted legislation to keep property along the Hudson River waterfront public. They required all developers who built on property abutting the river from Bayonne to the George Washington Bridge to build and maintain a continuous walkway that was open to the public.

A Hudson River Waterfront Redevelopment Plan was prepared, also advocating the construction of the Walkway along the water's edge. The preliminary design of the Walkway and analysis of existing conditions was issued in a 1982 study commissioned by the New Jersey Department of Environmental Protection (NJDEP) entitled "Hudson Waterfront Walkway: Existing Conditions and Preliminary Walkway Delineation".

In 1984, the Plan was refined in a report entitled "Hudson River Waterfront Walkway Plan and Design Guidelines". The guidelines were issued by the State for developers to follow when constructing and maintaining their portion of the Walkway and for use by governmental entities when reviewing applications for development along the Hudson River Waterfront.

In 1988, the Hudson River Waterfront Conservancy was founded to guide the Walkway's future. That same year, the State adopted administrative regulations (N.J.A.C. 7:7E-3.48 et. seq.) that required developers to provide a 30 foot wide easement and construct the Walkway along the edge of the river as a condition of the Waterfront Development Permit Program (N.J.A.C. 12:5-3) under the NJDEP's Coastal Resource and Development Policy.

The NJDEP sought to fulfill the spirit of the so-called "Public Trust Doctrine" which is applicable whenever navigable waters or the lands beneath are altered, developed, conveyed or otherwise managed or preserved. In 1989, "The Hudson River Waterfront Walkway Design Standards" report, an addendum to the 1984 Plan and Design



Fishermen discussing Walkway

PUBLIC PARTICIPATION

A key part in the preparation of the Implementation Plan was public involvement. In order to produce a consensus based Study; stakeholders had a hands-on role and participated in the process by identifying major issues, constraints and opportunities. Public participation and outreach efforts were continued throughout the process which consisted of an initial kick off meeting with the Waterfront Walkway Partnership Committee, municipal public meetings, and meetings with other stakeholders such as the Waterfront Conservancy and the Property Owners and Conservators Association. This participation effort allowed for necessary consensus building and discussion of realistic implementation strategies for the Study.

Pier A, Hoboken ►

Guidelines was issued by the NJ DEP to provide additional guidance for developers and regulators. The National Association of Homebuilders and the New Jersey Builders Association challenged the legality of the required easement in U.S. District Court and the court ruled that the Hudson River area was public trust land subject to the provision of a public easement.

In 1999, Hudson County, in its continuing effort to revitalize the waterfront, teamed with a developer's association to investigate possible funding sources to complete the unfinished stretches of the Walkway. By 2004, over 14 miles of the Walkway are complete with more under construction; however, there remain "gap" sites that have significant physical and economic barriers to overcome.

Since the Walkway's inception, planning documents, either in whole or in part, have been produced on State, County, and local levels that have addressed the need for the Walkway, the path that the Walkway should take, the way it should look, and how best to implement it. The following highlights a number of these planning efforts:

Hudson County has recognized the waterfront as a strength and highlighted the completion of the Walkway in both its 1999 Strategic Revitalization Plan and the 2002 County Master Plan. The Revitalization Plan stated that the County must create more parks and open space

by direct acquisition of key parcels along the Walkway and make acquisition and construction of the "missing links" in the Walkway a priority. It set a target of constructing the major missing links in the HRWW by 2005 and completing the project by 2010. Within the 2002 Master Plan, there were also goals, objectives, and implementation action strategies that are related to the Hudson River Waterfront Walkway. Because the Walkway project is so expansive, its issues have overlapped among several elements of the Master Plan including the Land Use Plan, Circulation Plan, Community Facilities Plan, and the Conservation Plan. Overall, through each of these Plan elements, the Master Plan designated the completion of the HRWW as a priority for the County.

A Memorandum of Understanding (MOU) was executed in June of 2000 between the New Jersey State Department of Environmental Protection (NJDEP) and the County of Hudson "Urban Complex" to enhance the capacity of Hudson County and its constituent municipalities in order to protect the environment and manage environmental issues, to accelerate environmental improvements in and around Hudson County, and to link environmental improvements with local development opportunities. The agreement stated that it would initially focus on the Hudson River Waterfront Walkway and its culmination would be the development and implementation of a comprehensive plan for the construction, completion and continued management, oversight and maintenance of the Hudson River Waterfront Walkway.

Each of the seven waterfront municipalities has included discussions of the Walkway in past and present Master Plans. Generally, the plans addressed waterfront development and additional parks and recreation, including the Walkway, as major goals and objectives. All of the municipalities noted that future development would have to be consistent with the NJDEP's standards for the Waterfront Walkway; however, depending on the municipality, it was addressed at different levels. In the original NJDEP planning documents it was recommended that all the waterfront municipalities should adopt ordinances supplementing the established NJ Coastal Policies.

Currently all seven waterfront municipalities address the Waterfront Walkway in their Master Plans, and six: Bayonne, Hoboken, Weehawken, West New York, Guttenberg and North Bergen, have specific zoning ordinances that deal with the built aspects of the Walkway. Three of the municipalities: Jersey City, Hoboken and Bayonne, have Redevelopment Areas along the waterfront with Redevelopment Plans that include the Walkway. These Plans, like most of the Master Plans, do not go beyond what is required by the State or discuss issues such as consistency of design standards, the relationship between public and private spaces or the financing for completion of gap areas. In order to reach a successful completion, the Walkway and all issues affecting it should be dealt with in a consistent manner in each municipality's planning documents.



MAPPING

Through the use of Geographic Information System (GIS) technologies, the entire Hudson River Waterfront Walkway was mapped. This mapping allows for waterfront properties, permits, and plans affected by the Walkway to be electronically logged and updated. It also gives an information-rich visual perspective to the Plan.





BENEFITS OF A COMPLETED HUDSON RIVER WATERFRONT WALKWAY

The Waterfront Walkway is an unsurpassed civic space, serving not only as the front yard to Hudson County, but also creating an iconic image for New Jersey's Hudson riverfront. In establishing unimpeded access to the water's edge, it provides a place for recreational activities, social interaction and community events. In some municipalities, it is the only remaining open space left in a highly congested urban area. Through collaborative planning and implementation, the Walkway has the potential to enhance the quality of community life in the following ways:



RECREATION

In the past, commercial and port facilities dominated the waterfront. Over the past several decades, land uses have changed and redevelopment has occurred, making way for publicly accessible development and the opportunity for active and passive recreation along the Walkway. What makes this resource so special is that it has something for everyone. With the completion of the Walkway, linkages to parks and recreation facilities have been formed, and active uses such as running, walking, bicycling, rollerblading and jogging are being accommodated along with more passive pursuits such as photography and sightseeing. Also, the opportunity for active marinas and water-related activities, such as fishing, boating, and jet skiing, increases with full development of the waterfront and the Walkway. The Walkway is becoming a place to exercise, play and work, as well as a place to just sit and enjoy the view.



ENVIRONMENTAL AND ECOLOGICAL ASPECTS

With increased efforts toward the completion of the HRWW, opportunities abound for the protection and enhancement of the environment and the ecology of the Hudson River waterfront. Educational programs can be developed as an introduction to the Hudson River and Hudson River life for residents of all ages. Programs can be developed to describe native animals found in the river, how a healthy ecosystem benefits those around it, and how pollution affects the ecosystem. Bird watching and similar activities are already enjoyed along the Walkway and further protection of the ecological aspects of the Walkway can be of increasing benefit to those who use it.

Better use of the Hudson River and the Walkway also includes a commitment to full integration of transportation, recreation and urban life. The use of the Walkway as a key part of a multimodal transportation system linking to rail and ferry, will have beneficial impacts on traffic and automotive congestion, thus mitigating air pollution for Hudson County as a whole.

In October of 2003, a ban on discharging sewage waste from boats on the Hudson River was put into effect. A 153 mile stretch from Troy, New York in the north to Battery Park in Manhattan (across from Jersey City) is now off limits for the dumping of treated waste under a federal Environmental Protection Agency ban, which covers the thousands of recreational and commercial craft on the Hudson.

The State of New Jersey has begun to require new measures for dealing with stormwater runoff and discharge from development sites, especially those which border certain waterways of the State. Hudson County and its municipalities will need to ensure that any new development activity which includes the Walkway is in compliance with these regulations.

Beyond fulfilling regulatory responsibilities, Hudson County should take a proactive approach which actively seeks opportunities to enhance the aquatic environment, such as: encouraging the construction of riverfront Walkway with more eco-friendly bulkheads, such as those with increased slope/mass to provide habitat for marine animals and plants; encouraging the use of fluted pilings in place of smooth pilings, again to provide significant additional habitat; and possible designation of a riverfront-zone which encourages "smarter, greener" buildings with self-contained alternative energy sources, grey water recycling systems, and other emerging technologies that enable retention of on-site pollutants and minimization of other negative impacts.

The Hudson River has seen significant habitat improvement over the past decade, with fish populations rebounding. However, there is still the need to do much more. Warnings currently in effect which seek to restrict human consumption of river fish have been taken seriously by County officials, since a significant portion of the population engages in fishing activities. This, as well as the desire to provide swimming sites and other opportunities for water recreation, should provide an impetus towards clean water programs.



ECONOMIC DEVELOPMENT

Nearby retail establishments, offices and restaurants can also enjoy and prosper from the opportunities created by a completed HRWW. In addition to what is already built, economic activity will increase through new development along the waterfront with the expansion of the Walkway. The natural link that the Walkway provides will continue to expand the pool of residents, employees, and leisure users and make it ever more appealing for businesses to locate close to the Walkway. As this occurs, the municipalities and the County will receive increased rates and residents will receive needed services. The waterfront location has proven to be a magnet for high-end development, and continues to stimulate interest for a wide range of potential uses.



ENHANCED URBAN LANDSCAPE

A well designed urban landscape improves comfort, pleasure, and security by providing an enhanced sense of order and beauty. Contact with nature is recognized as a basic human need, and public landscape components often provide the only opportunity for residents to have that contact. Intelligent planning and implementation of the Walkway can provide a high-quality visual effect for an entire area and create a sophisticated urban landscape that can be enjoyed by all, from both sides of the Hudson.



HISTORIC PRESERVATION/INFORMATION

Recognition of historic preservation areas and information about important historic and cultural sites along the Walkway can be part of the completed HRWW. Historically-oriented walking tours and classes can be offered to residents, visitors and school groups through which they can learn about the important role that the waterfront has played throughout the County's history. Plaques and signage can be used to identify specific areas and lead individuals along the Walkway. The Walkway could serve as a walk through time, highlighting all that is unique to the Hudson River Waterfront.



ACTIVE LIFESTYLE/WELLNESS

Most communities today were designed to accommodate the automobile and do not have adequate sidewalks to facilitate walking and biking. These development patterns have ultimately caused sedentary behavior because of reliance on the automobile and have cost the public valuable opportunities to be physically active through walking and bicycling to school, work or for errands. By promoting compact, walkable areas with mixed uses, walking and bicycling become viable alternative options. The HRWW works to promote healthy living, serving as a natural walkable link to outside destinations and other forms of public transportation. The HRWW provides space for active recreation and exercise, which is essential for healthy living.



ALTERNATIVE TRANSPORTATION

Creating an uninterrupted link through seven municipalities provides opportunities for different forms of non-automobile transportation, particularly if linked to existing public transit. Currently, there are numerous established connections in Hudson County to New York and the rest of New Jersey through ferries, trains, buses and the Hudson-Bergen Light Rail Transit (HBLRT) line. With the completion of the Walkway, residents will have yet another link to outlying destinations plus a non-vehicular link to transit. Foot traffic, bicycling, Segways and roller blading can all be accommodated along the Walkway. Such activities can move beyond recreation to become new modes of transportation. With the completion of the Walkway, people will be able to commute to work, shop, go out to eat, and enjoy the nightlife without ever entering a car.



Liberty State Park with Jersey City in the distance



Issues along the Walkway

A number of issues related to the Hudson River Waterfront Walkway have arisen over the years. Finding satisfactory solutions to problems has been complicated since the Walkway passes through numerous jurisdictions and includes diverse forms of ownership. As mandated by the New Jersey Department of Environmental Protection, (NJDEP), as permits are granted for development along the waterfront, each private or public property owner has been individually responsible for constructing their portion of the Walkway according to NJDEP standards.

Due to the variety of ways in which each property owner has approached Walkway construction and maintenance, the Walkway does not exhibit a consistent look and condition. Each general issue discussed in this section contains an explanation of the points to be considered and general recommendations to resolve them.

ALIGNMENT AND ACQUISITION

Issues:

Determining walkway alignment is a very important part of the implementation process. This is a twofold consideration: the alignment of the Walkway through private or public property and possible acquisition of waterfront property by public entities, should opportunities arise.



◀ Exchange Place, Jersey City

E. 5th Street to Ingham Avenue, Bayonne

General Recommendations:

A review was done of all uncompleted portions of the Walkway, including those currently planned or under construction, as well as the already completed segments of the Walkway, to ascertain the proposed alignment location, keeping in mind the following considerations:

- relationship to the water's edge
- suitability for use by pedestrians, bicyclists and others
- incompatible development or uses

WATERFRONT PROXIMITY

Paramount among the many alignment considerations is the mandate to provide public access to and enjoyment of the Hudson riverfront, by keeping the Walkway as close to the River as possible. This was fundamental to the original study of 1966 which declared that the Hudson riverfront provided an unparalleled view of the New York skyline and that a mix of uses, which would allow the construction of walkways and parks with ample public access, was the most desirable form of development for the area.

WALKAROUNDS

Where a direct waterfront alignment is impossible, due to existing uses or physical impediments, inland alignment alternatives should be selected that will either still afford views of the River, or provide access to other amenities, such as an alignment that would take users along the main street of a lively downtown, or along an elevated ridgeline that could provide water views beyond inaccessible port uses.

Some Walkway segments currently have a designated "walkaround" alignment that is in temporary use, with the intention of creating a waterfront alignment in the near future. An example would be the Walkway implementation which would be required as part of a recent New Jersey Transit Request for Proposals for air-rights development at the Lackawanna Ferry Terminal in Hoboken. Currently, it is necessary

to make a lengthy detour around the New Jersey Transit rail tracks at the western end of the Long Slip, in order to reach Jersey City by following the surface streets and sidewalks.

ADJACENT ROADWAY ALIGNMENT

At times, Walkway segments that run closely parallel to, but not on, a roadway can offer certain advantages over segments that are remote from roadways. Occupants of adjacent residences and businesses are cued to regard such Walkway areas as part of the public right-of-way and "ownership" issues are thus ameliorated. Public access to the Walkway is facilitated and buffering or fencing, as needed, of the private portions of adjacent development or industrial use, can control appropriate access to these facilities.

The waterfront of Hoboken again provides a good example of this, notably featuring:

- Continuous public parallel parking along the roadway both eases user access to the Walkway and buffers the Walkway from traffic.
- Such parking also provides a traffic-calming effect, slowing the pace of cars in the traveled lane. One-way traffic moving in a single lane at a slow pace enables easier street crossings by pedestrians and thus encourages Walkway access and lateral linkages into the surrounding urban fabric.
- Distinct separation of transportation modes and public use: automotive traffic in the roadway, parallel parking along curbside, separate bicycle lane at sidewalk grade elevation buffered by an alley of trees, broad pedestrian way close to the riverside with ample street furniture including benches, trash receptacles, lighting and bump-out overlooks along the Hudson River.
- Intensive land uses inland of the Walkway, including mixed-use office, commercial and residential towers with views above the Walkway.

- Access to mass transit from the Walkway: ferry terminal, NJ Transit and other rail, buses and taxis.

ACQUISITION

There are several possible opportunities for public acquisition of waterfront land on which the Walkway should be constructed. Among these are several areas in North Bergen including the northernmost parcel of land on the border of Bergen County, which contains wetlands and a parcel at the municipal boundary of North Bergen and Guttenberg, which has been earmarked for a public park. There is also a large area in Bayonne now being used for active port facilities that should be considered appropriate for future public acquisition as parcels become available. An example of this is the end of Ingham Avenue, currently being redeveloped with Brownfields funds.

These sites may be broken down into two broad categories: those that should be actively pursued in the near term (within the next five years) by Hudson County for acquisition and those that may become available over the long term (beyond ten years), due to redevelopment activity or abandonment of current use. Such acquisitions are discussed within the analysis of each municipality.

Acquisition may be pursued in several ways, among them: land swaps, dedication of land for public use by developer, land purchases, land acquisition by non-profit entities (bequests, outright purchase, donations) who then transfer title to public ownership. Such entities as the Trust for Public Land, the Nature Conservancy, and others have proven techniques for accomplishing this. It has also been shown by the experience of Pier A in Hoboken, as well as that of other waterfronts, that agreements can be negotiated with development interests whereby greater development densities can be traded for transfer of riverfront land to public ownership. This also relieves the developer from the responsibility of maintenance and repairs along the Walkway including bulkheads, etc., while still providing the advantages of a waterfront location.



Perpendicular Access Point, Jersey City

Issues:

Two inter-related issues with the Walkway continue to be security on the public path and privacy and security for neighboring properties. Much of these issues' impact is a perceptual one: lack of privacy is felt as "intrusion" into personal space, especially of residents living adjacent to the Walkway. Property owners and Walkway users are fearful of apparently unmonitored stretches of Walkway that have unlimited public access.

Another Walkway issue that involves privacy, safety, and security is the concept of "requiring" 24-hour access to the Walkway. Under the original intent of the NJDEP, the Walkway was to be accessible 24 hours a day, although no specific direction on how to implement that mandate was given. Because some segments of the Walkway have immediately adjacent residential development and other segments are included in public park systems, 24-hour access, in many cases, is either discouraged or physically blocked. For those who live next to the Walkway there are concerns of safety and security. As a result, residents in some areas question the equity of having to provide such open access in contrast with areas that currently have gates and barriers and do not provide 24-access to the Walkway, including publicly owned land and parks, such as Liberty State Park.

PRIVACY, SAFETY AND SECURITY

General Recommendations:

PUBLIC/PRIVATE SPACE

To provide a sense of privacy for occupants of residences located adjacent to the Walkway, designers need to establish a sense of physical separation and buffering, particularly when the Walkway is at approximately the same elevation as adjacent residences. Buffering through installation of trees, shrubs and other landscaping materials, changes in elevation and fencing can provide physical separation, discouraging inadvertent trespassers.

Natural or manmade barriers such as streams or walls are helpful in defining private versus public space. Site plan review of proposed development should ensure that the Walkway is designed to be buffered from private residential areas and points of interest such as artwork or fountains should be established to direct attention away from residences. It may be desirable for the County to conduct workshops for the various staff from riverfront municipalities, in conjunction with NJDEP, in order to reinforce the objectives and characteristics of appropriate Walkway design.

The installation of Walkway lighting elements should be carefully designed to provide an appropriate level of light, neither too dim nor too bright, which enhances the appeal of the Walkway for evening

and nighttime use by potential users. The best security situation is achieved by encouraging a high level of legitimate public activity along the Walkway. Lighting design standards should include light spill restrictions and maximum heights for light poles, as well as guidelines for type of lamping (for example, the orange glow cast by sodium vapor lamps should be avoided if the Walkway is to be viewed as a desirable amenity, especially as it passes through areas of residential development, waterside dining and retail activity, etc.)

24 HOUR ACCESS

The immediate question is whether 24-hour access to the entire Walkway should be required and, if so, how to safely provide for it. Similar facilities around the country often do not allow 24 hour access, but do provide constant policing, most often within regular park police operations.

