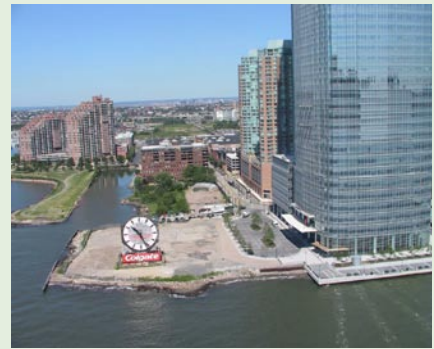


# HUDSON COUNTY

Reexamination of the *Master Plan*

*August 2008*

Hudson County Master Plan





# CREDIT

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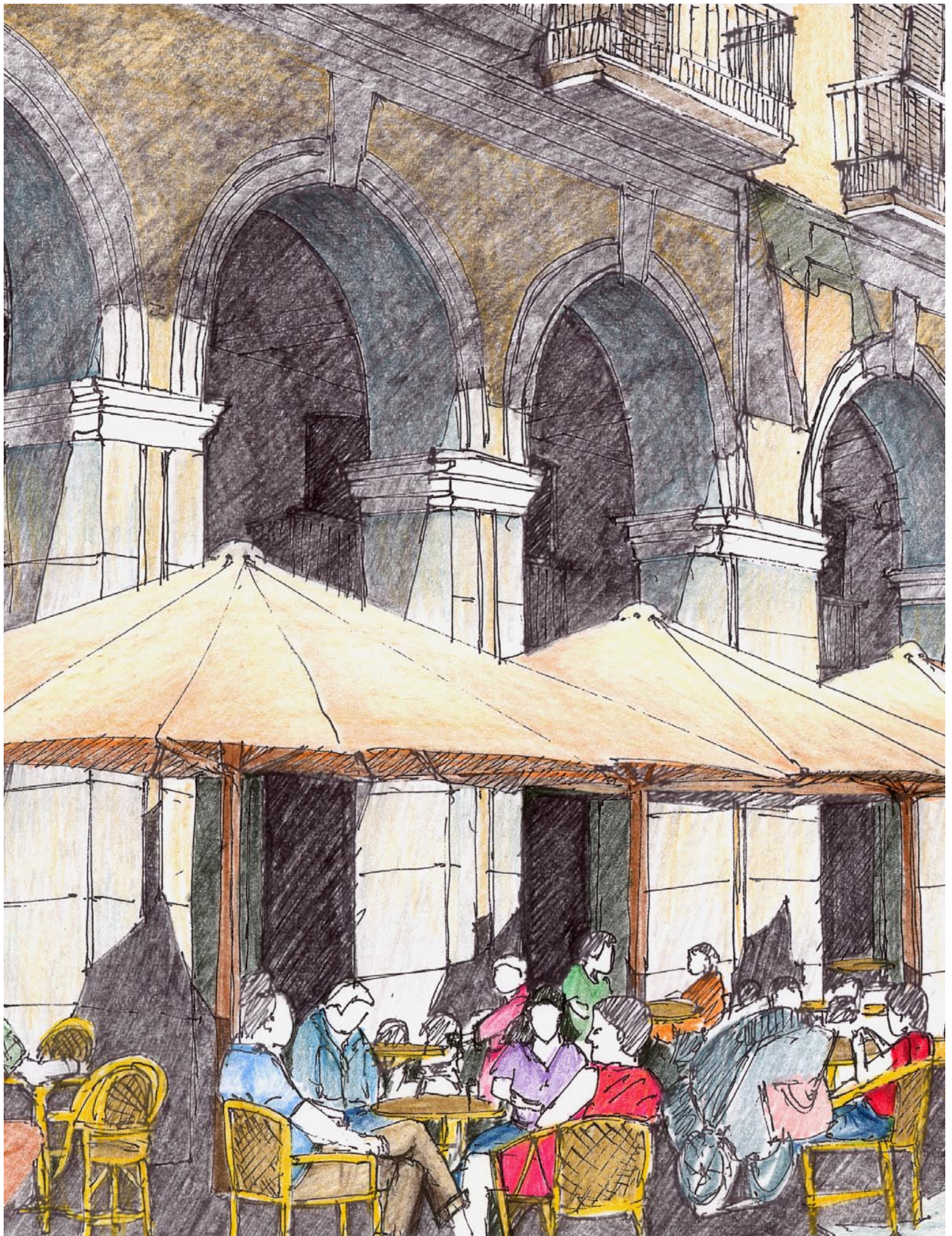
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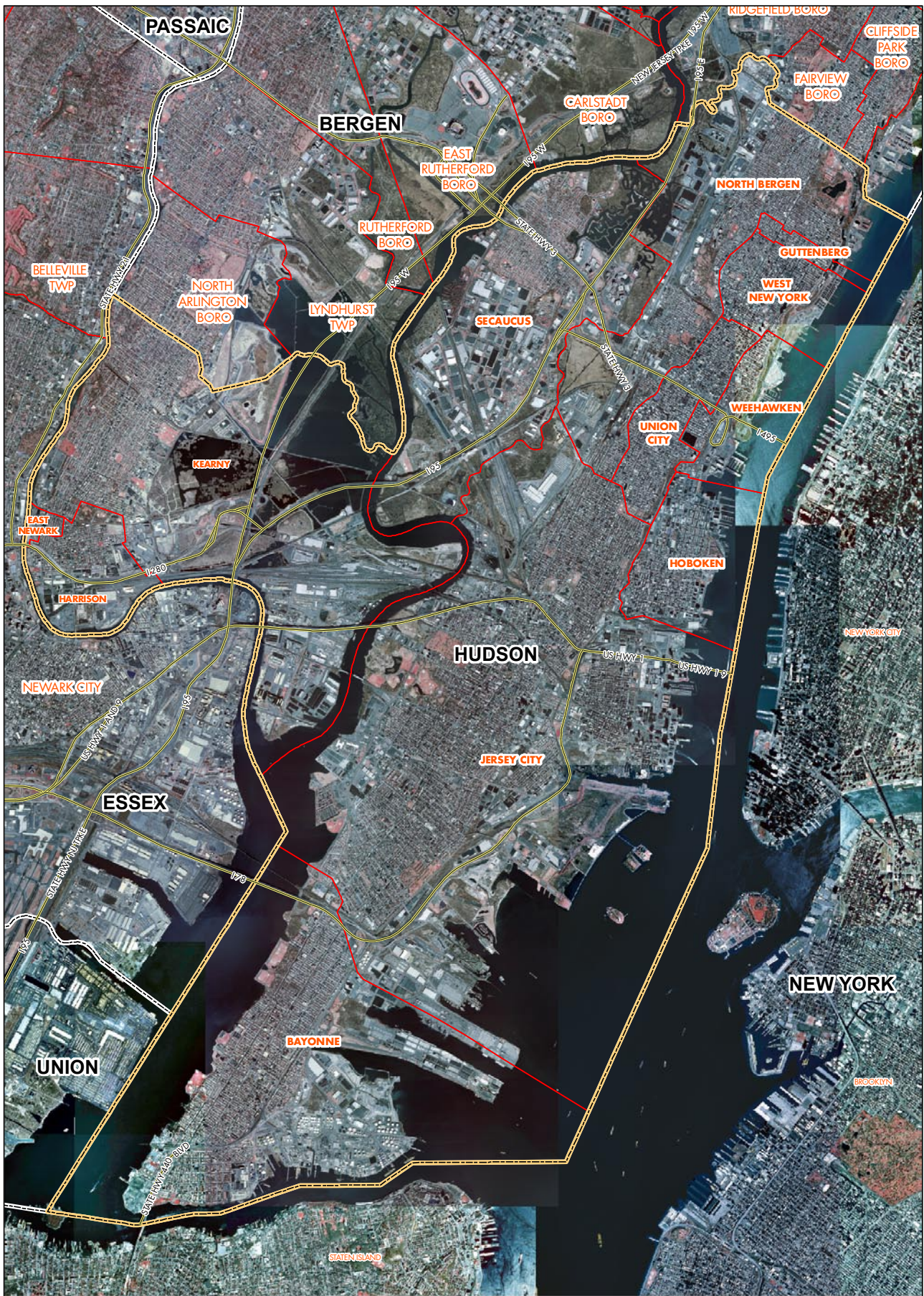
## Executive Summary