Currently, in the areas that are operating 24-hours a day, there is no specific security plan for the Walkway itself and it is patrolled as part of the municipalities' police responsibility, albeit with mixed coverage. As with many facets of Walkway operation, ill-defined responsibilities have produced an unsatisfactory result. There are a number of ways that security could be enhanced, including:

- Cooperative agreements among the municipalities with a designated multi-jurisdictional force made up of police/fire/

rescue personnel from each municipality who participate in joint training focusing on the special needs of the Walkway. Establishment of enhanced inter-municipality communication.

- Alternatively, County park police could be given Walkway jurisdiction.
- Installation of "blue light" emergency call stations along the Walkway. This could be funded by a special district-type of assessment or paid for by the individual municipalities.
- Designation of responsibility for patrolling from the river, generally a state jurisdiction. The state does have river patrol boat units who could be given specific assignments for surveillance along the Walkway from the waterside. New York's Hudson River Park has found that water-based patrolling provides a greater range of visibility along the riverside walkway and piers than land-based patrols.
- A recommendation for additional analysis would be a Hudson County-wide survey of Walkway-related crime statistics in order to determine: types of crimes, frequency, resolution and successful preventive strategies.
- And, of course, the encouragement of increased Walkway use by all categories of legitimate users is ultimately the best security strategy.



Bull's Ferry Residences along the Walkway in Guttenberg



DESIGN

Issues:

One of the great benefits of good design is its ability to establish a harmonious human environment. Design is not only concerned with making a place "attractive", although this is a basic requirement, but the best executed designs also: establish a sense of place and community purpose, include recognizable indicators of function, provide directional orientation that goes beyond signage, and knit together disparate elements of the environment in an underlying cohesive unity. Hudson County would have benefited from the sense of control and order that results from the logic of a consistent design message.



General Recommendations:

In reviewing the Walkway as it currently exists, the conclusion reached by this Study is that the optimal result – in terms of both design and maintenance - would have been achieved by the establishment of a single, uniform Walkway design, including: dimensions, site preparation, paving systems and materials, railings, bollards and fencing, lighting elements, site furniture, access features, and landscaping. The flexibility built into the Design Guidelines allowed too great a degree of discretion in interpretation to the various permitting bodies, resulting in a hodgepodge of different Walkway types, and has often produced awkward connections between adjacent sections of Walkway.

At a minimum, a unified approach to the design of future publicly-owned segments could result in economies of scale by the purchase of standard fixtures and replacement parts, easier maintenance and repair, and could offer readily identifiable visual indicators that "here is public space", the Hudson River Waterfront Walkway.

Specific Design Issues and Recommendations:

LIGHTING

Light Pollution and Energy Use

Low-level light bollards with shielded light sources whose illumination focuses directly onto the Walkway paving could be put into more widespread use. This would enable the use of lower wattage lamping on the 12 to 14 foot poles. This, in turn, would result in less light spill into adjacent residential areas, less light escaping into the night sky, and lower levels of glare, electricity use and light pollution in general, while preserving adequate lighting for use and security.



In concert with an overall determination of hours of operation for the Walkway alignment, it is possible that individual solar-generated lamping (whose stored electrical charge can be calculated for duration/ hours) may be able to be used. This could reduce the need for extending electrical service to stretches of uncompleted Walkway that are remote from current utility lines.

Replacement and Repair

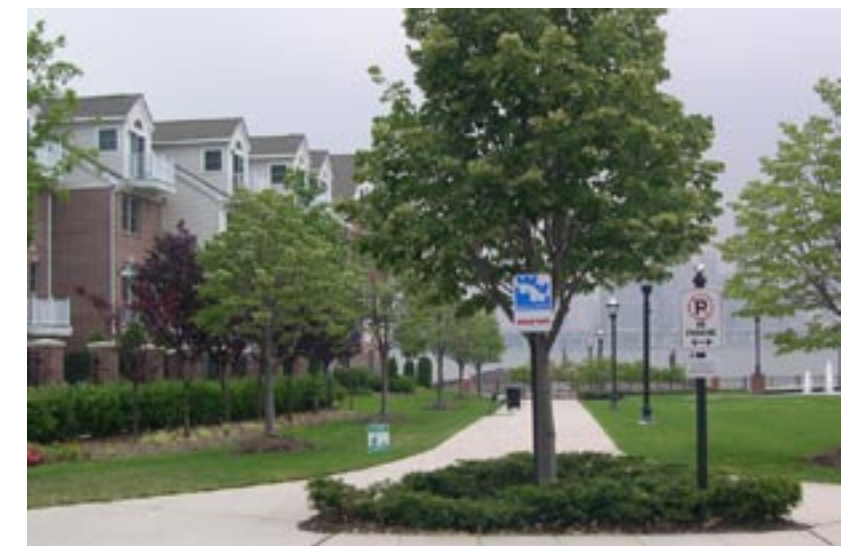
A related issue is the replacement of burned-out or damaged lamps within the fixtures. Another maintenance issue is the upkeep and repair of the light poles themselves. The variety of choices for Walkway lighting currently in use along the Walkway has resulted in a varying level of quality of fixture, including type of material (painted or unpainted metal, etc.) and also standard of ongoing care.

SIGNAGE

Lack of Signage and Location of Signage

In many places along the Walkway, there is no signage available to guide prospective users to access points, either within private developments or from public streets. Where there are Hudson River Waterfront Walkway signs, the locations selected for their installation may be within what can appear to the public to be limited access areas (such as adjacent to interior parking lots of gated residential communities).

Although the development of a comprehensive identification program for the Walkway is a significant work effort that would necessitate a separate County initiative, certain considerations should be addressed:



- Development and promotion to the public of a recognizable and appealing HRWW logo or design motif. There is already a standard blue and white image in use, but it is not graphically compelling.
- Universally consistent (standardized) signage in a variety of sizes, applicable for use at different scales: pedestrian, bicycle, visible from automotive roadways, for use within certain interior spaces such as Hoboken's Lackawanna Ferry Terminal and large commercial and institution building complexes, and as part of a bank of multiple signs at commuter rail stops, bus shelters, etc. and placed at regularly established intervals and installed at professionally determined heights and viewing angles
- Day/night visibility, given the intention of Walkway use during evening hours for both multimodal transportation and after work recreation
- Universally consistent use of the HRWW logo in Hudson County materials and notices when referring to the Walkway or announcing meetings or events having to do with the Walkway
- Development of a standardized directional and wayfinding program, again using the HRWW logo, with consistent graphic indicators for: comfort facilities, emergency phones/buttons, etc. (which should be highly consistent with international graphic standards for conveying such public information in a language-neutral manner) Location and distance indicator system: enabling users to know how far they may have traveled along the Walkway, how far they may have to go to reach a destination, and for use in describing where they are in the event of an emergency
- Overall mapping orientation graphics: in addition to the location and distance indicator system factors, the provision of "you are here" maps at regular intervals induces a sense of psychological comfort in Walkway users, and also imparts a sense of the various municipalities through which the Walkway passes



Monitoring Program

In some cases, when signage was installed, it has been knocked down, destroyed or hidden behind obstructions. These are instances of lack of care, but also possibly of lack of clearly defined responsibility for maintenance of the signage. Without a designated overall responsible entity, it is difficult to determine who should be

monitoring the condition of Walkway signage along each segment and impossible to maintain a consistent level of care.

SUSTAINABLE SITE PREPARATION

Improper Site Preparation and Grading

The lack of a consistent standard of quality in site preparation is evident along some parts of the Walkway. This has resulted in areas where water collects in depressions on the Walkway itself, affecting use and causing deterioration of the paving material. Fill may not have been applied and compacted as needed to maintain a supportive paving base.

Stormwater Runoff

A related issue is the handling of stormwater runoff. With a current linear extent of over 14 miles within Hudson County and an overall design criteria of a minimum 16' width of paved area, the completed Walkway now covers a minimum of 1182,720 square feet. It is not clear if the individually owned parcels have been required to include Walkway construction within their site plan calculations for handling of runoff in all cases. Even when executed in compliance with regulations, grading plans may not follow current best practices for on-site retention, an issue that needs to be explored as new DEP requirements come on line in 2004, and additional Walkway is built.

Site Care

As failure of Walkway pavement has occasionally occurred, underlying grading and site preparation issues need to be addressed in a timely and effective fashion. Where this has not happened, the overall problem of establishment and enforcement of a consistent level of care again becomes evident.

Furthermore, the ecological condition of the Hudson River is directly dependent upon design, construction and operational practices along its banks.

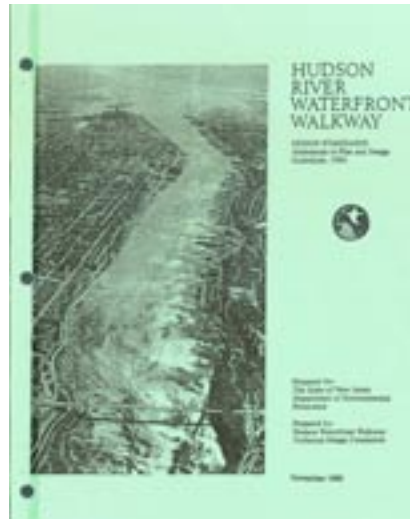


PAVING

Selection and Installation of Paving Material

Factors in the specification of paving material include:

- Composition of the pavers or paving material – one of the most notable design differences from one segment of the Walkway to another is the change of paving treatment.
- Installation – proper installation is again related to initial site preparation and worker skills. It also, of course, impacts future maintenance.
- Material warranties – with such a diversity of paving types, a wide range of performance and warranty backing will be encountered along the Walkway alignment.
- Use appropriateness – no inappropriate materials appear to have been used as paving along the Walkway.
- Aesthetics for User, Municipality and overall Walkway appearance - On the other hand, where the Walkway is most fully realized, for example at Hoboken's waterfront north of the Ferry Terminal, the much higher standard of quality and thoughtful, functional and attractive design results in a very high level of use by all user types. Where lesser quality is evident, fewer users are evident.



EXISTING DESIGN GUIDELINES

Design criteria for the Hudson Rive Waterfront Walkway were established in the NJDEP 1984 Plan and Design Guidelines and further elaborated in the 1989 Design Standards for the Plan. The minimum standards that were outlined within the 1989 plan include a 30 foot wide easement with a minimum width of 16 feet of pavement, free of obstruction. This minimum is used as the standard in most of the municipalities' ordinances that deal with the Walkway. Beyond the basics, NJDEP's designers created detailed design guidelines for the overall appearance and durability of the Walkway. These recommendations are included within the Appendix to this Study.

Ideally, Walkway sections should be planned and designed before any construction associated with an area's development occurs; however, that has not always been the case. Over the years, development has occurred along the riverfront without full regard to the design guidelines or overall elements of uniformity and connectivity. This has caused unique issues for Walkway renovation, maintenance and operation. And while many of the Guidelines and Standards have been followed to a certain degree in the design of various segments, there is no overall "look" for the Walkway.

RAILINGS, BOLLARDS AND FENCING

Selection

The major consideration in the selection of railings and similar site components is the choice of material and finish. High quality, properly installed stainless steel is the material of choice from an appearance and maintenance perspective for installations in a marine environment. Lesser quality metals corrode and components fail and break. Rust not only destroys metal components, but also stains its surrounding materials such as pavement.



A painted finish will always require repainting, (particularly in a marine environment) and is susceptible to deterioration and vandalism by scratching and scraping as well. If a painted finish is selected, only darker colors should be used (black, deep blue, deep gray, etc.), as any dirt, rust or other discoloration will quickly spoil the appearance of white or light painted surfaces.

SEATING AND SITE FURNITURE

Selection

Again, the issues of the selection of quality components is raised. Most evident are the failures: wooden benches that have fallen apart and not been replaced or even removed from the Walkway (Palisades Medical Center); trash receptacles that are dented and damaged because they are inappropriate for Walkway use and are not maintained, and in some cases, the lack of any site furniture at all. The selection of a consistent type and brand



is recommended for future installation, with appropriate maintenance inspections and repairs.

Placement

A related issue in any overall operational context is the quantity of site furniture to be provided, and its spatial distribution. A design analysis should be made and distances established between: benches, trash receptacles, etc.

LANDSCAPING

Planting Material

Landscaping plant materials and design are a very important aspect of Walkway design. While many of the private residential developments use an extension of their own specific landscaping along the Walkway, and public areas have made a significant commitment in terms of trees and other plantings, the following issues should be noted:



- Natives vs. exotics – the use of any plant materials that have been shown to become invasive (certain exotics) should not be permitted
- climate hardiness
- distance of shipping (incurring an environmental cost for transportation)
- special maintenance and care
- loss of local visual characteristics and environmental identity
- consistent "look" for the Walkway

- cost savings for quantity purchase of plant materials and landscape maintenance supplies

Irrigation

The use of irrigation-free landscape design is to be highly encouraged. This decreases the cost of planting installation (no watering system required) and does away with the cost of watering as well as irrigation runoff (which carries with it fertilizers, pesticides, and soil) into the adjacent Hudson River.

MAINTENANCE

Design issues cannot be discussed without a discussion of maintenance; they are inextricably linked in a causal relationship. The selection of lesser quality Walkway construction components, furniture and fixtures, and careless or improper installation always results in glaring maintenance issues, which often appear within a short time after construction.

The issue of maintenance is nagging and not easily resolved. At the heart of this problem is the lack of single ownership and/or responsibility along the Walkway. There are a number of suggestions for best practices to be gleaned from other walkways, riverwalks and similar facilities as noted in Part IV "Lessons Learned" of this Report.

As early as the first studies for the Walkway, consideration was given to the idea of an overall Walkway operations and maintenance entity; however, this did not occur.





ACCESSIBILITY/ADA COMPLIANCE

Issues:

Under the original planning of NJDEP, specific points of access were to be designated that would be equipped with ramps for ADA accessibility to the Walkway. According to their design standards, ramps and handrails were to be provided according to BOCA and local municipality codes. Moreover, steps were to be permitted only if handicapped access is provided. These recommendations must be followed for any future development and can be controlled through the planning approval process; however, consideration should be made of the in current state of the Walkway.

There has been a considerable amount of development over many years and not all of the Walkway is constructed to accommodate those with physical disabilities. In the same manner, another aspect that needs to be taken into consideration is the number and location of handicapped points of access. Those with physical disabilities should not be limited in terms of use or distance he/she would like to cross along the Walkway.

The Walkway is diverse in nature, passing beside developed housing and office buildings, through open space and public parks and within built-up urban areas. The basic design standards set out by NJDEP require that those with physical challenges be accommodated and this must always be the standard for the Walkway.

The issue of ADA access on the Walkway continues through transition areas, in terms of the physical changes that happen between different segments of the Walkway, gap sites, and designated “walk arounds” off the Walkway itself. In many of these areas, the terrain is too difficult to navigate for those that may have physical disabilities.

General Recommendations:

TO WALKWAY

Future development and any upgrades made to segments of completed Walkway should include an assessment of whether handicapped access is adequate. The HRWW is a public amenity that was intended for all to enjoy regardless of any one person’s physical abilities. It is also necessary to comply with ADA standards if utilizing public funding.

ON WALKWAY

There must be planning for alternative routes with this specific population in mind, or adjustments must be made to the existing Walkway route to make it compliant.

Port Liberté, Jersey City



◀ *Port Liberté, Jersey City*

SUPPORT FACILITIES

Issues:

For residents and visitors to fully utilize the Walkway, especially those desiring to use extensive segments of it, there is a need for restroom facilities and water fountains. As part of NJDEP's original recommendations, the plan suggested that public access to privately maintained restroom in buildings outside of the walkway was to be encouraged to deal with this issue and, although this does happen along some segments of the Walkway, the Walkway is so diverse in terms of ownership and maintenance, that there are not facilities consistent throughout. Most facilities or access to facilities are located where the Walkway is part of a public park or recreation center or close to economic and commercial development. However, currently there are large segments that do not have any facilities or access. These segments are mainly located in areas of private residential development and working waterfront.

As a public Walkway, provisions should be made to provide for first aid stations or emergency lines that have a direct link to police and EMT.

There are some segments of the Walkway that do provide these services, mostly in the large park systems, but for the distance that the Walkway spans, there are many areas where someone in need of services may be stranded (necessary if 24-hr access is recommended).

Another concern, which is more than a support facility issue, is providing for a police presence through posts or substations along the Walkway. This also addresses safety and security issues. Actually planning and placing posts or substations along the Walkway is a costly endeavor and determining who would be responsible for those costs, in the current state of the Walkway, is also unclear. However, for residents to fully utilize the Walkway they must feel that it is safe. This is also an important aspect if the Walkway is to draw visitors from outside the area as a destination spot, (necessary if 24-hr access is recommended).

General Recommendations:

RESTROOMS, COMFORT STATIONS, WATER FOUNTAINS

As addressed later under the Maintenance and Operations section, the need for an overall approach to such issues has become apparent. Under the auspices of an umbrella organization, the siting, design, construction, operation and maintenance of comfort station facilities at regular intervals along the Walkway could be accomplished. Not only would this ensure the provision of such facilities, but it would also help to address related security issues.

Such a provision of a "dependable" feature along the Walkway would also help to "brand" the Hudson River Waterfront Walkway for potential users as a desirable regional recreation and open space destination. This also affords Hudson County the opportunity to design a "signature" facility prototype, recognizable as being a part of the Walkway – another form of identity feature that supplements signage.

FIRST AID/EMERGENCY SERVICES

Investigation into the use of wireless security/emergency call stations is one approach to this issue. In line with the interest in establishing a Hudson County Cyberdistrict, such functionality is far less costly to implement than hard-wired systems, and less vulnerable to sabotage.

Another option is the design and implementation of multi-use comfort station facilities that have manned booths integral to their structure. As the Walkway becomes better used, and in order to attract users, information/security/communication stations with attendants are desirable.

POLICE POSTS/SUBSTATIONS

The second option noted above for First Aid/Emergency Services is preferable to full sub-stations in terms of cost both the implement and maintain. In effect, it is the multi-function attendant option; in this case the emphasis is on the security guard aspect.



◀ Brady's Dock, Bayonne



Sinatra Park, Hoboken

FINANCING

Cost Issues:

Funding has and will continue to be a large issue that can halt the completion of a Waterfront Walkway. There are several cost factors that have to be planned for in terms of the Walkway as a whole. The major costs will fall under the actual construction of the unplanned "gap" sites, upgrades of inadequate public Walkway, and maintenance and upkeep. As private development occurs along the waterfront, the private entities are responsible for construction of the new Walkway as part of the development so no public cost is incurred for construction. It is in the construction of the "gap" sites where a public cost may be incurred.

Current estimates for construction of the gap areas are averaged at approximately \$324 per linear foot, based upon Walkway construction at Port Imperial in West New York:

Item	Unit	Qty.	Unit Cost	Total
6" Reinf. Conc. Pvt. (incl. Bench Pads)	SF	87,825	\$ 7.20	\$ 632,340
Brick Pavers (on reinf. conc. slab)	SF	7,560	\$ 12.	\$ 90,720
2" w. Conc. Edge	LF	4,830	\$ 48.	\$ 231,840
42" ht. Handrail	LF	4,830	\$ 78.	\$ 376,740
Benches	Ea	86	\$ 1,440.	\$ 123,840
Light Poles	Ea	150	\$ 94.	\$ 14,100
Trash Recept.	Ea	30	\$ 1,080.	\$ 32,400
				\$ 1,501,980
Landscaping (Trees, Shrubs, Grass)				\$ 60,000
				\$ 1,561,980
				/ 4,830 LF
				= \$ 324./LF

Source: Paulus, Sokolowski & Sartor

Funding Sources:

There are several sources, including federal and state funding, that can be investigated as potential resources for the Walkway; these include:

TRANSPORTATION ENHANCEMENT DISTRICT (TED)

There is new legislation that repeals the law relating to transportation development districts (TDD) and provides for the establishment of transportation enhancement districts (TED). If and when this legislation gets passed, it has the potential to be a valuable funding source in that if an area is deemed a TED, it permits the assessment of fees on existing traffic-generating properties to correct existing transportation deficiencies and the assessment of fees on future development to ensure that adequate transportation infrastructure is put into place to accommodate the traffic caused by future development. With all of the waterfront development, for the area to be deemed a TED could produce funding to complete and maintain the Walkway.