This report constitutes an addendum to the 2002 Hudson County Master Plan. The purpose of this Addendum Report is to address the significant changes in the assumptions, policies, and objectives that formed the basis for the Hudson County Master Plan in 2002. This report reviewed the Hudson County Master Plan and its constituent municipal Master Plans for consistency with the Hudson County Plan, and examines the County's Subdivision and Site Plan Review Resolution as enacted in 1989.

This report shall amend, update and supplement the 2002 Hudson County Master Plan adopted in accordance with N.J.S.A. 40:27-3, the 2005 Hudson County Stormwater Pollution Prevention Plan adopted pursuant to N.J.S.A. 7:8 and the 2005 Hudson County Open Space Recreation Historic Preservation Plan adopted in accordance with N.J.S.A. to:12-15.1 et seq. Furthermore, this report will address the issues that have arisen since the adoption of the 2002 Hudson County Master Plan. In particular, this report will examine reports documenting climate change and other environmental research and its impact on Hudson County communities. Specifically, this report reviews the findings from a report issued by the Union of Concerned Scientists in 2007, entitled "Confronting Climate Change in the Northeast: Science, Impacts, and Solutions" as well as scientific findings published by the Intergovernmental Panel on Climate Change. The impact of climate change on Hudson County as identified in these studies could result in increased flooding for parts of the county, causing significant damage to real estate and disrupting transportation systems throughout the area. This report concludes that only a holistic approach, whereby sustainable development patterns, circulation investments and economic development policies come together and embrace strong design guidelines can not only improve the environment locally but positively affect global conditions as well. This report also incorporates the policy implications in the N.J. Global Warming Response Act and the endorsement of the U.S. Conference of Mayors Climate Protection Agreement by Hudson County Freeholders.

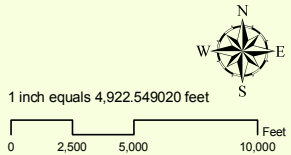
Recommendations contained herein will serve as the basis for amending the County Subdivision and Site Plan Review Ordinances that are under simultaneous review by the County. The Municipal Land Use Law limits county authority in reviewing development applications for impacts related to county drainage and roadways. The recommendations in this report are focused on those provisions in the County Subdivision and Site Plan Review Ordinance that can be amended in order to direct future development in Hudson County in a way that addresses the threats of climate change on its residents.





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Aerial Photo  
 Re-Examination Report - 2008  
 Hudson County, New Jersey





# PLAN GOALS & OBJECTIVES

*August 2008*



# MASTER PLAN GOALS & OBJECTIVES

Upon review of the changes in demographics, employment, and transportation patterns as well as new policies promulgated through a number of planning documents, and the County's desire to address the impacts of climate change, it was determined that the goals and objectives of this Re-ex determined that changes to the Goals and Objectives are warranted. As such the Goal and Objectives have been amended.

## General Goals:

1. To protect the health, safety and welfare of Hudson County residents.
2. To improve the overall quality of life in Hudson County.
3. To provide for the economic revitalization of the County's commercial and industrial base.
4. To preserve the character of existing well-established neighborhoods.
5. To provide a safe and efficient transportation system.
6. To increase the tax base.
7. To expand recreational opportunities for County residents.
8. To preserve and protect the natural environment.
9. To preserve historic sites and cultural resources throughout the County.
10. To reduce "green house gas" emissions and mitigate the local affects of Climate change.

## Land Use

### Goals

1. To maintain and improve areas that provide centers for employment, education, entertainment facilities, services, shopping and other resources.
2. To encourage existing manufacturing and industrial uses to remain, modernize and expand and to encourage new manufacturing and industrial uses to locate in the County.
3. To provide for a full range of retail businesses and personal services in suitable locations to serve the needs of the County.
4. To assist in the implementation of the development and redevelopment of the waterfronts of the Hudson, Passaic and Hackensack Rivers.
5. To integrate land use planning with transportation planning and capacities, including all modes, but particularly pedestrian and bicycle and to promote development intensities that will support mass transit.
6. To promote compact and mixed-use development patterns.
7. To promote the development of walkable communities fully linked and integrated with the pedestrian transportation grid.
8. To encourage redevelopment in areas in need of rehabilitation.
9. To encourage remediation and reuse of environmentally contaminated sites.
10. To minimize the negative affects of development and redevelopment on the natural and built environments.
11. To discourage development on environmentally sensitive sites.



## Objectives

### General

1. Encourage development and redevelopment that utilizes alternative transportation measures for bicycle, pedestrian and transit-friendly design practices and capitalizes on existing and planned transportation improvements.
2. Consider the established character of existing neighborhoods as a factor in the evaluation of new development and redevelopment projects.
3. Provide assistance to municipalities in the preparation of urban design standards for infill development to create “urban neighborhoods of place” that reflect the character of existing neighborhoods.
4. Encourage municipalities to adopt performance controls for nuisance factors that occur when incompatible uses are located in close proximity.
5. Encourage municipalities to consider design standards for new construction that create a sense of unity and order in the design of buildings, streets, sidewalks, shade trees, signage and other structures.
6. Encourage municipalities to create separate standards for unified streetscape improvements that improve pedestrian circulation in downtown areas as well as enhanced access to jobs.
7. Encourage developments to utilize alternative transportation measures that decrease traffic congestion and improve level-of-service.
8. Reduce the negative affects of stormwater run-off including non-point source pollution through BMPs (Best Management Practices).
9. Reduce the amount of impervious coverage that contributes to flooding, adverse drainage conditions and the “urban heat island” affect.
10. Discourage development in floodplains, flood hazard areas and disturbance of steep slopes and wetlands which contribute to flooding, adverse drainage conditions, stormwater run-off and non-point source pollution.
11. Promote the use of green building design to reduce “greenhouse gas” emissions, reduce stormwater run-off and non-point source pollution, and the “urban heat island” affect.





#### *Waterfront Areas*

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1. Encourage the construction of a continuous coordinated waterfront walkway along the County's waterfronts.
2. Encourage the development of marinas and ports, where appropriate.
3. Integrate waterfront development with adjacent neighborhoods by assuring strong physical linkages and appropriate infill development and discourage gated communities that separate the remainder of the community from the waterfront.
4. Create strong physical linkages between waterfront walkways and interior neighborhoods.
5. Reduce the amount of impervious coverage, which contributes to storm-water run-off, non-point source pollution and combined sewer overflows.

#### *Industrial Areas*

1. Improve the developability of industrial areas through measures such as infrastructure and access improvements.
2. Encourage and assist in the retention and expansion of existing industries in the County.
3. Take advantage of possible niche opportunities in existing and emerging industries such as apparel, telecommunications, business services, food processing, import/export, third-party logistics, telecommunications, trucking and warehousing.
4. Establish industrial areas with sufficient access to transportation facilities.
5. Encourage the development and expansion of industrial activities that use regional resources, labor skills and other local assets and advantages.
6. Encourage the location of industrial sites near railroad and port facilities which utilize the movement of freight by rail and barge.





7. Encourage industrial developments to utilize alternative transportation measures for the movement of employees and visitors.
8. Reduce the amount of impervious coverage, which contributes to stormwater run-off and non-point source pollution.
9. Encourage industrial sites to minimize impervious coverage and utilize green building technology to reduce “green house gas” emissions, stormwater run-off and non-point source pollution.
10. Work with industry to ensure environmental conditions are improved particularly as the location of industry relates to neighborhoods downstream.