HUDSON COUNTY IMPROVEMENT AUTHORITY (HCIA)

Under New Jersey law, Improvement Authorities provide a variety of services:

- Developer of public facilities for any type of governmental agency.
- Developer of facilities for recreation and tourism, convention halls, hotels and similar facilities; developer of public transportation.

- Provision of financial assistance and/or development of housing for low- and moderate-income families.
- Provision of financial assistance for the acquisition of capital equipment, or for acquisition or construction of capital facilities by public or non-profit entities.

TRANSPORTATION IMPROVEMENT FUNDS

The New Jersey Department of Transportation and New Jersey Transit, under the federal Transportation Equity Act for the 21st Century (TEA 21), provides grants for various transportation projects that improve safety, increase intermodality, protect the environment and create economic opportunity. These programs include:

- Transportation Enhancement grants for transportation projects that improve communities' cultural, aesthetic and environmental qualities
- The Sustainable Communities program establishes a pilot program to help state and local governments plan environmentally friendly development
- Bicycle and Pedestrian Paths programs expand funding provisions to make bicycling and walking safer and more viable ways of travel.

NJDEP GREEN ACRES PROGRAM

This program is administered by the NJDEP Bureau of Green Trust Management, and provides low interest (2 percent) loans and grants to municipal and County governments to acquire open space, develop outdoor recreation facilities and to finance conservation, including historic preservation, efforts.

URBAN PARK & RECREATION RECOVERY (UPARR)

UPARR was established in 1978 to provide matching grants and technical assistance to physically and economically distressed urban communities. These grants help to rehabilitate existing indoor and outdoor recreation facilities, enhance park and recreation opportunities at the neighborhood level, and identify community needs in order to revitalize a municipality's total recreation system. Harrison is eligible for grants as a discretionary applicant.

NJDEP BROWNFIELDS PROGRAM

This program is run through the Site Remediation Program and was created to promote reuse of contaminated properties by providing guidance for conducting investigations and clean-ups, funding for municipalities and businesses to conduct the work through the Hazardous Discharge Site Remediation Fund and by clarifying liability issues for local officials, developers and the lending community. NJ EDA



Veteran's Park Gap Site, Jersey City

administers the financial aspect of the site remediation in connection with the Hazardous Discharge Site Remediation Fund, while NJDEP administers the site remediation aspects of applications to the fund.

US EPA BROWNFIELDS PROGRAM

This program is currently in its Pilot Projects stage, and has given grant money for assessment projects, such as the one in Hudson County, and has also given grant money for remedial work in federal Urban Empowerment Zones, such as the City of Newark and the City of Camden. Additionally, federal legislation is pending that will allow federal income tax credits for reclamation costs of Brownfields areas.

LIVABLE COMMUNITIES

Provides grant money for the creation of a strategic investment plan that focuses on improvements that support transit or transit ridership for bus, train, light rail or ferry; Streetscapes, traffic calming and implementation of context sensitive design strategies; Bicycle or pedestrian facilities; Parking and circulation management; Landscaping/Beautification of transportation related facilities; Minor resurfacing and pavement rehabilitation associated with other activities as listed above but not to exceed 25% of the project cost.

MUNICIPAL AND NON-PROFIT ASSISTANCE PROGRAM

Provides grants to assist municipalities in acquiring properties of local priority as part of the Garden State Preservation Trust.

NATIONAL RECREATION TRAILS PROGRAM

Provides financial assistance for developing and maintaining trails and trail facilities; trails can be for non-motorized, multi use and motorized purposes.

SUSTAINABLE DEVELOPMENT CHALLENGE GRANTS

The USEPA solicits proposals for these grants that challenges communities to link environmental protection, economic prosperity, and community well-being; encourages a mix of partners in the community; examples include sustainable growth, educational ecology, green businesses, community design, redevelopment, and sustainable energy use.

There are also alternative funding sources that can be targeted towards park or walkway improvements:

COMMUNITY REDEVELOPMENT AGENCY GRANTS

Programs such as the Sidewalk Partnership Fund Grant have helped the appearance of sidewalks and created a positive image for the businesses and adjoining uses. Such improvements can encourage investment and reuse, as well as stimulate economic activity.

The Commercial Sidewalk Improvement Program will provide matching funds of up to \$5,000 or 50% which ever is less, of the cost of demolition and reconstruction of sidewalks in areas adjacent to commercial uses. The program is intended to enhance the urban framework by encouraging owners of existing buildings to restore or renovate their building storefronts, improve the area's physical characteristics and enhance the visual quality and attractiveness of the overall environment. Property owners, such as the ones along the Hudson River waterfront, could use this method of funding to help build and maintain their portion of Walkway.



Bayonne Bridge at Kill Van Kull Park

HUDSON COUNTY CONNECTIONS AND BEYOND

Potential:

The Hudson River Waterfront Walkway has been called one of the most important revitalization projects along the Gold Coast of New Jersey. Once the Walkway is complete, users will have a seamless link within Hudson County from Bayonne to North Bergen. In addition to the north-south alignment, there is the inherent potential for important east-west connections. The Walkway, including its physical convergence with a number of municipal and County parks and open space, can enable the establishment of various transportation linkages. Thus, the Walkway can provide enhanced access within each municipality through which it runs, and from each municipality to the rest of the County.

There are a number of existing and proposed trail systems as well as other walkways within Hudson County. The completion of the HRWW will increase the opportunity for connections to these systems and add to their usability for county residents and walkers from other parts of the region and beyond.



Hudson County/Bergen County border

East/West Connections:

PERPENDICULAR CONNECTIVITY

In 2002, the New Jersey Department of Transportation prepared a Local Transportation Planning Assistance agreement for the Hudson River Waterfront Walkway Study. Under the Local Transportation Planning Assistance and Access Management Planning Agreement, Task Number 5, NJDOT asked Vollmer Associates to provide Local Transportation Planning Assistance to Hudson County for the Hudson River Waterfront Walkway Access and Parking Assessment. As part of their task, Vollmer evaluated the existing mass transit facilities, pedestrian access and trailblazing associated with the Walkway and in April 2003, completed "The Hudson River Waterfront Walkway: Pedestrian/Vehicular and Parking Assessment".

The emphasis of the study was identification and analysis of parking availability and perpendicular access points for municipalities between local streets and the Hudson River. The study evaluated the availability of existing parking located within one-half mile of the Hudson River Waterfront and lateral access was evaluated with respect to pedestrian and bicycle access routes. Four (4) methods of access, which include vehicular, pedestrian, bicycle and mass transit, were then assessed on a municipality basis and trailblazing recommendations were also given under this analysis. The study showed that the most evident deficit for

all of the municipalities is provisions for bicycles. The other important aspect that was realized by this study is the lack of trailblazing signage for the Walkway and provided the following general recommendations for all the municipalities in the study area:

- Provide trailblazers at New Jersey Turnpike Interchanges in order to direct vehicular traffic to parking facilities
- Locate trailblazing signage at all mass transit stations and bus stops to direct pedestrian traffic to complete sections of the Walkway
- Provide trailblazers at parking facilities that have been identified as potential parking facilities (High Rank) for the HRWW
- Include trailblazers at all major intersections in close proximity to the Walkway

BRIDGE TO BRIDGE EXTENSION

In its original form the 1966 plan for the Hudson River route called for the Walkway to be a "Bridge to Bridge" path that would provide hikers and cyclists with a wide range of cityscape, natural features, recreational areas and historic sites. The exact definition of bridge-to-bridge is a waterfront walkway that extended from the George Washington Bridge to the Bayonne Bridge. As this was the original

intention, the goal should be pursued and plans for additional alignment designation and construction outside of Hudson County into Bergen County to the George Washington Bridge should be a part of the full Walkway Implementation. A cooperative effort in planning, as with the waterfront municipalities within Hudson County, would need to occur with municipalities in Bergen County: the Borough of Edgewater and the Borough of Fort Lee. Currently, community advocacy groups, such as the Hudson River Waterfront Conservancy, are working to ensure the realization of the dream of a true the bridge-to-bridge Walkway.

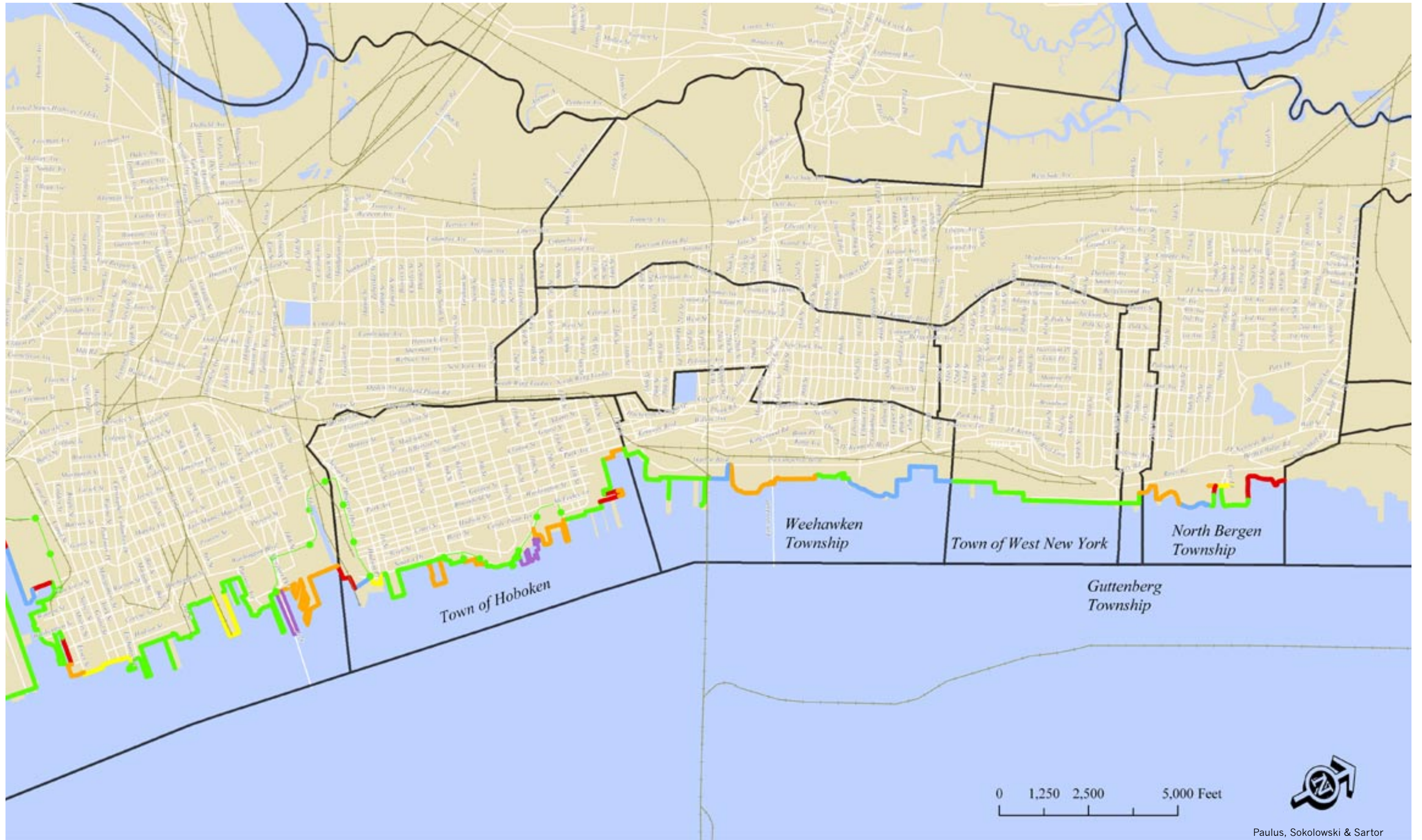
Connections to Trail Systems:

LINKING TO OTHER WATERFRONTS

In line with Hudson County's commitment to providing parks and open space, there are several recreational facilities on its other waterfront, fronting Newark Bay. Moreover, there is also a proposed walkway along this side. The full buildout of the HRWW can set the stage for public walkway along the entire waterfront of Hudson County. The City of Bayonne currently has established east-west routes that connect the River side to the Bay and, as development along these water edges continues to occur, the potential will become the reality.







*Weehawken
Township*

Town of West New York

*North Bergen
Township*

Town of Hoboken

*Guttenberg
Township*

0 1,250 2,500 5,000 Feet





Gap Analysis-Municipality by Municipality

GAP SITE DEFINITION

A gap site is an area along the Hudson River waterfront that does not have a fully constructed, passable Hudson River Waterfront Walkway.

For purposes of this Plan, a gap site is further identified as an individual parcel or project that forms a missing segment of the Walkway, delimited by parcel assembly/ownership, and may occur beside another gap site which is under different ownership/parcel assembly.

To give a complete picture of the Walkway, the segments have been broken down in the following way:

Walkway Segments

Completed Walkway

completed and passable, but not always with public access

Interim Walkway

needing further construction, but passable

Gap Site Segments

GAP Under Construction

not passable but Walkway currently under construction

GAP Planned Walkway

including fully approved or planned in some way but not yet approved

GAP Needs Action

not planned, possible waterside Walkway alignment

GAP Longterm, Use Walkaround

no public access /working waterfront for at least five years



Liberty Harboe North, Jersey City

Hudson County is working collaboratively with the waterfront municipalities, key stakeholders and residents to develop its waterfront as an outstanding county amenity and a pivotal component of its commitment to providing adequate county-wide recreation and open space.

Currently, over 14 miles of Walkway are either complete or have a passable temporary Walkway. Even despite much recent progress, with many areas under construction, there are still approximately 2.4 miles of “gap sites” that need to be addressed in order to achieve the goal of a continuous Waterfront Walkway.

The largest category of identified gap sites along the Hudson River is primarily industrial ports. Under the NJDEP’s Coastal Zone Management Rules, port use has a priority ranking and the Hudson River Waterfront Walkway is routed around ports. The Waterfront at Bayonne and southern Jersey City contains active port use. Hoboken also has an active port use site. These areas are listed as gap sites, but not targeted for action, as the HRWW is diverted to alternative alignments in these instances.

The Hudson Bergen Light Rail Transit (HBLR) can often be used to connect pedestrians and cyclists past gap sites attributed to port use. This use of the HBLR can function as an attractive alternative mode of transportation past such inaccessible areas. However, in such areas, an alternative pedestrian/bicycle alignment must also be developed. Walkway users should not be forced to use (and pay for) a different transportation mode than expected.

Walkway Access

In some areas where the Walkway is complete, particularly within certain privately developed residential complexes, there is either no public access or public access may be restricted to certain times of day or to limited points of entry.

Further complicating this is the provision of public parking for Walkway users. (NJDOT Study has noted this.):

- Location of parking areas and distance from Walkway
- Frequency of parking areas along Walkway alignment
- Number of parking spaces available for Walkway users
- Security issues for parking areas
- Access for user vehicles to designated public parking areas within private developments
- Cost of parking

Requirements for public access should be established, and development projects, both public and private, should be scrutinized for compliance during site plan review, subsequent construction inspections and occupancy certificate issuance and also regularly monitored for operating policies and practices.

Examples of public Walkway access issues include:

LIBERTY STATE PARK - hours of operation may be an issue if 24 hour access is required for the entire Walkway

HOBOKEN FERRY TERMINAL - fencing is in place, blocking a completed portion of the Walkway, future development is in question

BIRDWATCHING OVERLOOK - an isolated portion of public-use waterfront, access/use need to be defined

Examples of privately developed Walkway access issues include:

ROC HARBOR - gated, no public access allowed

PALISADES MEDICAL CENTER - pedestrian access, but no identifiable unpaid Walkway parking areas

PORT IMPERIAL - public access with signage, but designated public parking spaces probably inadequate, somewhat restricted, gated entry

PORTIONS OF LINCOLN HARBOR - Riva Point residential complex and office buildings have limited access and operating hours onto piers

LIBERTY HARBOR NORTH - marina has incomplete public access and temporary Walkway

PORT LIBERTE - public Walkway, with HRWW signage, but alignment not along full extent of waterfront development, handicapped access not provided

Each municipality has a unique set of circumstances. Often, the timeframe in which a waterfront parcel was developed, and the context (whether or not neighboring parcels were also developed) tells a story about the likelihood of gaps sites or limited access. Projects which were “waterfront pioneers” and have continued to restrict access and/or are gated communities may prevent Walkway linkage from site to site.

Area	5.5 square miles
Population	61,842
Open Space Acreage/ROSI	106.77 acres
Public Parks & Recreation Facilities along Walkway	Mayor Dennis Collins Park Kill Van Kull Park Gorman Field
Linear feet of Completed Walkway*	6,901 (1.31 miles)
Linear feet of Gap Site(s)*	63,116 (11.95 miles)

*GIS calculated measurement, does not include walkarounds

Status of Walkway in Bayonne

Bayonne has made a strong commitment to the revitalization of its waterfront, through both development and redevelopment efforts. As a part of these efforts, Bayonne now has an exciting opportunity to define and strengthen linkages between the HRWW and the Newark Bay waterfront and to make completion of its comprehensive waterfront walkway plans a priority.

The City of Bayonne is the southernmost municipality in the north-south alignment of the Hudson County waterfront and is home to its terminus, the Bayonne Bridge. The waterfront contains a great many working port facilities. There has been some redevelopment of unutilized waterfront and plans for more but the area still remains quite industrial.

Currently, there are two segments of completed walkway along the waterfront. From south to north:

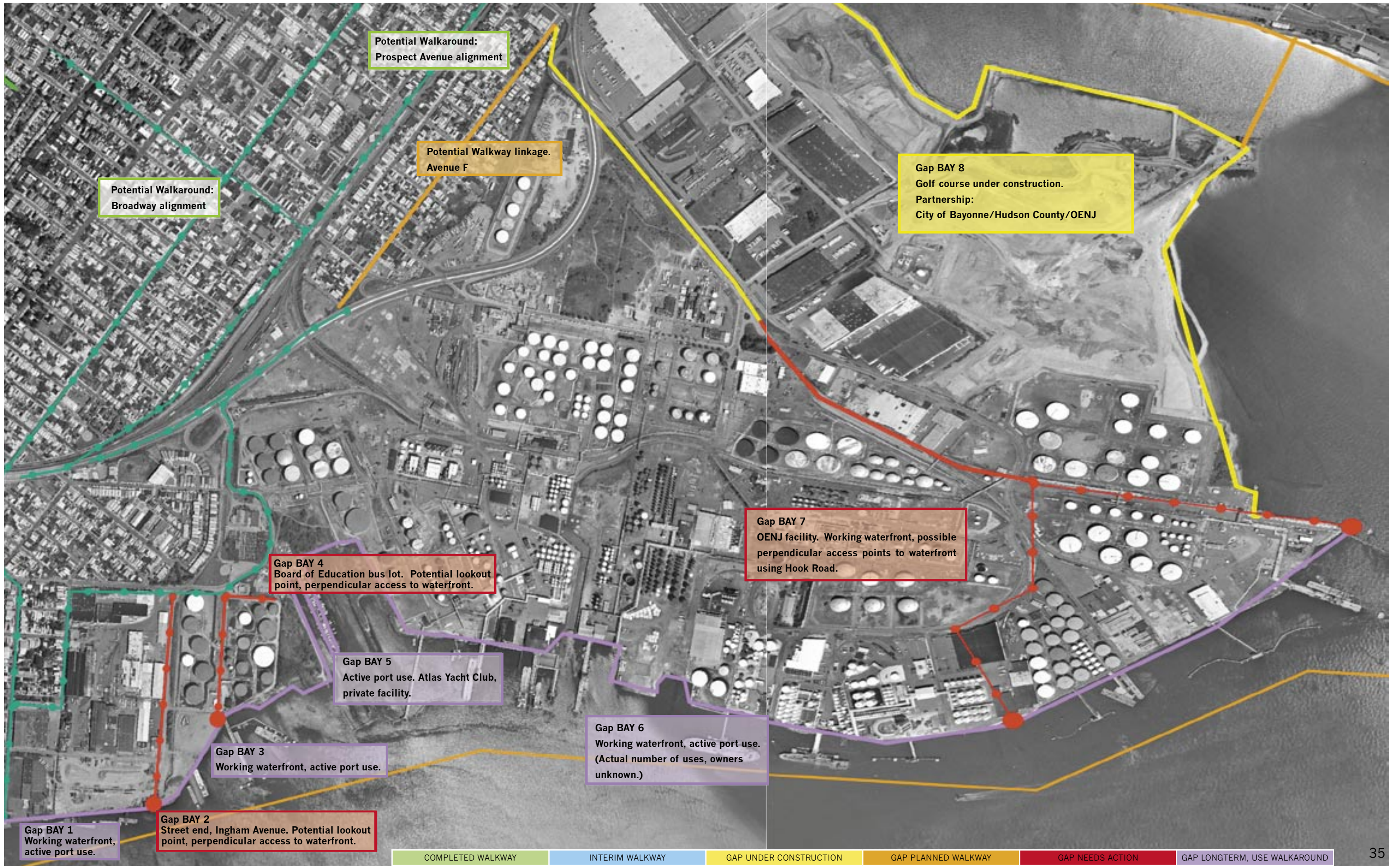
The first segment is extends from the Bayonne Bridge along the south end of the municipality through Kill Van Kull Park, Gorman Field and Mayor Dennis Collins Park.