## *Commercial Areas*

1. Establish local community-based organizations such as special improvement districts, neighborhood improvement districts and local development corporations to help revitalize neighborhood commercial and residential areas.
2. Encourage convention, cultural and entertainment activities within the core areas of the County to spur economic growth.
3. Encourage the grouping of compatible retail establishments into functional commercial centers to promote synergy among businesses.
4. Encourage municipalities to provide creative solutions to parking and loading issues.

5. Promote the viability of Downtown commercial districts by retaining first floor retail sales and services.
6. Encourage the development of complementary land uses in proximity to commercial areas.
7. Establish design and aesthetic controls in commercial areas to create and maintain attractive shopping areas.
8. Identify and create financial and technical assistance programs available to businesses from the County, State and Federal government.
9. Assist in the coordination of community revitalization projects that are multi-jurisdictional.
10. Encourage the location of commercial development near existing transit services and facilities.
11. Encourage commercial developments to utilize alternative transportation measures for the movement of employees and visitors.
12. Encourage commercial development to utilize alternative transportation measures like walking, bicycling, jitney shuttles and telecommuting.
13. Discourage the development of commercial sites in areas inaccessible by walking, bicycling, and mass transit.
14. Encourage commercial developments to minimize impervious coverage and utilize green building practices to reduce “green house gas” emissions and stormwater run-off.

### *Residential*

1. Protect existing neighborhoods from incompatible development.
2. Discourage illegal additions of dwelling units to residential structures.
3. Promote home ownership to increase incentives for housing maintenance and improvements.
4. Encourage development at densities that support mass transit.
5. Encourage transit-oriented development near existing or proposed transit facilities.
6. Encourage compact development within walking distance of mixed-use centers.
7. Encourage traditional neighborhood design that is walkable and has strong linkages to the pedestrian circulation network.
8. Encourage residential developments to utilize pedestrian and bicycle facilities.
9. Encourage residential developments to minimize impervious coverage and utilize green building technology to reduce “green house gas” emissions and stormwater run-off.
10. Encourage residential developments to utilize green building practices to reduce “green house gas” emissions, stormwater run-off and non-point source pollution.
11. Analyze and monitor health and economic data to ensure health and access to employment opportunities are enhanced

## **Circulation**

### *Goals*

1. To provide a safe and efficient transportation system.
2. To provide transportation improvements which support economic development.
3. To expand the Hudson Bergen Light Rail system areas to promote transit and use of the county not served by mass transit.
4. To promote alternate transportation modes including bicycling, tele-commuting, transit and walking.
5. To coordinate land use activities with the transportation network.
6. To support system coordination, efficiency and safety.
7. To reduce traffic and mitigate congestion on local roads and highways and improve air quality.
8. To protect and improve quality of life.
9. To reduce “green house gas” emissions from mobile sources.
10. To promote a pedestrian-first approach in Downtown areas.
11. To provide pedestrian and bicycle access along all roadways, particularly those roads that leads residents to job centers.
12. To promote the design and re-design of public roadways to comply with ADA standards



## Objectives

1. Provide cost effective transportation systems that support business by providing for the efficient movement of goods and people.
2. Plan transit and roadway infrastructure system improvements to support existing economic activity centers and promote development of new activity centers along transit corridors and at transit hubs.
3. Maintain the efficient movement of goods with planning for safe and efficient truck travel and promotion of the transport of freight by rail and barge.
4. Encourage the siting and expansion of inter-modal facilities at locations where existing infrastructure can accommodate the movement of freight.
5. Promote the timely construction and expansion of the Hudson Bergen Light Rail Transit (HBLRT) system.
6. Encourage the expansion of rail systems to serve major residential and commercial developments at the Peninsula at Bayonne Harbor, Bergen Point, Westside-Newark Bay, the Bergen Arches, West Hudson, the Secaucus Transfer Station and the Meadowlands.
7. Consider the County as an extension of the New York City system and work to coordinate even greater investment in the public transportation system through partnerships with NJ Transit, Port Authority and the MTA.
8. Consider the PATH system as an integral part of the Hudson County system and pursue expansion opportunities with PANYNJ.
9. Coordinate local bus and shuttle service, pedestrian ways and parking with transit stations, residential and commercial locations.
10. Coordinate public and private bus service, information on service, transfers, fares and bus passes.
11. Improve the ease and speed of modal change by creating multi-modal transit centers, with parking at outlying transit locations, improved signage both to the center and within it, and separate pedestrian connectors where volumes warrant.
12. Promote the expansion of existing ferry service and integration of transit (including HBLRT) lines feeding ferry terminals.
13. Encourage pedestrian/bike traffic by providing appropriate, safe and attractive facilities between population and employment centers.
14. Provide scenic walkways and bikeways along the County's Waterfront(s).
15. Complete missing links in the Hudson River Waterfront Walkway along the water's edge from the Bergen County border to the Bayonne Bridge and between major attractions.
16. Complete the Hackensack River Greenway along the water's edge from the Bayonne Bridge to the Cromakill Creek.
17. Complete the Passaic River Walkway from the Bergen County border to the Jackson St. Bridge.
18. Complete the East Coast Greenway via off-road trails linking Newark with the Hudson River Waterfront.

19. Complete the Hudson County portion of the Liberty-Watergap trail linking Liberty State Park with the Delaware Watergap.
20. Coordinate the development and design of comprehensive and continuous walkway and bikeway facilities among the communities.
21. Promote public access to the Hudson River Waterfront and pedestrian open space and circulation opportunities.
22. Improve on-street and off-street parking by establishing parking management practices, providing additional signage and increasing capacity, where appropriate.
23. Reduce Vehicle Miles Traveled (VMT) by County residents and commuters.
24. Reduce Vehicle Hours Traveled (VHT) by County residents and commuters.
25. Reduce traffic congestion and improve the Level of Service (LOS) along local roads and intersections.
26. Improve local air quality and reduce air pollution and green house emissions by encouraging alternative modes of transportation and commutation.
27. Reduce stormwater run-off and non-point source pollution from roadways through implementation of Best Management Practices (BMPs).
28. Introduce "Intercept Parking" Facilities near major rail and road corridors
29. Develop addition bridge route at the Passaic River in South Kearny
30. Improve handi-capped accessibility to public streets by implementing ADA design standards for sidewalks, ramps, and parking

## Economic

### Goals

1. To develop a diversified economy to maintain full employment.
2. To develop an equitable distribution of jobs across the County that includes support services and facilities consistent with the needs of the population.
3. To provide for the economic revitalization of the County's commercial and industrial base.
4. To retain existing businesses and attract new industries.
5. To reduce the tax burden on residential uses by encouraging additional development that generates significant tax benefits.
6. To encourage remediation of contaminated sites through various programs such as loans and technical assistance.

### Objectives

1. Create a sound and integrated land use and transportation policy agenda that focuses on Placemaking and enhancement of "business climate."
2. Focus on the strength of the ratable base by focusing on an collective approach rather than individual ratables. Creation of a sustainable economic tax base will work to promote additional ratables.
3. Promote job training and retraining services to close the employment "skills gap" and meet the employment needs of the County and the region.



# Hudson County Master Plan Reexamination

4. Provide stronger linkages between employment centers and housing through effective transportation programs.
5. Encourage utilization of the County Economic Development Corporation to effectively promote economic development in the County.
6. Encourage the adaptive reuse of older industrial facilities.
7. Review on a case-by-case basis conversion of industrial buildings to commercial uses.
8. Encourage use of the redevelopment process to target specific neighborhoods for development assistance.
9. Create a shared real estate database that can be used to promote sites with interested developers.
10. Encourage close coordination between local schools, including the high schools, Hudson County Schools of Technology, Hudson County Community College, St. Peters College, Stevens Institute of Technology and New Jersey City State University, and local businesses to ensure that school curricula and resources help prepare students for entry into the labor force.
11. Encourage the construction of additional cultural and recreational amenities such as hotels, convention centers and waterfront walkways to build on the region's tourist industry.
12. Encourage the preservation of the County's historic districts to provide a focus for the revitalization of historic residential and commercial areas.
13. Maximize the Hudson River, Hackensack River and Passaic River waterfronts as an asset for economic development.
14. Recognize the potential for developing water-dependent industrial uses in appropriate areas along the waterfronts.
15. Provide increased opportunities for domestic and international trade through Foreign Trade Zones (FTZ ) and trade corporations.
16. Encourage the development of new and emerging industries to provide for a diverse economic base.
17. Encourage municipalities to use creative planning tools such as redevelopment, special improvement districts (SID's) and urban enterprise zones (UEZs) to promote their goals and objectives.
18. Analyze the region's economic base and coordinate with other agencies to identify obstacles and opportunities.
19. Provide County industries with information on the development of energy efficiency programs so as to enable them to effectively reduce energy expenditures and receive Emission Reduction Credits.
20. Encourage businesses to install solar panels, wind turbines and alternative energy sources to reduce local dependence on coal-fired power plants, foreign oil and green house gas emitting power sources.
21. Make businesses aware of public and private sector business programs and financial incentives for development and expansion.
22. Encourage the creation of additional business and trade associations.

## Housing

### Goals

1. To preserve the character of existing well established residential neighborhoods.
2. To increase the production of a variety of housing opportunities in Hudson County.
3. To encourage the rehabilitation of the County's older housing stock.
4. To provide additional affordable housing opportunities for the elderly.
5. To promote home ownership to increase incentives for housing maintenance and improvement.
6. To develop housing and related services for the "special needs" population.
7. To increase the availability of affordable housing and meet the obligations of the Council On Affordable Housing.

### Objectives

1. Encourage utilization of the Affordable Housing Trust Fund to create affordable housing.
2. Utilize existing nonprofit corporations to be developers of affordable housing.
3. Promote municipal discussion regarding housing issues that impact on taxes and investment (e.g. illegal conversions, rent control).
4. Provide programs that create opportunities for home ownership, discourage abandonment and reduce displacement and relocation.
5. Actively pursue Regional Contribution Agreement.