The second segment is at the Lefante Way extension beside the new South Cove Commons shopping complex and was built as part of that development. It fronts the section of waterfront opposite the Military Ocean Terminal (MOTBY), now being redeveloped as The Peninsula. A golf course has been approved for the parcel east of this area that, when completed, will also have the Walkway and provide public access to the end of the point at Constable Hook.



On-going Newark Bay Walkway implementation: Continuous waterfront walkway for Bayonne.

Completed Walkway Kill Van Kull Park, Gorman Field and Dennis Collins Park. Maintenance and repair issues.



Potential Walkaround:
Broadway alignment

Potential Walkaround:
Prospect Avenue alignment

Potential Walkway linkage.
Avenue F

Gap BAY 8
Golf course under construction.
Partnership:
City of Bayonne/Hudson County/OENJ

Gap BAY 4
Board of Education bus lot. Potential lookout
point, perpendicular access to waterfront.

Gap BAY 7
OENJ facility. Working waterfront, possible
perpendicular access points to waterfront
using Hook Road.

Gap BAY 5
Active port use. Atlas Yacht Club,
private facility.

Gap BAY 6
Working waterfront, active port use.
(Actual number of uses, owners
unknown.)

Gap BAY 3
Working waterfront, active port use.

Gap BAY 1
Working waterfront,
active port use.

Gap BAY 2
Street end, Ingham Avenue. Potential lookout
point, perpendicular access to waterfront.

COMPLETED WALKWAY INTERIM WALKWAY GAP UNDER CONSTRUCTION GAP PLANNED WALKWAY GAP NEEDS ACTION GAP LONGTERM, USE WALKAROUND

Hudson Bergen Light Rail
45th Street Station.
Alternative transportation.

Hudson Bergen Light Rail
34th Street Station.
Alternative transportation.

Completed Walkway
South Cove Commons
shopping center/public
space, linkage to HBLR

Gap BAY 10
Working waterfront, active port use. Cruise
port and planned Greenport at the Peninsula,
private port facility, Port Authority of New
York/New Jersey auto port.

Gap BAY 9
The Peninsula,
redevelopment of
MOTBY, Military

Maintenance & Operations

Instances of paving failure and lack of replacement of damaged sections of railing were encountered in Mayor Park. Within an overall scheme of Walkway maintenance and repair, these problems could be prioritized and corrected outside of the regular municipal work program budget.

Signage

Signage to identify the Walkway and direct users to designated walk-arounds will be needed in quantity. Particularly in Bayonne, but along the entire Walkway, distances should be listed and directions to and from Hudson-Bergen Light Rail stations provided.

Access

Currently many areas of the Bayonne waterfront are in active port use and probably will continue to be for many years to come. It should be noted that these areas will also be required to constructed Hudson River Waterfront Walkway should their use ever change, however, at this time it is necessary to designate walk-arounds.

A related issue within Bayonne is the safety of certain alternative Walkway alignments. Route 440 has been suggested as a possibility for providing a bicycle alternative route, however, the speed and volume of traffic along this alignment, in particular the truck and container transport vehicles, make this a difficult alternative to recommend. The relative isolation of industrial portions of the waterfront is an additional safety/security issue.

Construction of a dedicated “off right-of-way” bike path could be a possibility (for example: an asphalt bikeway separated by grassy median from the automotive roadway); however, this would require a full construction cost analysis to make a cost/benefit determination. At present, only experienced, mature, very serious cyclists should consider using the 440 corridor.

Gap BAY 4 and Atlas Yacht Club



Broadway alignment

RECOMMENDATIONS FOR BAYONNE

While Bayonne has a number of plans for Walkway implementation within both public and private development projects, at this time, large areas are in active port use, and many also have dangerous traffic situations. This can be expected to continue into the next decade and beyond, therefore possible alternative alignments have been proposed, which should be officially designated, have signage installed and amenities provided.

Once a property is developed in the future for a different use, however, Walkway construction is mandated. Noted below are several opportunities for at least some additional waterfront access which could be pursued at the present time. Public access in these locations would be limited to so-called “perpendicular access” points, which are “in and out” linear connections to individual points on the waterfront.

Specific Recommendations:

PARKS AT BAYONNE BRIDGE. Address maintenance and repair issues within Kill Van Kull Park and Mayor Dennis Collins Park, possibly in partnership with Hudson County. At certain points the Walkway needs fencing and/or paving replaced, and site furnishings refurbished.



GAPS BAY 1, BAY 3, AND BAY 6. Although in general, a Walkway alignment as close as possible to the actual waterside is preferred, in areas of working port use, an alternative alignment is recommended until such time in the future as port use may be discontinued. Possible walkarounds are shown as alternative alignments, including:

- along Broadway in an urban environment, which allows for a safe and “seamless” connection into Jersey City and connections to perpendicular access points both east and west onto the Hudson and the Newark Bay waterfronts; as well as providing access to Bayonne amenities such as restaurants and shops
- along Prospect Avenue/Avenue E, with a variety of perpendicular access points proposed: some shown in red or orange as Gaps, also using the Hudson-Bergen Light Rail stations at 34th and 45th Streets, as well as a future connector alignment shown in orange within planned park development at Avenue F

These alternative alignments would continue on to connect to the Walkway in Jersey City, at a walkaround along Garfield Avenue at the border with Bayonne.

Due to the heavy traffic, including many container trucks, it is not recommended that Walkway users be routed along State Route 440. Any bicycle path to be considered along a 440 alignment would have to be completely pavement and grade separated for safety; which is probably too costly to consider, at least for the present; and, in fact, Route 440 is not actually on the waterfront, merely closer to it than the proposed alignments.

GAP BAY 2. Ingham Avenue’s street end is a potential lookout point for perpendicular access to the water. Currently there is a brownfield redevelopment site located at this point, which should be monitored

to make sure that Walkway construction is included to provide such access.

A Walkway connection which should be studied further would continue north from Ingham Avenue to cross Route 440 and connect with the future Avenue F park development and on to the Lefante Way extension.

GAPS BAY 4 AND BAY 5. The Bayonne Board of Education bus lot could be redeveloped into a perpendicular access point, leading from the East 5th Street. Possible cooperation with the Atlas Yacht Club facility adjacent to the bus lot might result in a more attractive entrance to both public and private water access at this location.

GAP BAY 7. Possible perpendicular access points could be developed using Hook Road.

GAP BAY 8. The construction of the golf course should result in additional Walkway completion in this area.

GAP BAY 9. MOTBY redevelopment: The Peninsula/HBLR transit station. The completed Walkway at South Cove Commons can be accessed by users of the Hudson Bergen Light Rail System at the present time. In the future, this is also the access point for the new Peninsula redevelopment and Walkway segment which will run along its waterfront. The connection into central Bayonne and alternative alignment(s) as well as linkages to the Newark Bay waterfront should all be clearly defined by signage and pedestrian crossovers at this pivotal point along the Walkway.

GAP BAY 10. Since this area is designated for active port use both now and in the future, with heavy road and rail traffic making it a difficult routing for the Walkway, use of HBLR transit or an alternative alignment walkaround is recommended.





Area	14.1 square miles
Population	240,055
Open Space Acreage/ROSI	149.67 acres
Public Parks & Recreation Facilities along Walkway	Liberty State Park Veterans Park - planned
Linear feet of Completed Walkway*	41,726 (7.90 miles)
Linear feet of Gap Site(s)*	48,870 (9.26 miles)

*GIS calculated measurement, does not include walkarounds



Liberty State Park

Status of Walkway in Jersey City

Jersey City is the largest of the waterfront municipalities along the Walkway and contains working marinas, a State park, industrial port facilities, housing, large urban office buildings and some undeveloped areas. Development has proceeded at a furious pace in recent years and many former Walkway gap sites have been completed or are currently under construction.

Active Port Use

At the border with Bayonne, and throughout Caven Point, the waterfront is quite industrial. Active port facilities, brownfields, warehousing and industrial uses predominate. A single perpendicular access point exists: the birdwatching overlook adjacent to the Port Authority of New York/New Jersey auto port facility. This two story wooden structure suffers from its close proximity to heavy container truck activity and could benefit from increased maintenance and repair. It is quite difficult to locate the turnoff from Route 440, given the volume and speed of traffic heading for the New Jersey Turnpike and other major roadways. Access is only safely accomplished by car, due to the extremely heavy truck/container traffic along the entry road. Still, the actual overlook is used by nearby dock area workers and others, and affords a magnificent view of lower Manhattan, the Statue of Liberty and New York Harbor.

Alignment

The Walkway is incomplete along the Route 440 corridor, and it is not advisable to propose an alignment here. Again, due to roadway configuration, including Turnpike access, safety concerns prevent the recommendation. An alternate, upland, route, connecting with the Broadway alternate route through Bayonne is advised. Perpendicular access is possible at the Port Liberte residential development, which also forms a transportation opportunity with the New York ferry. Port Liberte's second phase, including the Walkway, is currently under construction.

Caven Point Road is currently a gap site, including a future further development of additional Liberty State Park land. There are plans to include the Walkway at the planned "Residences at Liberty" development.

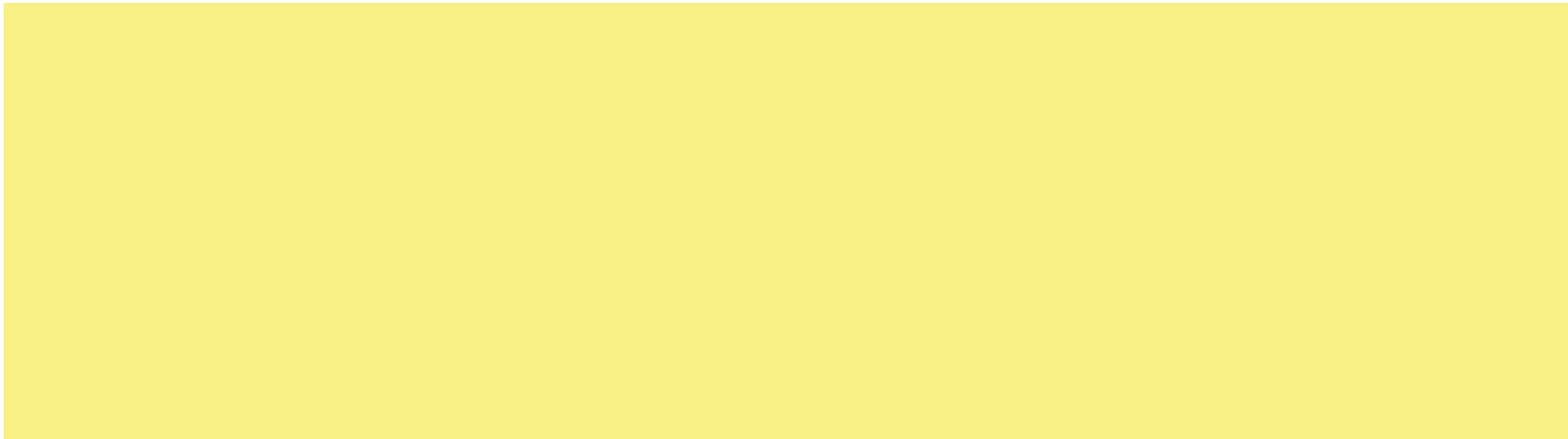
Liberty State Park

The active portion of Liberty State Park has a well-developed Walkway for both pedestrian and bicycle use. 24 hour access, however, is problematic, with conflicting experiences related by users. Due to the isolation of the peninsula, late night public access within the Park probably is not advisable. The Walkway is complete at Liberty Marina and beside the boat connection to Ellis Island and the Statue of Liberty.

The actual connection around the west end of Liberty Marina, across the HBLR tracks is not constructed. It is possible to wind your way through city streets and down again to the waterside, but no clearly defined walk-around has been established. Temporary Walkway exists along the northeast portion of the marina area, with another gap area occurring at the marina exit.

From this point on, the Walkway proceeds through the most urbanized area of Jersey City. Much of it has been constructed within the past couple of years as the City experienced rapid development in the wake of the 9-11 disaster. The few remaining gap sites that are not currently under construction should be targeted for County attention and assistance. Much of the newly-built Walkway is of extremely high quality and standards of maintenance, reflecting the pride in this amenity held by the developers and operators of the various downtown waterfront properties.

One gap site will be permanent for the foreseeable future: the pier over the Holland Tunnel, due to security concerns. There are long range plans for the Long Slip, at the border with Hoboken, to be filled in and the Walkway to make a connection at the New Jersey Transit rail terminal.



Port Liberté phase II

RECOMMENDATIONS FOR JERSEY CITY

As in other municipalities, a waterfront alignment passes through differing land uses and property types. The on-going new development and construction along the Jersey City waterfront is quite intensive, particularly in the downtown, and a great deal of new Walkway is being constructed.

The use of the Hudson Bergen Light Rail system can be particularly beneficial as a way around current Gap sites and as a quick way to reach specific Walkway destinations within Jersey City, such as the recreation facilities of Liberty State Park.

Signage is a particularly important overall Walkway issue within Jersey City, and is needed both for completed Walkway identification, longterm walkaround routing, perpendicular access point designation, and also for identification of safe temporary walkarounds during construction.

Specific Recommendations:

GAPS JC 1 AND 2. Although as a general recommendation, an alignment as close as possible to the actual waterside is preferred, in areas of working port use, such as Caven Point, use of an alternative alignment along Graham Road is recommended until such time in the future as port use may be discontinued. This alignment would also need to connect to the Bayonne Walkway through any designated walkaround, such as the proposed Broadway alignment.

BIRDWATCHING OVERLOOK. Provide enhanced directional signage to the PANYNJ birdwatching overlook. Upgrade the overlook structure with landscaping, clearly defined parking area and increased maintenance.

GAP JC 3. Work with Port Liberte residential development to achieve additional public access to the waterfront from the completed Walkway and increased security coverage for the enclave.

GAP JC 4. Partner with NJ DEP, Division of Parks and Forestry to complete the remaining portion of Liberty State Park and the Walkway there, and determine appropriate hours of public access for Park lands.

GAP JC 5. Partner with City of Jersey City to complete Walkway along Caven Point Road.

GAP JC 6. Monitor development and Walkway construction of Residences at Liberty.

GAP JC 7. Initiate discussion with the owners of Eastern Concrete to determine appropriate way forward for the Walkway or alternative alignment development.

INTERIM WALKWAY AND GAP JC 8. Per the standards of the NJ DEP, there is no provision for “interim” Walkway. As a condition of permit, a fully completed Walkway must be constructed. The County should initiate a discussion with Liberty Harbor Marine Services, Inc. to seek a way forward for construction of permanent Walkway at the Liberty Harbor North location, including both “interim” and “gap” portions.

GAP JC 9. Initiate discussion with the owners of Clermont Cove building to determine appropriate way forward for the Walkway construction to connect with existing Walkway on either side of the property.

GAP JC 10. Initiate discussion with the Paulus Hook Park Association building to determine appropriate way forward for the Walkway construction to connect with existing Walkway on either side of the property.

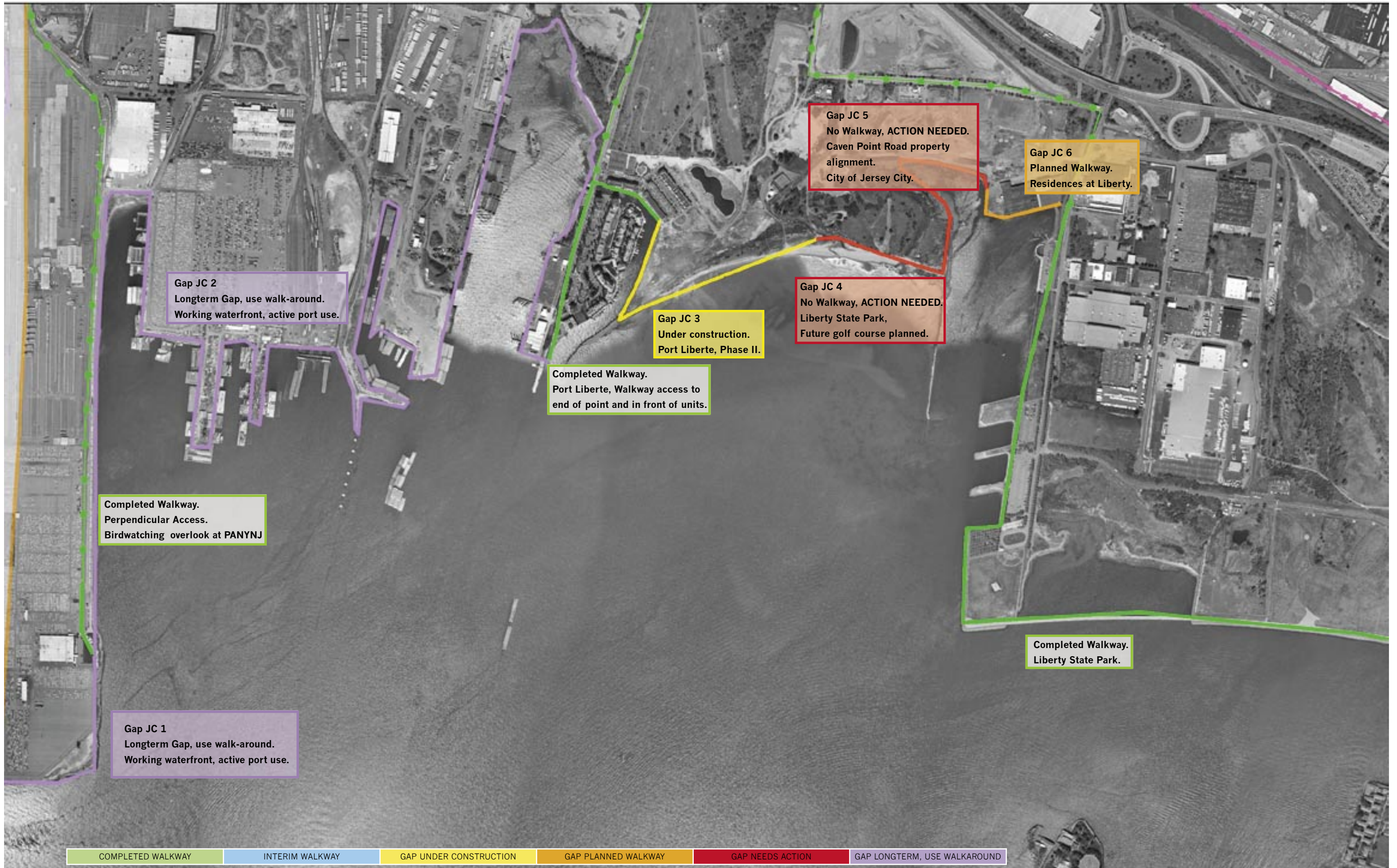
GAP JC 11. Partner with the NJ Dept. of Veterans Affairs to move construction forward of the Veterans Memorial Park and related Walkway.

GAP JC 12, 13 AND 14. Monitor completion of construction and access.

INTERIM WALKWAY AND GAP JC 15. County should monitor completed construction of Walkway by Newport Associates Development Corporation at 6th Street street end (currently an interim walkway has been constructed by Avalon Bay to the south), as well as construction of the Walkway at NOC 7.

GAP JC 16. For the foreseeable future, due to security concerns, no access to the Holland Tunnel waterfront area is expected.

GAP JC 17 AND 18. County should monitor and continue to encourage construction of Walkway at the “Northeast Quadrant” development site, as well as the eventual filling -in of the Long Slip.



Gap JC 2
 Longterm Gap, use walk-around.
 Working waterfront, active port use.

Completed Walkway.
 Perpendicular Access.
 Birdwatching overlook at PANYNJ

Gap JC 1
 Longterm Gap, use walk-around.
 Working waterfront, active port use.

Gap JC 3
 Under construction.
 Port Liberte, Phase II.

Completed Walkway.
 Port Liberte, Walkway access to
 end of point and in front of units.

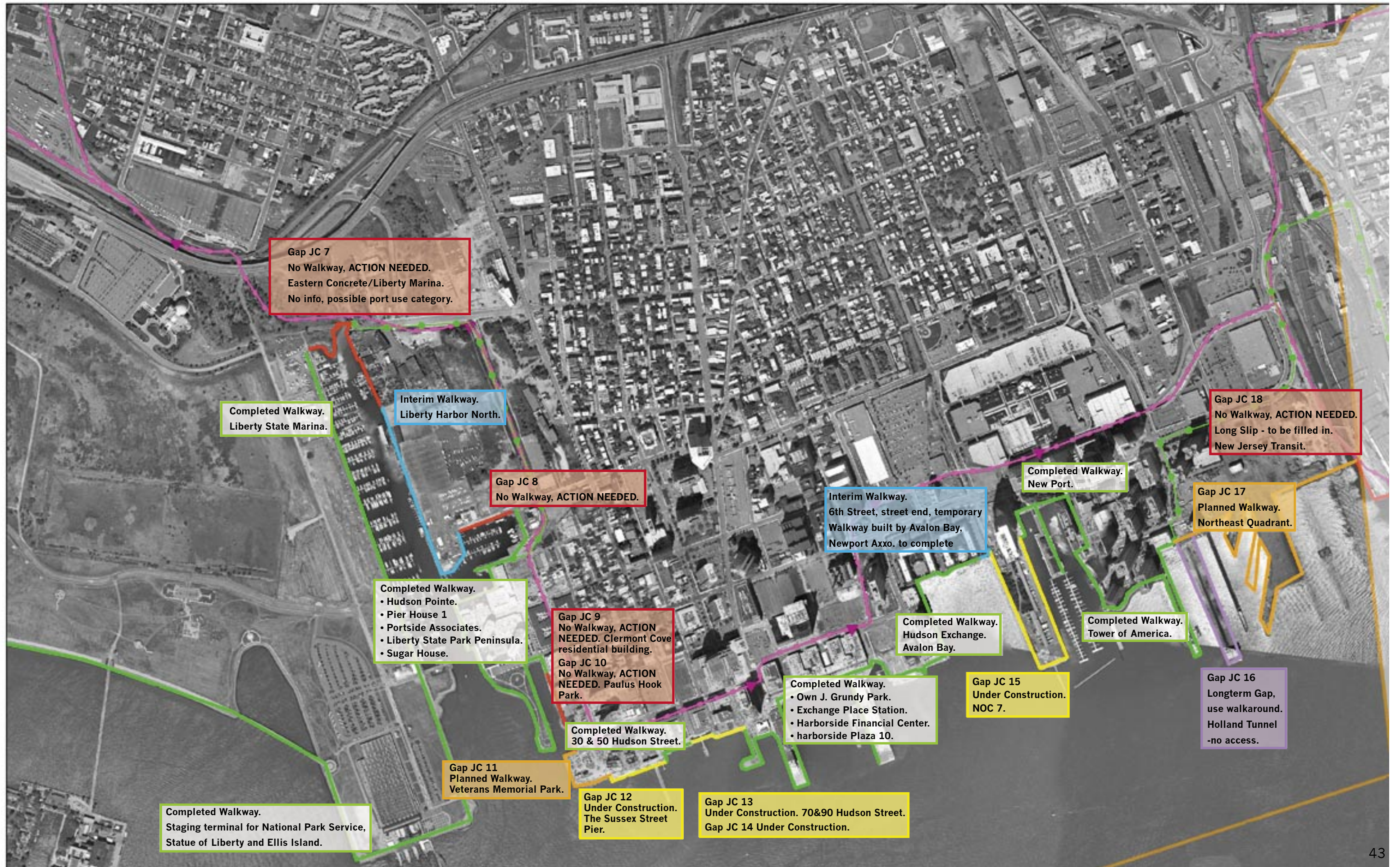
Gap JC 4
 No Walkway, ACTION NEEDED.
 Liberty State Park,
 Future golf course planned.

Gap JC 5
 No Walkway, ACTION NEEDED.
 Caven Point Road property
 alignment.
 City of Jersey City.

Gap JC 6
 Planned Walkway.
 Residences at Liberty.

Completed Walkway.
 Liberty State Park.





Area	1.3 square miles
Population	38,577
Open Space Acreage/ROSI	41.10 acres
Public Parks & Recreation Facilities along Walkway	Erie Lackawanna Plaza Stevens Park Frank Sinatra Memorial Park Elysian Park
Linear feet of Completed Walkway*	8,398 (1.59 miles)
Linear feet of Gap Site(s)*	12,218 (2.31 miles)

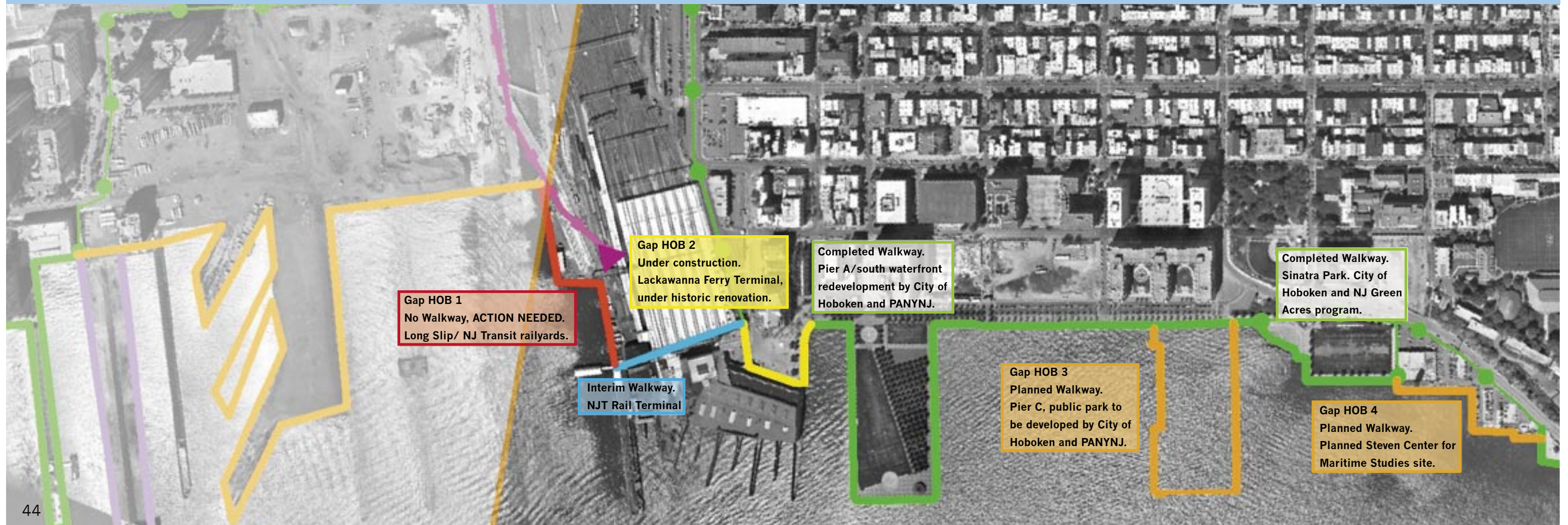
Status of Walkway in Hoboken

Hoboken has achieved national acclaim for its successful transformation into a community of choice for an influx of new residents, in large part due to the waterfront revitalization sparked by public advocacy groups and carried through as public policy. The Hudson River Waterfront Walkway has functioned as the basis of much of this water-oriented renaissance.

The Walkway within Hoboken, particularly as exemplified by the portion from Sinatra Park to Pier A, is one of the best designed and most intensively used of the entire Hudson County waterfront. Use of the Walkway by the Hoboken population is at a very high level, particularly after work, when the resident commuters from New York City return and begin evening fitness and social activities.

Alignment into Jersey City

As development progresses along the urban waterfront of both Hoboken and Jersey City, the issue of Walkway linkage between the two cities increases in importance. It is possible to walk through the Rail Terminal



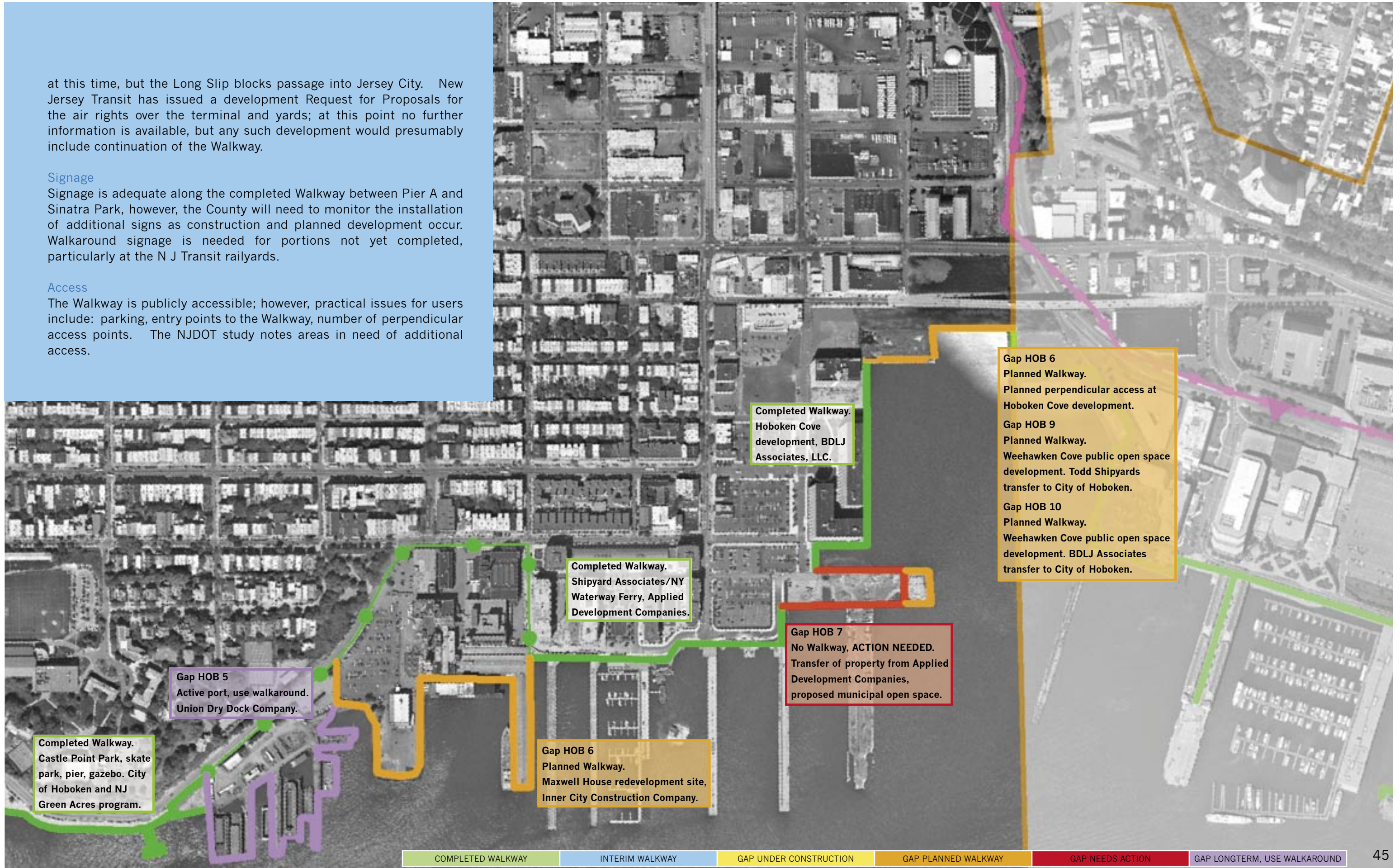
at this time, but the Long Slip blocks passage into Jersey City. New Jersey Transit has issued a development Request for Proposals for the air rights over the terminal and yards; at this point no further information is available, but any such development would presumably include continuation of the Walkway.

Signage

Signage is adequate along the completed Walkway between Pier A and Sinatra Park, however, the County will need to monitor the installation of additional signs as construction and planned development occur. Walkaround signage is needed for portions not yet completed, particularly at the N J Transit railyards.

Access

The Walkway is publicly accessible; however, practical issues for users include: parking, entry points to the Walkway, number of perpendicular access points. The NJDOT study notes areas in need of additional access.





Recommendations for Hoboken

Although rapid development has taken place, Hoboken still has a number of active piers and other working waterfront. The City has done a very good job of creating public parks and open space along the waterfront, using the Walkway as an intrinsic ordering and connecting element. Hoboken can be a pivotal location for both Segway and Zip Car pilot programs, with whatever County subsidies are possible, targeting both municipal and greater Hudson County residents, given the heavy rail and ferry activity located here.

Specific Recommendations:

GAP HOB 1, INTERIM WALKWAY; GAP HOB 2 ACTION NEEDED.

There is a need to work with Jersey City to designate the temporary walkaround route around the Long Slip and New Jersey Transit rail yard with adequate signage and a safe alignment. Once Jersey City has acted to fill in the Long Slip, as planned, Hudson County should actively negotiate with NJ Transit to open a designated Walkway alignment through the Rail Terminal with appropriate signage as

well as partnering agreement(s) for the use of public restroom and other comfort facilities that could be accessed within the Terminal by Walkway users.

GAP HOB 3 Pier C, a public park to be developed by City of Hoboken and PANYNJ. This facility has undergone several iterations, with some scale-back in scope. County should monitor for schedule and Walkway implementation.

GAP HOB 4 Planned Steven Center for Maritime Studies site. Hudson County should actively monitor the plans for the Gap at the Stevens Institute of Technology, as there is on-going public dissatisfaction with other of Steven's waterfront development plans which could impact this Gap area.

GAP HOB 5 Union Dry Dock Company. If this property becomes available for redevelopment, the County and City should consider acquisition and Walkway implementation.

GAP HOB 6 Maxwell House redevelopment site, Inner City Construction Company. Now under redevelopment, County should monitor for Walkway implementation and public access.

GAP HOB 7 ACTION NEEDED. Transfer of property from Applied Development Companies, proposed municipal open space. County should help to expedite this transfer and build-out, if necessary.

GAP HOB 8 Planned perpendicular access at Hoboken Cove development, BDLJ Associates, LLC. County should monitor progress.

GAP HOB 9 AND GAP HOB 10, Weehawken Cove public open space development. Todd Shipyards and BDLJ Associates transfers of property to City of Hoboken. This is underway.

◀ Castle Point



Pier A



Area	0.9 square miles
Population	45,768
Open Space Acreage/ROSI	12.07 acres
Public Parks & Recreation Facilities along Walkway	Weehawken Park (to be re-done)
Linear feet of Completed Walkway*	11,129 (2.11 miles)
Linear feet of Gap Site(s)*	3,418 (0.65 miles)

*GIS calculated measurement, does not include walkarounds

Status of Walkway in Weehawken

Development is occurring at a rapid pace in Weehawken, with new portions of the Walkway currently under construction. The completed Walkway at Lincoln Harbor has been open to the public for a number of years, however, some access issues exist, particularly on the piers.

The Port Imperial Weehawken Ferry Terminal will be moved to a new location, and connections made to Hudson Bergen Light Rail, as Roseland Properties completes its Port Imperial build-out. This will be a truly multi-modal transportation hub along the Walkway and should be a model of pedestrian, bicycle and Segway access from even rather distant residences located to the north and south along the Walkway.

Maintenance & Operations

Similar to West New York, the portion of the Walkway at Port Imperial and adjacent developments is in excellent condition, has adequate width, and provides seating and lighting. Some issues, such as rusting of metal railings and cracking of curb material, may be observed at early stages of deterioration. In the Liberty Harbor area, the Walkway has a more urban setting, connecting to crosswalks within the city and is in very good condition. As there are several private owners along the walkway, responsibility of maintenance and the operations of the public walkway are again not defined.



Signage

Signage to identify the Walkway exists and is adequate in the Liberty Harbor area, but is not frequent along Port Imperial Way (the extension of River Road within West New York). There is a need for enhanced signage including distances, points of interest and other user information. There is no trailblazing signage directing people from outside the area to the HRWW or signage demarking the HRWW along the Walkway.

Access

The Walkway is publicly accessible; however, practical issues for users such as: entry points to the Walkway and number of perpendicular access points. The Riva Point pier development is gated, with public access prohibited at night and restricted at other times. Because of the abundant parking facilities along Weehawken waterfront, the Walkway is most accessible by car.

Construction

As with other areas along the walkway, waterfront development is occurring and, with the development, there are areas that are currently under construction and more areas that will be in the future. This makes navigating the completed sections of the walkway difficult; moreover, in many areas there are no designated safe routes around the construction.

Recommendations for Weehawken

The County should enter into a Memorandum of Understanding (MOU) with the private owners/developers/operators of properties along the Walkway on the standards and responsibilities for maintenance and operation of the Walkway.

Despite the fact that there are no segments which are in need of direct action by the County in order to implement the Walkway, since all incomplete Walkway segments have either temporary Walkway or specific plans, there is a need to designate temporary Walkway routes around construction areas and unbuilt gap areas, until full build-out occurs.

Designated strategic locations for trailblazing signage to and along the walkway. A consideration must be made for temporary signage leading users around construction and unbuilt areas.

Specific Recommendations:

COMPLETED WALKWAY. Riva Pointe and the Piers at Lincoln Harbour. There has long been a perceived public access problem at these properties. Riva Pointe complex is sometimes gated, particularly at night. It is recommended that the County and the full range of Walkway stakeholders make a determination as to operational hours for the entire Walkway. It is possible that 24 hour operation is not

the optimal model for the entire Walkway alignment. This will, however, need to be determined in conjunction with security coverage issues, such as surveillance manpower availability and costs and designation of jurisdiction.