23. Initiate marketing activities to attract and recruit new industries to the County.
24. Promote the development and availability of advanced telecommunication technology to enhance the delivery of public services, to access government information and to support an advanced telecommunications and information infrastructure.
25. Assist small, minority and women-owned businesses in increasing their procurement opportunities in both the public and private sectors.
26. Capitalize on brownfield cleanup as an economic development tool.
27. Promote new warehousing opportunities near the port facilities.
28. Take advantage of the development of container facilities on the waterfront.





6. Use (RCA) funds for housing rehabilitation and new housing construction.
7. Encourage the packaging of housing funds from various sources to make housing more affordable.
8. Provide technical and financial support to non-profits whose primary mission is to provide affordable housing.
9. Promote municipal discussion regarding the reuse of municipally owned properties for housing.
10. Develop assisted living services within subsidized housing to provide low-income older persons with additional services.
11. Allocate HOME and CDBG funds to develop additional elderly housing.
12. Work with municipalities on the provision of affordability controls on all affordable units (new and rehabilitated) to ensure COAH compliance.

## Community Facilities

### Goals

1. To provide recreational and park facilities that are accessible to all residents and provide a variety of amenities.
2. To meet the park and recreation needs of the County by utilizing both NJDEP's Balanced Land Use Standards and the National Parks and Recreation Standards.
3. To provide community services, such as elderly and child care services, that meet the needs of the population.
4. To encourage more efficient utilization of community services.
5. To provide accessible community facilities which meet the standards of the Americans with Disabilities Act (ADA).

### Objectives

1. Encourage intergovernmental and inter-municipal cooperation and agreements to eliminate redundancy and improve service efficiency in areas such as public safety, education, health, public safety, recreation and social services.
2. Encourage coordination between municipal and county park departments and boards of education to maximize the potential for recreational programs that meet the needs of the population.
3. Provide additional after school programs, pre-kindergarten programs, child care and elderly care services through public, private and nonprofit organizations to accommodate the increasing numbers of women in the workforce.

4. Support the renovation, new construction or consolidation of police and fire stations to modernize facilities and expand services in areas of concentrated development activity.
5. Ensure that new development provides public access to waterfront areas, recreational facilities and open space.
6. Require developers to provide for coordinated public access in accordance with NJDEP's walkway standards for the Hudson River, Hackensack River and Passaic River Walkway plans.
7. Increase funding priority for the maintenance and upgrading of existing parks.
8. Expand existing parks and encourage development of new parks where feasible.
9. Encourage municipalities to prepare inventories of publicly-owned properties to consider the use of such properties for community facilities or to be sold for private investment.
10. Use development bonuses or similar mechanisms to require new development to provide plazas, public seating areas, mini-parks, pedestrian links and riverfront walkways.
11. Provide education, preventative programs and adequate clinical facilities to meet the health care needs of Hudson County's residents.
12. Provide assistance to local libraries and boards of education to coordinate resources and avoid duplication of services.
13. Increase the number of local playgrounds that are within  $\frac{1}{4}$  mile of existing residential neighborhoods.
14. Increase the number of local parks that are within  $\frac{1}{2}$  mile of existing residential neighborhoods.
15. Increase the number of regional ballfields or recreation facilities that are within 1 mile of existing neighborhoods.
16. Link existing residential neighborhoods with playgrounds, parks, recreation complexes and waterfront walkways via interconnected bicycle and pedestrian greenways.





## Social Services

### Goals

1. To coordinate social service program needs with planning and community development efforts to avoid duplication, identify areas of need and improve service efficiency.
2. To improve the quality of life in the community by creating an atmosphere in which disadvantaged people have hope and can build a better future.

### Objectives

1. Promote the role of the County as an “umbrella” resource organization.
2. Assist in the mobilization of new resources and funding for the purpose of filling service gaps, avoiding duplication and coordinating services within the County.
3. Mobilize all elements of the Hudson County community to combat social problems by raising the level of awareness among Hudson County community leaders, professionals and general public regarding the impacts of these problems on the communities, families and residents of Hudson County.
4. Provide relevant information on the needs of disadvantaged populations to the state and communities to promote public support and utilization of services.
5. Develop and implement a comprehensive and integrated continuum of prevention/treatment, and maximize access to programs, facilities and resources by Hudson County agencies and individuals.
6. Provide improved transportation services to disadvantaged populations, particularly in areas outside of Jersey City.
7. Create a resource referral center where disadvantaged people can get information on services and resources.
8. Assess the needs of “at-risk” groups and establish priorities for programs and resources.
9. Encourage citizen participation in the planning of community services for “at-risk” populations.
10. Provide better communication with constituents and caretakers to determine their needs.
11. Evaluate the use of competitive bidding through funding by needs.
12. Help low income families avoid becoming homeless by continuing to provide homeless prevention services, since it is the most effective means of preventing homelessness.
13. Reach out to homeless persons and assess their individual needs by providing increased outreach services to bring homeless people to existing shelters and providing Hispanic outreach workers who are not only bilingual, but also aware of the Hispanic culture.
14. Address the emergency shelter and transitional housing needs of homeless persons.
15. Assist homeless persons in making the transition to permanent housing and independent living.



16. Increase services for the disabled population including shelter care facilities, emergency housing and housing for the mentally ill.
17. Encourage recreation and physical activity of County residents to reduce the incidence of obesity, diabetes and heart disease.
18. Reduce the incidence of asthma and lung disease by reducing smog and air pollution caused by automobile traffic and congestion.
19. Encourage County residents to walk and bicycle as a means of recreation and commutation to reduce traffic congestion and "green house gas" emissions resulting from traffic congestion.