INTERIM WALKWAY AND GAP WEE 1, There are plans for Weehawken Municipal Park, which currently has Walkway, to be re-done and expanded by Romulus Development Corporation in partnership w/Town of Weehawken. This will be part of the redevelopment of the “Banana Building” redevelopment. A safe, clearly signed public walkaround should be designated in the interim.

COMPLETED WALKWAY. The Brownstones private townhouse development has recently been completed with the Walkway fully constructed. County should make sure that public access is provided.

INTERIM WALKWAY. The Port Imperial Weehawken Ferry Terminal/Roseland Properties development will have new Walkway when the Port Imperial build-out is completed. The County should prioritize the multi-modal transportation possibilities inherent at this location on the Walkway and herald it as a model, by seeking to maximize the obvious pedestrian, bicycle and roller-blading opportunities. This is also an ideal location for both Segway and Zip Car pilot programs, with whatever County subsidies possible, targeting residences located to the north and south along and even inland from the Walkway.



Area	0.9 square miles
Population	45,768
Open Space Acreage	
Parks & Recreation Facilities along Walkway	1
Linear feet of Completed Walkway*	5,212 (0.99 miles)
Linear feet of Gap Site(s)*	0 (0.00 miles)

Status of Walkway in West New York

Waterfront redevelopment has occurred through private residential development constructed by K. Hovnanian Co. and Port Imperial Partners. Although the full project build-out is not yet complete, the Walkway has been fully constructed through West New York.

Maintenance & Operations

This portion of the Walkway is in excellent condition, has adequate width, and provides seating and lighting. Some issues, such as rusting of metal railings and cracking of curb material, may be observed at early stages of deterioration.

Signage

Signage to identify the Walkway exists, but is not frequent along Port Imperial Way (the extension of River Road within West New York). There



is no trailblazing signage directing people from outside the area to the HRWW or signage demarking the HRWW along the Walkway, although once inside the residential developments that line the Walkway, some HRWW signage is in evidence

Beyond simple identification, there is a need for enhanced signage including distances, points of interest and other user information.

Access

As described in the DOT study, points of access to the HRWW within West New York are limited. The Walkway is publicly accessible; however, practical issues for users include: parking, entry points to the Walkway, number of perpendicular access points.

Comfort Stations

As the Walkway in West New York is complete and has a seamless connection to the Walkway through Guttenberg, there is over a one-mile stretch where there are no public facilities. Moreover, because all of the area is still under development or already constructed as private residences, there is no commercial or public infrastructure accessible if one were to leave the Walkway in this municipality.



Jacob's Ferry



Recommendations for West New York

The OSR should enter into a Memorandum of Understanding (MOU) with the private owners/developers on the standards and responsibilities for maintenance and operation of the walkway.

The OSR should assess the possibility of some form of public amenities along the walkway. Minimally, markers should be erected to inform users of the distance to the closest comfort facilities.

Strategic locations should be designated for signage leading users to and directing them along the walkway

Provisions should be made for designated public access points with accommodations for varied transportation modes.

Harbor Point

Area	0.2 Square Miles
Population	10,807
Open Space Acreage/ROSI	3.35 acres
Public Parks & Recreation Facilities along Walkway	no public facilities
Linear feet of Completed Walkway*	829 (0.16 miles)
Linear feet of Gap Site(s)*	79 (0.01 miles)

*GIS calculated measurement, does not include walkarounds

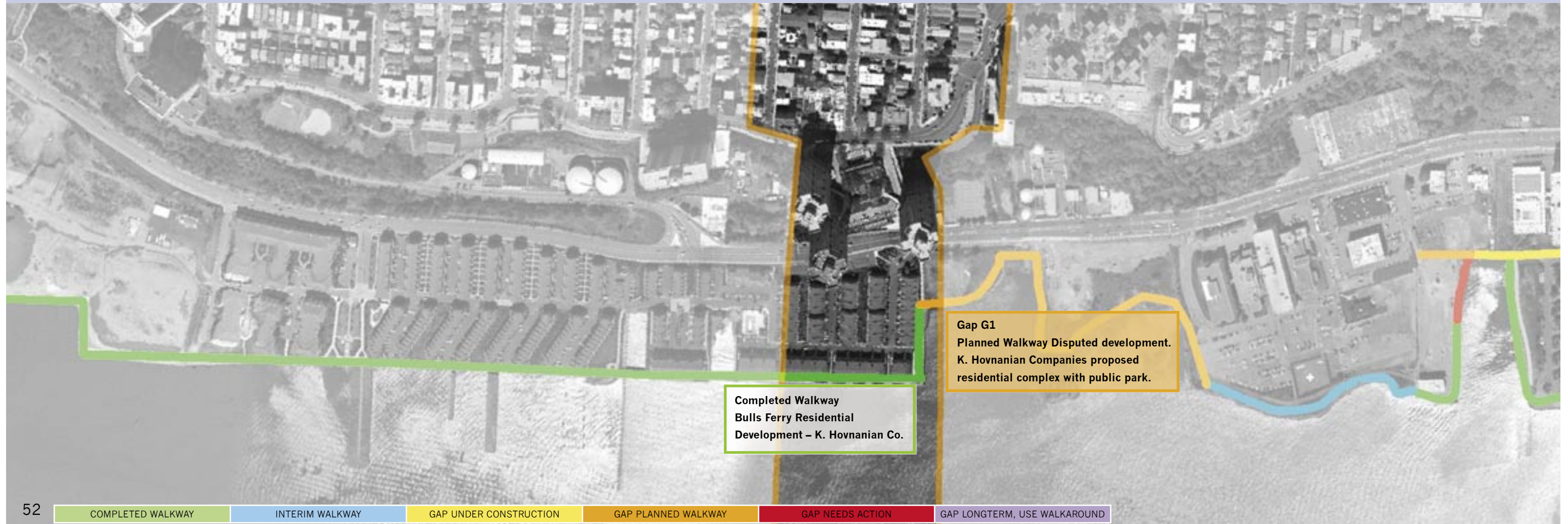
Status of Walkway in Guttenberg

The Town of Guttenberg contains the shortest extent of Walkway within Hudson County. Most of the alignment is already built-out, and fronts along the private residential multi-family development of Bull's Ferry.

There is one remaining Gap Site, at the northern municipal border with the Township of North Bergen.

Privacy

Throughout the residential development along the Hudson River in Guttenberg, the Walkway was built directly up to the residences' back yards. Walkway users can look directly at patios and into residential units through large sliding glass doors. With neither visual nor physical buffering, there is a feeling that the public Walkway is a part of what should be private space, resulting in an uncomfortable situation for both residents and Walkway users, and raising issues of security.



Maintenance & Operations

Since the Walkway was constructed as part of a private development, it is unclear where the responsibility lies for maintenance and operation of the public Walkway. Although, currently, the Walkway is in good condition, there are concerns for the future as years of use start to take a toll.

Signage

Signage to identify the Walkway or direct users coming from outside of the area was limited to one sign at the start of the Walkway at Bulls Ferry entrance, however, the sign is currently missing after lying flat on the ground for a number of months. Furthermore, there is no seamless signage connection moving from one municipality to the next at the borders with North Bergen or West New York, to establish continuity and orientation for users.

Access

As noted in the NJDOT study, perpendicular access to the Walkway is limited in terms of all four modes of transportation: vehicular, pedestrian, bicycle, and mass transit. There is no parking provided for Walkway users along the Guttenberg section.

Gap Site Controversy

In conjunction with the property at adjoining North Bergen Gap NB 1, K. Hovnanian Companies plans to develop additional private residences along the waterfront, which will include construction of the Walkway as public open space. The planned development has been denied by the Town and is currently under appeal by K.Hovnanian. If appeal is denied, this will create a need for public funding of Walkway construction. The Town of Guttenberg intends to use the land for a public park.



Bull's Ferry



Recommendations for Guttenberg

Representative(s) from the private development within which the existing Walkway occurs should be included in any planning process that takes place to determine operations and maintenance decisions for the Walkway in the future. The OSR should enter into a Memorandum of Understanding (MOU) with the private developers on the standards and responsibilities for maintenance and operation of the Walkway, until a Walkway stewardship entity is established for this purpose.

Strategic locations should be designated for signage leading users to and along the Walkway.

Landscape plantings/low walls/fencing or other site design means should be developed to act as a buffer between the Walkway and private residences. No future residential development should be permitted for construction without acceptable buffering elements designed to adequately separate private and public space.

Specific Recommendations:

GAP G 1. K. Hovnanian Companies plans to develop additional private residences along the waterfront, which will include construction of the Walkway as public open space. The planned development has been denied by the Town and is under appeal by K.Hovnanian. If appeal is denied, this will create a need for public funding of Walkway construction.

Follow-up should continue on this parcel by Hudson County to ensure that: plans for the proposed development are in compliance with the Walkway Design Standards, acceptable signage and access are provided for the public to the Walkway, and that the proposed schedule for implementation of the Walkway is acceptable to the County.

Bull's Ferry

Area	5.4 square miles
Population	58,092
Open Space Acreage/ROSI	28.94 acres
Public Parks & Rec Facilities along Walkway	no public facilities
Linear feet of Completed Walkway*	2,707 (0.51 miles)
Linear feet of Gap Site(s)*	5,644 (1.07 miles)

*GIS calculated measurement, does not include walkarounds

Status of Walkway in North Bergen

Within North Bergen, the Walkway exists at all possible stages of development, from segments that are Complete to those segments with no Walkway whatsoever.

Access

Public Access at Roc Harbor - Roc Harbor residential development has the first stretch of completed walkway within North Bergen but it is a part of a gated community and is not open for public access. The matter is currently under litigation.

General Access - As outlined in the NJDOT study, the most accessible route to the Walkway in from Bergen County is by car, but there are no designated public parking lots in reasonable distance to the Walkway. There are many businesses along the Walkway, including the Palisades Medical Center but no official public parking for the Walkway. There is no clearly defined access to the Walkway for any other mode of transportation, such as bus, pedestrian or bicycle.

Signage

There is no trailblazing signage to lead people to the Walkway coming from outside of the area or leading people along the Walkway itself.

Interim Walkway at Palisades Medical Center

The current Walkway at the Medical Center is a temporary asphalt path in poor condition with derelict site furniture. Currently there are no plans or permits to construct a permanent Completed Walkway.



Recommendations for North Bergen

The Walkway in North Bergen has numerous problems, which may need the concerted attention of both Hudson County and NJ DEP to resolve. Several of the segments are unbuilt or in disrepair and possibly even constitute safety hazards for Walkway users who try to navigate through or around them.

North Bergen also has a large portion of Walkway which is either inaccessible to the public or without proper maintenance. The County's Office of Strategic Revitalization (OSR), possibly in partnership with NJDEP, should attempt to negotiate with the current owners for completion and maintenance of, and access to the Walkway.

Walkarounds. The sidewalk at River Road is not signed for the Walkway, despite the fact that North Bergen is on the Walkway border with

Roc Harbor

Bergen County. Safety issues would be a concern if children or other less able-bodied users would attempt to walk or bike along this area.

Construction sites. Future construction along the waterfront should be in compliance with the most current stormwater regulations and should also be scrutinized by NJDEP for enhanced Hudson River water habitat design. Hudson County should work with North Bergen to designate temporary, clearly marked, "safe" walk around routes past active construction sites and around unbuilt Gap Sites: NB 1, NB 3, NB 4, NB 5 and NB 6. Provision must be made for temporary signage leading users around construction and unbuilt areas.

Privacy/Security. No future residential development should be permitted for construction without acceptable buffering elements designed to adequately separate private and public space.

Specific Recommendations:

GAP NB 1. Follow-up should continue by Hudson County in partnership with NJDEP and North Bergen to ensure that plans for the proposed residential development by K. Hovnanian are in compliance with the Walkway Design Standards, acceptable signage, parking and access are provided for the public to the Walkway, and that the proposed schedule for implementation of the Walkway is acceptable to the County. Note: this parcel is adjacent to Guttenburg Gap G 1, which is currently in litigation.

INTERIM WALKWAY. Palisades Medical Center. Interim Walkway was constructed years ago, but although intermittent construction activity has occurred over the years, no further requirement has been put forward by either NJ DEP or the Township of North Bergen for Walkway completion to occur. There is no provision for public parking within the Medical Center attended lots, which charge a fee for all users. At present this is one of the most deteriorated, poorly maintained and inhospitable sections of passable Walkway and should be a focus of County scrutiny.

COMPLETED WALKWAY. Frank's Seafood Restaurant. Nearly completed, passable Walkway , developed in conjunction with

waterfront dining amenity. Hudson County should monitor for full completion, including: public parking, signage, and seamless public access, along with any need for buffering that may not have been required when initially permitted.

GAP NB 2. NEEDS ACTION. Kingston Pointe townhouses. No public Walkway has been constructed, although the residential development has been built, sold and occupied. Hudson County should work with NJDEP to determine the permit status at Kingston Pointe, and then should actively pursue full build-out and public access to the Walkway along this parcel.

GAP NB 3. Planned Walkway at PSE&G electric utility substation. Plans are prepared for Walkway perpendicular access on this property by 2005. Follow-up should continue by Hudson County in partnership with NJDEP and North Bergen to ensure that plans are in compliance with the Walkway Design Standards, acceptable signage, parking and access are provided for the public to the Walkway, and that the proposed schedule for implementation is acceptable.

GAP NB 4. Half Moon Harbour private residential condominium tower. Walkway under construction. Follow-up should continue by Hudson County in partnership with NJDEP and North Bergen to ensure

that plans for the proposed development are in compliance with the Walkway Design Standards, acceptable signage, parking and access are provided for the public to the Walkway, and that the proposed schedule for implementation of the Walkway is acceptable to the County.

COMPLETED WALKWAY at Roc Harbor. Roc Harbor private residential development was a "Walkway pioneer" and as such should be negotiated with to reach a reasonable solution for Walkway implementation. Public access is prohibited by gate and 24 hour guard. By observation from adjacent properties, the completed Walkway is not in good condition and may have unconstructed portions, which would be in violation of the original permit.

GAP NB 5. NEEDS ACTION. Under private ownership with probable NJDEP jurisdiction due to wetlands and riparian considerations, there is no Walkway and no plans for one.

GAP NB 6 NEEDS ACTION. The northern-most point of the waterfront in Hudson County. Under private ownership with NJDEP jurisdiction due to wetlands and riparian considerations, there is no Walkway and no plans for one





The Waterfront Experience-Lessons Learned Elsewhere

While Hudson County has over twenty years of ongoing experience with the Hudson River Waterfront Walkway, there are a number of other waterfront places from which much useful information may be gleaned. An examination and comparison with three of these other waterfronts has yielded valuable policy and practice examples for Hudson County:

- San Antonio's **Riverwalk**
- New York City's **Hudson River Park**
- Chicago's **Grant Park**

Generally, most publicly-accessible waterfront areas are publicly owned. All of the three places surveyed share the characteristic of being under unified management and operating entities; two are within city park systems and one is a public operating entity.





THE RIVERWALK
SAN ANTONIO, TEXAS

Contact: Lincoln St. George
Superintendent for River Operations
City of San Antonio, Department of Parks and
Recreation
(210) 207-7862

San Antonio's well-known Riverwalk is municipal park property, owned by the citizens and maintained as a part of the City's park system. At the turn of the 20th Century, the San Antonio River frontage through the heart of the City was in a derelict state. Proposals were made to channelize and pave over the river's course through the downtown after the disastrous flood of 1921, in which over fifty people were killed. In June of 1929, at the prompting of the San Antonio Conservation Society and the City Federation of Women's Clubs, architect Robert H.H. Hugman outlined a vision for the "Paseo del Rio" to save the "lovely winding San Antonio River", that gained the endorsement of numerous civic groups. However, it took until December of 1938 until funding was available to give Hugman the commission as architect of the San Antonio River beautification project.

Funding for the project came mostly from the federal Work Projects Administration (WPA), through the efforts of Jack White, a local hotel owner. The river was drained and the channel cleaned and deepened. In addition to the preservation of existing mature cypress trees, over 11,000 trees and shrubs were added to the riverbank, including

cypress from the nearby Guadeloupe River banks and 1,500 exotic banana trees. 8,500 feet of riverbank were improved and over 17,000 feet of riverwalks and sidewalks were built; thirty-one stairways were constructed leading down from twenty-one bridges, as well as numerous benches and landscape features. In all, approximately one thousand workers completed the project over two and a half year period.

Over the years, the river area once again deteriorated, leading to a second renewal in the 1960's, with the establishment of the Riverwalk District and the Riverwalk Advisory Commission, bringing the Riverwalk once again to vibrant use. It now follows the river's winding course through the heart of the old City, past the Alamo, open to public access and enjoyment. Hugman's design of gentle, graceful paths leading through a lush, sheltered riverside landscape within the heart of the City has been realized.

The alignment of the Riverwalk stretches along both sides of the San Antonio River as it runs through the downtown of the City, past commercial and civic buildings, most with entrances onto the river

course at their lower levels, and on through a restaurant, hotel and entertainment district know as La Villita. The Riverwalk itself is made up of a paved walkway that provides landscaped areas for strolling and sitting, many stairway connections to the City streets which are located at a higher level than the river itself, access to tourist barge docks along the water, as well as entertainment barges that provide floating stages for musical acts, and an extensive array of waterfront dining locations.

LESSONS LEARNED

OPERATIONAL CHARACTERISTICS

Since the Riverwalk is publicly owned, operations and maintenance are handled under one entity, the River Operations unit of the San Antonio Parks Department. There are a number of private businesses, such as restaurants and hotels, that use space along the riverside for dining and other outdoor uses. These spaces are owned by the Park Department and leased to the private operations, with guidelines for that use set forth in the leases. Revenue from these leased patio





spaces amounts to about \$400,000 annually, with the rates capped by ordinance at a maximum of \$1.50 sq. ft. Until recently, this income went to the General Fund, however, it now goes into the Parks/River Operations Capital Fund.

Some entities, generally hotels, have entered into agreements with the City that allow the property owners to maintain their own riverfront area, while still enabling full public access including ADA compliance. Another income generator, although the monies go to the General Fund, is the boat concession. These concession contracts are for 15 year periods.

Different from other waterfront walkways, the Riverwalk is open 24 hours, 7 days a week, year-round and is patrolled by Park Police on a 24/7 basis. San Antonio's riverfront also differs from other places surveyed in that the river area is comparatively quite narrow, with an intimate feel from one side to the other. In addition, the level of the Riverwalk is much lower than that of the surrounding downtown street grid, contributing to the feeling of a contained riverfront world, separate from the rest of the City. The Riverwalk actually functions as a pedestrian street in this world along the river, with 24 hour access becoming possible and even desirable for patrons of the hotels, restaurants and clubs that line the riverbanks.

Operating Profile:

- \$1.4 million for maintenance and operations
- 3.5 miles long with another 2 miles planned
- staff of 32

Funding Sources:

- annual Parks and Recreation budget from General Fund (boat concession leases alone send \$3.5 million to GF)
- leases on patio space along Riverwalk send \$400 thousand to Parks/River Ops capital fund
- City match/County match/River Authority match from respective annual budgets
- foundation contributions from Friends of the River

PROPERTY ACQUISITION AND IMPROVEMENT

The City actively pursues purchases of land at the north and south extremities of the current Riverwalk as future extensions. Since the River is not considered a "navigable" river, there is no basis for public ownership which might allow claims for easements or riparian rights within the public domain; however, such is the understanding of the economic value to be gained by landowners from City ownership and construction, operation and maintenance of the Riverwalk, that purchase agreements have been relatively readily forthcoming. Additionally, a foundation has been formed: Friends of the River, which also provides donations, and is made up of property owners and others that understand the potential benefits.

The Riverwalk has over 2 miles of expansion planned, with construction slated not only for sidewalks (22,000 linear ft.), landscaping (40,000 sq.ft.) and access features, but also a small lock. As the size of the Riverwalk is increased, any capital improvement will be accompanied by an increase to the annual operating budget. This is based upon general guidelines which include the following ratios:

1 maintenance person cares for approximately 7,300 linear feet of Riverwalk

1 gardener cares for approximately 13,000 square feet of landscaped area

Decisions regarding design standards, materials and components, and maintenance techniques, all have a common goal of doing more with less. Standard components, such as lighting, are selected on the basis of aesthetics and appropriate design (such as the use of short light bollards in residential areas and taller poles in entertainment areas), but also with keen regard for ease of maintenance, replacement parts and performance. Cost discounts are realized through the use of department-wide annual vendor contracts.

Maintenance procedures are also affected by equipment and material acquisition decisions. Paint now has sealer included, which keeps the maintenance crew from having to paint annually. A river "sweeper" boat is being built that will take the place of the men and boats that currently work thrice-daily to manually net trash from the river. The eighteen boats owned by River Operations now run on compressed natural gas for \$2,600 per month rather than the former cost of \$10,000 monthly for gasoline.

SECURITY

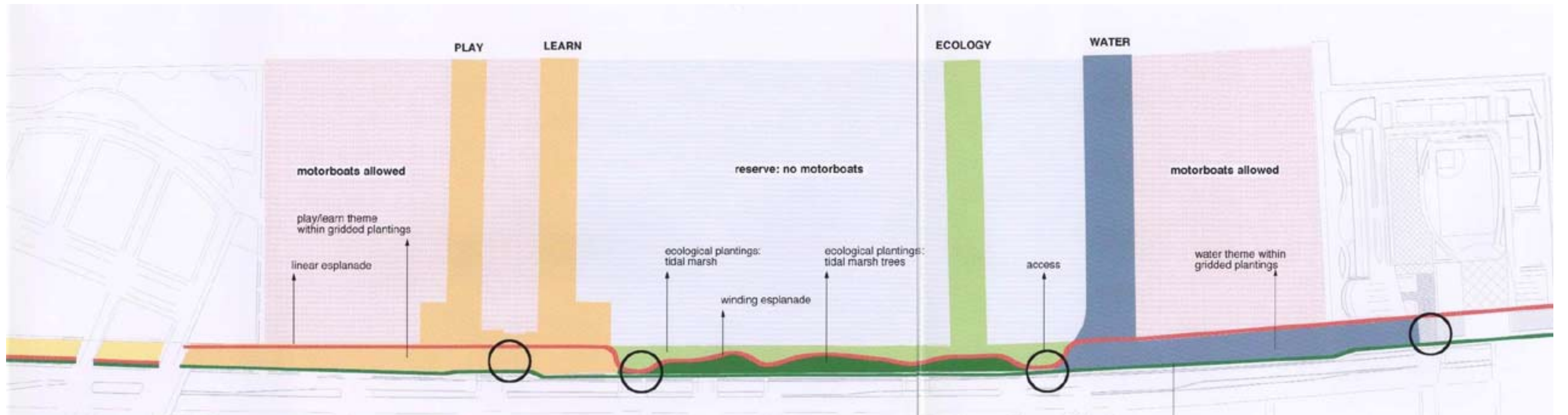
As a part of the San Antonio Parks Department, the Riverwalk is within San Antonio Park Police jurisdiction.

The physical location of the Riverwalk below the level of the streets of the City and its lush landscaping and many twists and turns along the riverbank have resulted in much of the security activity being more effectively conducted by boat.



HUDSON RIVER PARK
NEW YORK CITY, NEW YORK

Contact: James G. Koth, ASLA
Vice President, Operations and Maintenance
Hudson River Park Trust
(212) 627-2020



Planned development of Hudson River Park from website

The Hudson River Park was conceived as a five mile long, 550 acre urban waterfront park extending along the west bank of the Hudson River, from Battery Place, north to 59th Street. It is located between Route 9A, newly rebuilt as a waterfront boulevard with paralleling bikeway, and the Hudson River. It comprises nearly all of the waterfront in that area, including bulkhead, piers and other marine structures, and extends into the River itself as a marine park.

A joint effort of the State of New York and New York City, the Park is currently in a state of ongoing construction, with the segment at Greenwich Village now complete. The parallel bikeway extends beyond the Park to the north and there is additional open space to the south within the Battery Park City complex.

New Jersey's Hudson River Waterfront Walkway and New York City's Hudson River Park share the Hudson River with its rich history and outstanding recreational, economic and ecological potential. Regional linkages may one day include a connection across the George Washington Bridge from Park to Walkway, enabling users – bikers, walkers, tour groups, and others – to explore the riverfront on both east and west in a continuum of public access.

Due to interstate and federal regulations dealing with environmental, transportation, and commercial issues, as well as very old and well-established commuter connections, there are numerous existing linkages between New York City and Hudson County. While many of these impose requirements and responsibilities upon the respective

jurisdictions, there are also opportunities for future beneficial cooperation, such as expanded access to a broader experience of the riverfront, the potential for staging mutual cultural and social events, and both small and large scale economic development opportunities.

LESSONS LEARNED

OPERATIONAL CHARACTERISTICS

Hudson River Park's operating entity is a public benefit corporation, the Hudson River Park Trust, which was formed as a partnership between New York State and the City of New York. The Trust was created in 1998 by the Governor and the Mayor to oversee development and operation of the park and was initially funded by a \$200 million dollar commitment from the City and the State.

A multi-functional Internet website provides excellent public information, displaying point and click maps, and facilities and access information, in a graphically attractive format.

PROPERTY ACQUISITION AND IMPROVEMENT

One of the hallmarks of the construction of the Park is the deliberate decision to use high-quality components such as the use of stainless steel rather than aluminum or painted steel and naturally rot-resistant imported wood for pier decking. This decision to aim for a high quality of design and construction throughout the Hudson River Park has resulted in significant maintenance and repair cost savings.

At this time, future funding appears to be in some question, as the initial \$200 million is nearly exhausted, with approximately half of the park now complete. Additional revenue has been sought from commercial enterprises including the continued functioning and expansion of the existing parking garage on Pier 40.

An application has been made to the Lower Manhattan Development Corporation for \$95 million to build a section of the park between Chamber and Houston Streets by the Friends of Hudson River Park Trust, who maintain that there is a crisis in funding that must be addressed by additional public financing in order to fulfill the original mandate for full public use and access.

SECURITY

Security is provided by the New York City Parks Department Police under a security contract with the Trust. There are several innovative aspects to this effort:

- surveillance is provided from the water by boat-equipped police
- newly constructed portions of the Park have combination information booth/security booth/restroom buildings
- due to heightened security concerns, an electronic monitoring system is in place; the decision was made to use a wireless system, due to both the extremely high installation cost and the greater vulnerability of hard-wired systems – as a bonus, the wireless system now allows for a much higher degree of flexibility and responsiveness





CHICAGO'S LAKEFRONT
CHICAGO, ILLINOIS

Contact: John Pagone
Marketing and Communications Manager
Lakefront Region, Chicago Park District
(773) 256-0029



Of the approximately 7600 acres of parkland within the Chicago Park District, 3700 acres are located along the Lake Michigan lakefront. The Lakefront Regional office is responsible for: 26 miles of shoreline, 18 miles of lakefront trail, 48 lakefront parks including Grant Park, 9 harbors, 31 beaches, three golf courses, a conservatory, 3 cultural centers, the Field Museum campus, Buckingham Fountain, the Theater on the Lake, the Lincoln Park Zoo, and Soldier Field.

Since the incorporation of the City of Chicago, the city's motto has been: "Urbs in Orto", "City in a Garden" and the city's first subdivision map in 1836 labeled all land east of what was then Michigan Boulevard as "public ground...to remain forever open, clear and free". The 1898 Plan for Chicago by Daniel Burnham designated the development of this land for park space.

LESSONS LEARNED

OPERATIONAL CHARACTERISTICS

Although some private land is located on parcels within the overall park areas, the park space is publicly owned, operated and maintained by the Chicago Park District. The District is governed by a Board of Commissioners appointed by the Mayor, and the Board in turn appoints a General Superintendent. There is additional oversight by the Parks Commission, made up of Chicago Aldermen. The Lakefront Region also works closely with a number of public and private organizations: citizen groups, local chambers of commerce, 3 conservancies, 16 advisory councils, and quarterly meetings with Chicago aldermen.

The Chicago Park District handles most functional activities within its own organizational structure including: landscape and maintenance functions, security and policing, marketing and public relations and administration. All maintenance and repairs, including most small construction projects, are performed by the Park District's own landscape operations crews and in-house trades. Larger capital and park infrastructure projects are contracted through a public bidding process. The Park District may also enter into operating agreements with concession companies for the management of various facilities such as park kiosks and the Oak Street Cafe.

In a new arrangement, the parkland within the new 24 acre "Millennium Park" area will be run by a private, not-for-profit conservancy, similar to that of New York City's Central Park. The park will remain under City ownership, but under an interim park management agreement with the Mayor's Office of Special Events, the District will handle park maintenance and concession permits only during its inaugural season; thereafter the Conservancy will take over. The Conservancy is an outgrowth of the private donor group, Millennium Park Inc., which is currently raising \$145 million. It is expected to function somewhat like the Lincoln Park Zoological Society, which is a nonprofit entity that has run the Zoo since 1995. It is hoped that this will enable satisfactory maintenance of the many amenities within the park.

PROPERTY ACQUISITION AND IMPROVEMENT

Acquisition of additional park and lakefront land is on-going and, in general, is accomplished by outright purchase of land. Alternatively, over 500 acres of lakefront is on waterfront landfill, with the acquisition

of 70 acres this year. Capital projects may be implemented by means of intergovernmental agreements between city entities, such as a recent one in which the City will provide funds to the Park District through its Department of Transportation to hire and pay a consultant to draft a plan for the future use of a specific area.

In 2002, the City Council approved landmark designation for the "streetwall" of buildings that stretches along Michigan Avenue as it fronts the Grant Park lakefront at Oak Street Beach, as the "Historic Michigan Boulevard District". According to Department of Planning Development Commissioner Alicia Berg, the 12 blocks from Randolph Street to 11th Street "are now protected from insensitive changes, alterations or demolition of historic buildings". It is felt that "the vista seen while driving on Lake Shore Drive or sailing on Lake Michigan...is one of the most enduring images of Chicago". [Mayor's Press Office release, February 27, 2002]

Recently, the City celebrated the opening of a pedestrian connection from Michigan Avenue to the lakefront at 11th Street, linking South Grant Park to the surrounding South Loop neighborhoods. "The \$18 million project includes a bridge over the Metra tracks between Michigan and Columbus Drive, an underpass beneath Columbus and the reconstruction of Columbus Drive from Balbo to Roosevelt Road as well as substantial landscaping and beautification. Pedestrians, bicyclists and recreational users now enjoy an uninterrupted path through the south end of Grant Park." [Mayor's Press Office release, September 19, 2003]

SECURITY

The Chicago Park District has its own security group of park police, which, while completely separate, maintains excellent ties to the Chicago Police Department.

The Park District police force focuses on providing an active presence by:

- use of marked vehicles to provide feeling of security and reassurance
- maintaining a sole focus on Chicago's lakefront and parks
- security presence is increased when an area of concern is identified
- requiring notification of all events and presence of Park security

The location of a number of homeless shelters in close proximity to park property contributes to conflicts of use between homeless persons seeking to establish private living territories and the mandate to provide public recreational and leisure uses for all citizens in a safe and sanitary environment. To this end, several operational strategies have been developed, which include:

A vigorous joint effort by Park District security personnel and landscape/maintenance crews to coordinate quick detection of such items as shopping carts and assorted detritus, which are defined as garbage and quickly disposed of by Park District maintenance crews. A policy in which no "structures" are allowed on the Lakefront without a permit,; anyone fabricating such a thing (tent, cardboard shelter, etc.) is ticketed and asked to leave park property and the structure is then removed.

All of the parks within the City of Chicago's Park District jurisdiction operate from 6 am until 11:00 pm. It is felt that legitimate park use would not be greatly enhanced by being open during the late night hours, and that the public is actually better served from a security standpoint by having the parks closed nightly, but with 24 hour surveillance. Additionally, a positive benefit is achieved by scheduling parks maintenance and trash cleanup overnight after 10:30 pm, especially so that during times of very heavy use (summertime and holidays), patrons are undisturbed by such operational necessities.



LAKEFRONT PATH

The Lakefront Path is a component of the Lakefront Regional parks that contains a 10 foot wide bike and roller-blading path with 3 feet of gravel path on either side for runners and walkers.

- sight lines along the Lakefront Path appear to be adequate to prevent most accidents that could potentially take place between pedestrians and bicyclists or other users. There have been very few incidents of pedestrian accidents taking place with either bicycles or misplaced cars on the Path
- the running portion is constructed of a gravel bed as preferred by runners and high-impact walkers
- an initial problem with muggers hiding in the landscaping plants (bushes and small trees) in one location seems to have been solved by removing the taller plant materials and replacing them with low-lying landscaping materials; preserving the amenity, while eliminating the hazard
- the Path is truly multi-user friendly, affording a place for both the dedicated recreationalist in full gear and the lunchtime exerciser or casual open-air stroller. There is genuine municipal concern for ease of access to the Path from the inland neighborhoods and commercial areas





Appendix

- **WALKWAY STATUS ANALYSIS SPREADSHEET**
- **PHOTO CREDITS**
- **EXISTING DESIGN GUIDELINES**

STATE OF NEW JERSEY
DEPARTMENT OF ENVIRONMENTAL PROTECTION
(See Issuing Division below)

PERMIT*

The New Jersey Department of Environmental Protection grants this permit in accordance with your application, attachments accompanying same application, and applicable laws and regulations. This permit is also subject to the further conditions and stipulations enumerated in the supporting documents which are agreed to by the permittee upon acceptance of the permit.

Permit No. 0905-96-0001.2/3		Application No.
Issuance Date	Effective Date	Expiration Date
Name and Address of Applicant BDLJ Associates, LLC 4 Becker Farm Road Roseland, NJ 07068	Name and Address of Owner Same as applicant	Name and Address of Operator Same as applicant
Location of Activity/Facility (Street Address) Hoboken, Hudson County Lot 1, 2.1, 2.2 Block 268	Issuing Division Land Use Regulation Program	Statute(s) NJGA 12:5-3 NJSA 58:10A-1
Type of Permit Waterfront Development Water Quality Certificate	Maximum Approved Capacity, if applicable	

This permit grants permission to:

construct a mixed-use development to be known as Hoboken Cove through a combination of demolition/renovation of existing high rise industrial structures and new construction, resulting in 732 residential units, approximately 24,110 sq. ft. of retail space to be located at the ground floor level within three of the buildings, the extension of 15th, Bloomfield, Washington and Hudson Streets, bulkhead repair, construction of 110 linear feet of new bulkhead, site remediation activities, and the development of a 1,100 linear feet portion of the Hudson Waterfront Walkway, and other public open space amenities.

The approved project is shown on plans in 29 sheets:

Sheets C-1 through C-16 entitled "Preliminary site Plans and Major Subdivision Plan for Hoboken Cove, City of Hoboken, Hudson County, New Jersey. Prepared for BDLJ Associates, LLC", all dated February 7, 1997, with Sheets C-1, C-2, C-5, C-8, C-10, C-11, C-15, and C-16 revised to May 12, 1997, Sheets C-3 and C-6 revised to May 5, 1997, Sheet C-4 revised to May 1, 1997, Sheet C-9 revised to September 18, 1997, Sheets C-7 and C-12 revised to August 18, 1997, and Sheets C-13 and C-14 revised to April 16, 1997, all prepared by Paulus Sokolowski and Sartor Consulting Engineers;

Prepared by Sue Lawson
Sue Lawson

Page 1 of 4

Revised Date	Approved by the Department of Environmental Protection	
	Name (Print or Type) _____	Title _____
	Signature <u>See Page 4 for Signature</u>	Date _____

* The word permit means "approval, certification, registration, etc." (General Conditions are on the Reverse Side)

DEP-007 (1/95)

Walkway Permit

Walkway Status Analysis Spreadsheet

PS&S worked with Hudson County, the New Jersey Department of Environmental Protection, the waterfront municipalities, the property owners and public interest groups in the community to provide a GIS database of the Walkway.

The GIS database was created as an interactive inventory of the parcels along the Walkway, with the status shown on the following spreadsheet.



WALKWAY SEGMENT ANALYSIS

COMPLETED WALKWAY	INTERIM WALKWAY	GAP UNDER CONSTRUCTION	GAP PLANNED WALKWAY	GAP NEEDS ACTION	GAP LONGTERM, USE WALKAROUND
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Muni	Parcel	GIS ID	GAP	Status	WW Segment Description	Owner/ Developer	Linear Feet	Cost	Block
BAYONNE									
	001 BAY	NO DATA		Completed Walkway	Kill Van Kull Park	City of Bayonne			
	002 BAY	NO DATA	Gap BAY 1	GAP Longterm, use walkaround	working port uses	(actual number of parcels/owners unknown)			
	003 BAY	NO DATA	Gap BAY 2	GAP No WW Plans - needs action	street end/Ingham Avenue lookout point	City of Bayonne			
	004 BAY	NO DATA	Gap BAY 3	GAP Longterm, use walkaround	working port uses	(actual number of parcels/owners unknown)			
	005 BAY	NO DATA	Gap BAY 4	GAP No WW Plans - needs action	potential perpendicular access point	Bayonne Board of Education/bus lot			
	006 BAY	NO DATA	Gap BAY 5	GAP Longterm, use walkaround	private yacht club	Atlas Yacht Club			
	007 BAY	NO DATA	Gap BAY 6	GAP Longterm, use walkaround	working port uses	(actual number of parcels/owners unknown)			
	008 BAY	081	Gap BAY 7	GAP No WW Plans - needs action	potential perpendicular access point	OENJ		412	
	009 BAY	081	Gap BAY 8	GAP Under Construction	golf course	partnership effort: Bayonne/Hudson Co./OENJ		412	
	010 BAY	080		Completed Walkway	shopping center/public space	South Cove Commons			412
	011 BAY	079	Gap BAY 9	GAP Planned Walkway	Military Ocean Terminal redevelopment	City of Bayonne-The Peninsula At Bayonne Harbor	1890.723		404
	012 BAY	NO DATA	Gap BAY 10	GAP Longterm, use walkaround	working port uses, including Greenport	(actual number of parcels/owners unknown)			
JERSEY CITY									
	013 JC	NO DATA	Gap JC 1	GAP Longterm, use walkaround	working port uses	(actual number of parcels/owners unknown)			
	014 JC	NO DATA		Completed Walkway - access point	overlook/bird watching point	PANYNJ Auto Import Facility			
	015 JC	NO DATA	Gap JC 2	GAP Longterm, use walkaround	ACOE Caven Point Facility	US ARMY CORPS of ENGINEERS			
	016 JC	077		Completed Walkway	Port Liberte	WA Residential Company, LLC (The Applied Companies)	1680.08		1500
	017 JC	077	Gap JC 3	GAP Under Construction	port Liberte, Phase II	WA Residential Company, LLC (The Applied Companies)	1680.08		1500
	018 JC	NO DATA	Gap JC 4	GAP No WW Plans - needs action	Gap Site-Liberty State Park Element	NJDEP/Division of Parks and Forestry			1497
	019 JC	NO DATA	Gap JC 5	GAP No WW Plans - needs action	Gap Site-Caven Point Rd	City of Jersey City			1497
	020 JC	073	Gap JC 6	GAP Planned Walkway	Residences at Liberty	The Applied Companies	502.015		1497
	021 JC	072		Completed Walkway	Liberty State Park	NJDEP Division of Parks and Forestry	9625.318		2154,2154.3,2154.2,1497
	022 JC	071		Completed Walkway	U.S. DOI National Park Service	USDOI National Park Service	35.449		
	023 JC	070		Completed Walkway	Liberty State Marina	NJDEP Division of Parks and Forestry	833.989		42a,43a,43b,45e,soj, soj2
	024 JC	NO DATA	Gap JC 7	GAP No WW Plans - needs action	Eastern Concrete/Liberty Marine	NO DATA - may be "port use" issue			40H, 54C
	025 JC	068		Interim Walkway	Liberty Harbor North	Liberty Harbor Marine Services Inc.	3149.671		60
	026 JC	067	Gap JC 8	GAP No WW Plan - needs action	north loop Liberty Harbor Marina	Liberty Harbor Marine Services Inc.	0		
	027 JC	065		Completed Walkway	Hudson Pointe	Lincoln Property Company	616.736		60
	028 JC	064		Completed Walkway	Pier House 1	NO DATA	495.726		60
	029 JC	063		Completed Walkway	Portside Associates	Portside Associates (the Applied Companies)	742.576		60
	030 JC	062		Completed Walkway	Liberty State Park Peninsula	NJDEP/Division of Parks and Forestry	2035.189		60
	031 JC	061		Completed Walkway	Sugar House	Happens Associates/Deversified Management Systems	1830504		65
	032 JC	060	Gap JC 9	GAP No WW Plans - needs action	Clermont Cove residential building	Clermont Cove			65
	033 JC	059	Gap JC 10	GAP No WW Plans-needs action	Paulus Hook Park	Paulus Hook Park Association			33
	034 JC	056	Gap JC 11	GAP Planned Walkway	Veterans Memorial Park	NJ Department of Veteran Affairs	693.616		2
	035 JC	055	Gap JC 12	GAP Under Construction	The Sussex Street Pier Site	Goldman Sachs/Hines Interest Limited Partnership	369.981		4
	036 JC	054		Completed Walkway	30 & 50 Hudson Street	Goldman Sachs/Hines Interest Limited Partnership	611.781		6
	037 JC	053	Gap JC 13	GAP Under Construction	70 & 90 Hudson Street	Hartz Mountain Industries	558.54		6
	038 JC	NEW	Gap JC 14	GAP Under Construction	NOL Properties	Hartz Mountain Industries			
	039 JC	051		Completed Walkway	Owen J. Grundy Park	Hudson County	934.792		8
	040 JC	050		Completed Walkway	Exchange Place Station	Port Authority of New York and New Jersey	337.633		8
	041 JC	049		Completed Walkway	Harborside Financial Center	Mack-Cali Realty Corporation	1173.738		10,76
	042 JC	048		Completed Walkway	Haiborside Plaza 10	Mack-Cali Realty Corporation	1647.635		15
	043 JC	047		Completed Walkway	Hudson Exchange	Avalon Bay	709.495		15
	044 JC	NO DATA		Interim Walkway	6 th Street-street end, Avalon Bay to complete	Avalon Bay			15
	045 JC	045	Gap JC 11	GAP Under Construction	NOC 7	Newport Associates Development Corporation (NADC)	385		7
	046 JC	NO DATA		Completed Walkway	Newport	Newport Associates Development Corporation (NADC)			various
	047 JC	044		Completed Walkway	Tower of America	Newport Associates Development Corporation (NADC)	4375.89		20
	048 JC	NO DATA	Gap JC 11	GAP Longterm, use walkaroung	Holland Tunnel - no access	Port Authority of New York and New Jersey			8, 8.4