## Utilities

### Goals

1. To maintain existing capital facilities and replace aging capital facilities that are no longer effective.
2. To provide new infrastructure systems where necessary to encourage new development.
3. To invest in new infrastructure technology to encourage future economic growth and redevelopment.
4. To protect potable water quality.
5. To reduce stormwater run-off and non-point source pollution.
6. To promote the development of renewable energy.

### Objectives

1. Where feasible, separate combined stormwater and sanitary sewers as new development occurs.
2. Upgrade sanitary sewer systems to reduce the level of pollutants discharging into the rivers.
3. Investigate methods to reduce pollutant levels and reduce stormwater runoff into the Hudson River, Hackensack River, Newark Bay and Passaic River.
4. Encourage municipalities to adopt capital improvement plans to maintain and replace existing infrastructure facilities as needed.
5. Encourage the construction of new technological improvements, such as fiber optic cable, to provide incentives for future economic growth.



6. Construct drainage facilities to alleviate local flooding problems.
7. Protect out-of-county reservoir watersheds to maintain water quality and ensure an adequate water supply.
8. Encourage measures to improve public participation in recycling efforts and coordinate municipal programs within the County.
9. Reduce the amount of impervious coverage, which contributes to stormwater run-off, flooding and non-point source pollution.
10. Encourage the installation of berms, swales, culverts, retention ponds, shade trees pits and “green roofs”, rain gardens or vegetative buffers to mitigate flooding, improve drainage conditions, meter stormwater run-off and reduce non-point source pollution.
11. Discourage the development and disturbance of floodplains, flood hazard areas, wetlands and natural lands, which hold and meter stormwater run-off.
12. Promote the installation of solar panels, wind turbines, and other Class 1 renewable energy sources that reduce local dependence on coal-fired power plants, foreign oil and green house gas emitting power sources.
13. Utilize new environmental technologies and Best Management Practices (BMP) to build sustainability into site design.
14. Utilize Green Infrastructure techniques that use soils and vegetation to infiltrate, evapotranspire, and/or recycle stormwater runoff.

## Conservation

### Goals

1. To encourage the clean -up and reuse of contaminated sites.
2. To preserve existing scenic vistas, particularly skyline views of Manhattan.
3. To protect environmentally sensitive areas, such as rare and endangered species habitats, steep slopes, wetlands and surface water quality.
4. To reduce pollution and maintain a healthy environment.
5. To encourage recycling.
6. To reduce water pollution and “green house gas” emissions by automobiles and other mobile sources through promotion of walking, bicycling and mass transit.
7. To reduce stormwater run-off and non-point source pollution through elimination of combined sewer overflows and implementation of Best Management Practices.
8. To reduce the “urban heat island” affect through reduction of impervious coverage, utilization of green building technologies and installation of shade trees.
9. To reduce the disturbance of natural lands in floodplains and flood hazard areas.
10. To meet county and municipal standards for parks and open space established in the Statewide Comprehensive Outdoor Recreation Plan.

## Historic Preservation

### Objectives

1. Reduce regulatory and financial barriers to clean-up operations.
2. Protect visual resources of the “Palisades” and long- range harbor viewsheds.
3. Provide technical assistance to local environmental communities to protect environmentally sensitive areas.
4. Maintain an up-to-date level of understanding of environmental regulations to assist the development process by coordinating environmental documentation and facilitating an expedited and coordinated environmental review.
5. Encourage energy conservation and reduce air pollution by designating land use patterns that reduce the need for additional automobile trips.
6. Assist New Jersey Meadowlands Commission (NJMC) in providing public access to, and educational programs for, wetlands and other key environmental areas of the Meadowlands.
7. Increase the number of shade trees along County roads.
8. Discourage development or disturbance in floodplains and flood hazard areas due to expected sea level rise.

### Goals

1. To preserve the integrity of the County’s historic districts and places.
2. To preserve structures of important historical significance.

### Objectives

1. Encourage the use of the County’s historic districts and sites to provide a focus for the revitalization of residential and commercial areas.
2. Consider the conversion of historic structures to community-based uses.
3. Encourage owners of buildings in historic districts to preserve their facades through façade easements.













# LAND USE PLAN

*August 2008*

Hudson County Master Plan



# LAND USE PLAN:

## Demographic Profile:

### Population:

The population in Hudson County is witnessing a sustained population increase that is projected to continue through the year 2030. Projections from the North Jersey Transportation Planning Authority anticipate Hudson County's population to increase from 609,000 in 2000 to 760,700 in 2030, an increase of 20%.