Lot	Zoning	Permit #	Site Details	Photos	Word Docs
BAYONNE					
	WD	?	?	?	?
	I-H				
	I-H				
	I-H				
	I-H				
	I-H				
401	I-H				H:\2560\001\gis\docs\bayonne\OENJ.doc
401	WR				H:\2560\001\gis\docs\bayonne\OENJ.doc
1,2	HC				
1	RD	no permit sought at this time	redevelopment plan	mixed use/port	redevelopment plan-data available
	IL-B				
	RD				
	RD				
	RD				
6C	RD			walkway	H:\2560\001\gis\docs\jc\portliberte.doc
6C	RD			walkway	H:\2560\001\gis\docs\jc\portliberte.doc
1,1E	RD				
N/A	RD				
2R	RD				H:\2560\001\gis\docs\jc\residencesliberty.doc
226,24,23,22J,64,29,22,33-39,19,21,22D,52,53A	RD	wdp#0906-90-0006.3/.4/.9		walkway	H:\2560\001\gis\docs\jc\libertypark.doc
	RD	wdp#0906-00-0069.1			
	RD	wdp#0906-90-0006.3/.4/.9			H:\2560\001\gis\docs\jc\liberty_marina.doc
16,17	RD				
40H, W26B, E26B, & 26A	RD		masterplan		H:\2560\001\gis\docs\jc\libertyharborN.doc
	RD				
31a, 30a, 16, 14	RD				H:\2560\001\gis\docs\jc\hudson_point.doc
33, 34,3a	RD				H:\2560\001\gis\docs\jc\pierhouse.doc
34	RD	wdp#86-0904-1		riverview	H:\2560\001\gis\docs\jc\portsideassoc.doc
1,8,7,6,5	P/O	wdp#86-0904-1			
1B	RD	wdp#86-0904-1			H:\2560\001\gis\docs\jc\sugar_house.doc
2,3	RD				
1,2,3,4,5	RD				
1,2	RD	no permit id, discussed in goldmansachs permit	rendering		H:\2560\001\gis\docs\jc\VeteransPark
27	RD	wdp#0906-90-0002.1/3			H:\2560\001\gis\docs\jc\sussexstreetpier.doc
1	RD	wdp#0906-90-0002.7			H:\2560\001\gis\docs\jc\30_50hudson.doc
4,5,6,7,8	RD	wdp#0906-90-0002.5/0906-90-002.6			
	RD	wdp#0906-92-0009.1/.2			
6	RD		now linked to Goldman Sach's permit	walkway	H:\2560\001\gis\docs\jc\owengrundy.doc
6	RD	wdp#87-1006-1			
1,2,4, & 16/PL2/PL1	RD	wdp#0906-90-0002.5/0906-90-002.6	site plan		H:\2560\001\gis\docs\jc\harborfinance.doc
c21, c31,c30	RD	wdp#0906-92-055.2/.3/.4	site plan		H:\2560\001\gis\docs\jc\Harborside_plaza10.doc
D1	RD	wdp#86-904-1	site plan		H:\2560\001\gis\docs\jc\HudsonExchange.doc
C29	RD	no permit sought-funding/agreement falls short	site plan	walkway	plans available
2,24	RD	wdp#0906-00-0003.2	site plan & detail	walkway	H:\2560\001\gis\docs\jc\noc7.doc
various	RD	wdp#85-446-1	site plans	?	site plans available
2,29 & 2,19	RD	wdp#0906-60-0003.1/.2/.3, wdp#0906-00-0006.1		pier walkway, lighthouse	H:\2560\001\gis\docs\jc\TA.doc
A6, D1, D2	RD	wdp#0906-90-0002.3			no access-security reasons

049 JC	043	Gap JC 11	GAP Planned Walkway	NE Quadrant	Newport Associates Development Corporation (NADC)	1274.089	20
050 JC	042	Gap JC 11	GAP No WW Plans - needs action	Long Slip - to be filled in	New Jersey Tansit		33
HOBOKEN							
051 HOB	042	Gap HOB 1	GAP No WW Plans - needs action	Long Slip/NJT railyard	New Jersey Tansit	337.774	229
052 HOB	042		Interim Walkway	NJT Rail Terminal	New Jersey Tansit	337.774	229
053 HOB	042	Gap HOB 2	GAP Under Construction	Lackawanna Ferry Terminal	New Jersey Tansit	337.774	229
054 HOB	041		Completed Walkway	Pier A/South Waterfront Development	City of Hoboken/Port Authority of NY and NJ	3737.176	231
055 HOB	040	Gap HOB 3	GAP Planned Walkway	Hoboken Pier C public amenity	City of Hoboken/Port Authority of NY and NJ	692.928	231
056 HOB	039		Completed Walkway	Sinatra Park	City of Hoboken/Green Acres	1228.203	258
057 HOB	038	Gap HOB 4	GAP Planned Walkway	Stevens Center for Maritime Systems	Stevens Institute of Technology	362.084	258
058 HOB	037		Completed Walkway	Castle Point Park-skate park, pier, gazebo	City of Hoboken/Green Acres	1326.48	259
059 HOB	036	Gap HOB 5	GAP Longterm, use walkaroung	port use	Union Dry Dock Company	13.628	259
060 HOB	034	Gap HOB 6	GAP Planned Walkway	Maxwell House redevelopment	Inner City Construction Company	1832.466	261
061 HOB	033		Completed Walkway	Shipyard Associates/NY Waterway Ferry	Applied Development Companies	654.366	263
062 HOB	032	Gap HOB 7	GAP No WW Plans - needs action	Open Space, Shipyard/City transfer of land	Applied Development Companies	453.814	264
063 HOB	030		Completed Walkway	Hoboken Cove development	BDLJ Associates, LLC	481.207	126,255,264,268.1,269.2-269.5
064 HOB	030	Gap HOB 8	GAP Planned Walkway w/perp.access	Hoboken Cove development	BDLJ Associates, LLC		
065 HOB	029	Gap HOB 9	GAP Planned Walkway	Weehawken Cove - City/Cnty partnership	Todd Shipyards to City of Hoboken		267
066 HOB	028	Gap HOB 10	GAP Planned Walkway	Weehawken Cove - City/Cnty partnership	BDLJ Associates, LLC to City of Hoboken		3403
WEEHAWKEN							
067 WEE	NO DATA		Completed Walkway	Sheraton Hotel	Lincoln Harbor/Hartz Mountain Industries		
068 WEE	026		Completed Walkway (sometimes gated)	Riva Pointe	The Coastal Group		3403
069 WEE	NO DATA		Completed Walkway (no pier access)	Piers at Lincoln Harbor	Lincoln Harbor/Hartz Mountain Industries		36.04, 34.03
070 WEE	025		Completed Walkway	Chart House	Lincoln Harbor/Hartz Mountain Industries		34
071 WEE	023		Completed Walkway	Lincoln Harbor	Lincoln Harbor/Hartz Mountain Industries	3013.486	34C, 6C, 14B
072 WEE	NO DATA		Interim Walkway (park to be re-done)	Weehawken Municipal Park	Romulus/Town of Weehawken		36.04, 34.03
073 WEE	022	Gap WEE 1	GAP Planned Walkway w/footbridge	new Weehawken Municipal Park	Romulus Development Corporation	1595.327	36
074 WEE	020	Gap WEE 1	GAP Planned Walkway		Romulus Development Corporation		45
075 WEE	019		Completed Walkway				45
076 WEE	018		Interim Walkway	Part PI South Southern Site	Port Imperial Partners, L.L.C. (Roseland Property C	1836.505	64
077 WEE	017		Interim Walkway	new ferry terminal/HBLR station access	NJ Transit/NY Waterway	1925.613	64
WEST NEW YORK							
078 WNY	016		Completed Walkway	Riverbend	Port Imperial Partners, L.L.C. (Roseland Property C	482.129	168
079 WNY	015		Completed Walkway	Riverside West	Port Imperial Partners, L.L.C. (Roseland Property C	706.356	168
080 WNY	014		Completed Walkway	Riverwalk	Port Imperial Partners, L.L.C. (Roseland Property C	746.489	168
081 WNY	013		Completed Walkway	Central Neighborhood	Port Imperial Partners, L.L.C. (Roseland Property C	919.339	168
082 WNY	012		Completed Walkway	The Landings at Port Imperial	Port Imperial Partners, L.L.C. (Roseland Property C	464.309	168
083 WNY	011		Completed Walkway	North Park (Port Imperial)	Port Imperial Partners, L.L.C. (Roseland Property C	175.551	168
084 WNY	010		Completed Walkway	Jacobs Ferry	K. Hovnanian Companies	1018.657	168
085 WNY	009		Completed Walkway	Harbor Point	K. Hovnanian Companies	74.436	168
086 WNY	008		Completed Walkway	Bulls Ferry (West New York)	K. Hovnanian Companies	1065.999	168
GUTTENBERG							
087 G	008		Completed Walkway	Bulls Ferry (Guttenburg)	K. Hovnanian Companies	1065.999	44
088 G	007	Gap G 1	GAP Planned Walkway	Hudson Pointe	development appeal by K. Hovnanian/City of Guttenberg	1879.455	438
NORTH BERGEN							
089 NB	007	Gap NB 1	GAP Planned Walkway	Hudson Pointe/water utility site will remain	K. Hovnanian Companies	1879.455	438
090 NB	006		Interim Walkway-in extreme disrepair	Palisades General Hospital	Palisades General Hospital	470.185	438
091 NB	NO DATA		Completed Walkway	restaurant	Heagney & Sons		438
092 NB	005	Gap NB 2	GAP No WW Plans - needs action	Kingston Pointe-constructed NO WALKWAY	K. Hovnanian Companies	183.814	438
093 NB	004	Gap NB 3	GAP Planned Walkway - perp. Access	PSE&G substation	Public Service Electric and Gas		437A, 438A
094 NB	003	Gap NB 4	GAP Under Construction	Half Moon Harbor	Half Moon Harbor		437A
095 NB	002		Completed Walkway - NO ACCESS	Roc Harbor	Roc Harbor Condo Associates	324.034	437A
096 NB	NO DATA	Gap NB 5	GAP No WW Plans - needs action	vacant land	ownership unconfirmed		
097 NB	NO DATA	Gap NB 6	GAP No WW Plans - needs action	vacant land	ownership unconfirmed		437A

3.04	RD	wdp#0906-60-0003.1/.2/.3, wdp#0906-00-0006.1	site plan & details	site 1, 2, 3	H:\2560\001\gis\docs\jc\nequad.doc
1,2,3,4,5	RD				
1	W(H)	wdp#0905-95-0003.1/.2/.3			H:\2560\001\gis\docs\hoboken\longslip.doc
1	W(H)	wdp#0905-95-0003.1/.2/.3			H:\2560\001\gis\docs\hoboken\longslip.doc
1	W(H)	wdp#0905-95-0003.1/.2/.3			H:\2560\001\gis\docs\hoboken\longslip.doc
3	W(RDV)	wdp#0905-95-0002.2/.3	site plan		H:\2560\001\gis\docs\hoboken\sowaterfront.doc
3	W(RDV)	pending permit	site plan		H:\2560\001\gis\docs\hoboken\pier_c.doc
1,2,3,4	W(N)	wdp#0905-95-0002.2/.3			H:\2560\001\gis\docs\hoboken\sinatra.doc
1	W(N)			current, conceptual	H:\2560\001\gis\docs\hoboken\estuary.doc
2	W(N)	wdp#0905-97-0002.1/.2	site plan & detail		H:\2560\001\gis\docs\hoboken\castlepnt.doc
1	W(N)	wdp#0905-90-0001.2	details		H:\2560\001\gis\docs\hoboken\uniondrydock.doc
1	I-1(W)	permit pending with NJDEP	site plan & details	rendering	H:\2560\001\gis\docs\hoboken\maxwell_house.doc
1	I-1(W)	wdp#0905-93-0001.3-9			H:\2560\001\gis\docs\hoboken\hoboken_shipyard.doc
1,2,3	I-1(W)				new plan sought/engineering issues
5, 6, 4.1, 4, 2, 6.1, 7, 8, 3.1, 1-4, 1.1, 1	I-1(W)	wdp#0905-96-0001.2/.3			H:\2560\001\gis\docs\hoboken\sowaterfront.doc
	I-1(W)				
1	I-1(W)	Joint permit to be sought	Site plan available		Plan in database
1.02, 1.01	I-1(W)	Joint permit to be sought	Steve Marks?		
	SW	Allen Magrini			
4.06	SW	wdp#87-1302-1		see overall plan, above	
6, 4, 4.06, 4.08	SW	wdp#85-0072-1		see overall plan, above	
4.08	SW	wdp#0911-92-0001.4		see overall plan, above	H:\2560\001\gis\docs\Weehawken\ChartHouse
2, 2A, 3, 3A, 4, 4-1, 5, 6C, 4.1	SW	wdp#88-0443-1/1B			H:\2560\001\gis\docs\Weehawken\LincolnHarbor.doc
6	I	new permit sought			plan available in January 2004
1.01,2.01	I	wdp#0911-97-0001.1/2			H:\2560\001\gis\docs\Weehawken\municipal.doc
1, 2, 3, 4	I	wdp#0911-93-0001.2			H:\2560\001\gis\docs\Weehawken\banana.doc
4.01	B-3/B-2	wdp#0911-98-0001.1	site plan & details		H:\2560\001\gis\docs\Weehawken\brownstone.doc
1.01	B-3/B-2				H:\2560\001\gis\docs\Weehawken\permitpis.doc
2.01	B-3/B-2				H:\2560\001\gis\docs\Weehawken\FerryTerminal.doc
9.01, 9.03	CWD	wdp#0912-92-0001.6	site plans		H:\2560\001\gis\docs\Wny\Riverbend.doc
8.01, 8.03	CWD	wdp#0912-92-0001.6	site plans		H:\2560\001\gis\docs\Wny\riverwest.doc
7, 7.02, 8.01	CWD	wdp#0912-92-0001.6	site plans & details	promenade conceptual	H:\2560\001\gis\docs\Wny\riverwalk.doc
7	CWD	wdp#0912-92-0001.6	site plans		H:\2560\001\gis\docs\WEEHAWKEN\cental_neigh.doc
6, 6.01	CWD	wdp#0912-92-0001.6	site plans	walkway	H:\2560\001\gis\docs\Wny\landingswalk.doc
5	CWD	wdp#0912-92-0001.6	site plans & details	fountain	H:\2560\001\gis\docs\Wny\nparksiteplan.doc
1, 3, 3.01, 4, 4.01	CWD	wdp#0912-92-0001.6	site plans		H:\2560\001\gis\docs\Wny\jacobs-bullsferry.doc
6	CWD	wdp#0903-90-0001.2/3	site plans		H:\2560\001\gis\docs\Wny\harborpoint.doc
1, 1.01, 2, 2.01	CWD	wdp#0903-90-0001.2/3	site plans		H:\2560\001\gis\docs\Wny\jacobs-bullsferry.doc
1	P	wdp#0903-90-0001.2/3	site plans		H:\2560\001\gis\docs\guttenberg\jf-bf-gtberg.doc
1.01, 1.02	P	wdp#0900-001-10002-1 (oldpermit/new plan)	site plans		H:\2560\001\gis\docs\nbergen\hudson.doc
1.01, 1.02	P-1	wdp#0900-001-10002-1 (oldpermit/new plan)	site plans		H:\2560\001\gis\docs\nbergen\hudson.doc
438A	P-1	wdp#85-750-1		photos	H:\2560\001\gis\docs\nbergen\hospital.doc
2.4C2	P-1	wdp#85-750-1	restuarant/walkway		
1, 2	P-1				H:\2560\001\gis\docs\nbergen\kingston.doc
	P-1	wdp#0908-91-0003.2	substation/walkway		H:\2560\001\gis\docs\nbergen\pseg.doc
438A, 437A	P-1	wdp#0908-96-0002.1			H:\2560\001\gis\docs\nbergen\halfmoon.doc
2.4D, 2.42, and 2.2	P-1	wdp#82-388-1	site plan		H:\2560\001\gis\docs\nbergen\roc_harbour.doc
	P-1				
	P-1				



ULI Fall Meeting
 New York
 November 2, 2004
 Mobile Workshop #3
 On the Jersey Side:
 Hudson River Redevelopment
 Redevelopment Guide

Source:
 Hudson County Office of Strategic Revitalization
 Heyer, Gruel & Associates
 NJDEP GIS Data
 Paulus, Sokolowski & Sartor

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 ULI Northern
 New Jersey Chapter



 www.NNJ.ULI.org



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