*NJTPA Population Forecast by County and Municipality  
2000 – 2030*

County Name	MCD Name	2000 Population	2005 Population	2010 Population	2015 Population	2020 Population	2025 Population	2030 Population
Hudson County	Bayonne	61,840	62,360	64,110	65,590	67,720	71,020	75,960
Hudson County	East Newark	2,380	2,380	2,530	2,670	2,780	2,790	2,820
Hudson County	Guttenberg	10,810	11,720	12,330	12,640	12,980	13,100	13,200
Hudson County	Harrison	14,420	14,680	15,720	16,590	16,960	17,400	17,680
Hudson County	Hoboken	38,580	42,730	44,650	45,710	46,230	46,650	47,100
Hudson County	Jersey City	240,060	249,290	265,610	281,630	296,340	302,690	308,180
Hudson County	Kearny	40,510	40,890	42,250	43,330	44,680	46,510	46,890
Hudson County	North Bergen	58,090	61,150	64,630	66,420	68,320	70,970	74,320
Hudson County	Secaucus	15,930	16,310	17,070	17,680	18,560	19,810	21,840
Hudson County	Union City	67,090	69,610	72,980	75,060	77,420	78,870	80,670
Hudson County	Weehawken	13,500	13,580	13,960	14,340	14,860	15,750	16,000
Hudson County	West New York	45,770	48,730	51,140	52,350	53,950	55,030	56,040
<b>Hudson County Totals</b>		<b>609,000</b>	<b>633,400</b>	<b>667,000</b>	<b>694,000</b>	<b>720,800</b>	<b>740,600</b>	<b>760,700</b>

The projections from the NJTPA are consistent with data collected from the New Jersey Department of Community Affairs. An analysis of the number of certified housing units by the Department of Community Affairs show the rapid growth population currently occurring in Hudson County.

Hudson County	Certified Housing Units	Percentage of Housing Units in New Jersey
2001	1,212	4.0%
2002	677	2.3%
2003	1,053	3.9%
2004	1,614	5.8%
2005	2,055	6.6%
2006	2,151	7.5%

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The data shows that the number of new housing units in Hudson County constituting a greater percentage of overall residential construction in the State. While residential units in Hudson County represented only 2.3% of all residential construction in New Jersey in 2002, in 2006 it increased to 7.5%. Preliminary data for residential construction through July of 2007 show that Hudson County represented 8.2% of all residential construction in New Jersey. It is clear from the data presented that Hudson County's population growth is actually accelerating as the decade progresses.

### **Land Use Profile:**

Hudson County's land use pattern has not significantly changed since last evaluated in 1999. Existing land use is generally characterized as follows;

### **Residential:**

Residential land uses are concentrated in three areas in the County: along the top of the Palisades between the Hudson and Hackensack Rivers in North and South Hudson; between the New Jersey Turnpike and the Hackensack River in northern Secaucus; and between Schuyler Avenue and the Passaic River in West Hudson. Hudson County's residential areas consist of older housing stock, with most housing units containing two or more dwelling units. Single-family detached dwellings are generally found in Secaucus, Kearny, Bayonne and parts of North Bergen. High-rise apartments are

located along the eastern side Hudson County between the Palisades and the Hudson River with thousand of housing units built since 2002.

### **Commercial:**

Commercial land uses are concentrated in two general areas in the County: along arterial corridors and at transportation nodes. The commercial corridors generally follow the arterial roadway network in Hudson County and includes U.S. Route 1&9, N.J. Route 3, Route 440, Bergenline Avenue, Broadway, John F. Kennedy Boulevard, Newark Avenue, West Side Avenue, Broadway, Harrison Avenue, Kearny Avenue, Central Avenue, Passaic Avenue, and West Side Avenue. Concentrations of commercial uses are also found at transportation nodes, including the Holland Tunnel, the Lincoln Tunnel, Journal Square, and the PATH stations. Scattered neighborhood commercial uses are located in the older residential areas of North Bergen, Guttenberg, West New York, Weehawken, Union City, Hoboken, Jersey City and Bayonne.



### ***Industrial:***

Industrial land uses in Hudson County are generally concentrated in several locations including the southern waterfront in Jersey City, Bayonne and South Kearny; between Routes 1 & 9 and the New Jersey Turnpike in North Bergen and Jersey City; the southern end of Secaucus; and south of Belleville Turnpike and east of Schuyler Avenue in Kearny. Smaller industrial uses are scattered throughout the County. The industrial land use category also includes the many transportation-related facilities in the County, including Global Marine Terminal, Auto Marine Terminal, Greenville float-yards and various other inter-modal facilities in South Kearny. In general, Hudson County's industrial sector is changing. The decline in manufacturing is being offset by the increase in wholesale trade, distribution and transportation related uses. New industrial development has been limited to large-scale distribution centers, generally measuring between 400,000 and 700,000 square feet in size.

### ***Redevelopment Areas:***

Redevelopment is a tool that Hudson County municipalities and the Meadowlands District currently utilize to re-use and revitalize areas that meet the criteria outlined in the Local Redevelopment and Housing Law. The redevelopment plans for these municipalities are discussed in more detail as follows:

#### ***• Bayonne:***

The Peninsula at Bayonne Harbor (formerly known as MOTBY) Redevelopment of the former military base is a project of major significance to both the City and the County. The military based closed in 1999. In August 2001, City Council adopted the "Peninsula at Bayonne Harbor Redevelopment Plan" which was amended in 2004 and 2006. The plan will greatly expand housing and employment opportunities in Bayonne and Hudson County. The redevelopment plan calls for up to 6,700 units of housing, 1.5 million square feet of office space, 345,000 square feet of retail space, and 58 acres of open space. The plan also promotes the use of mass transit by including two new transit villages tied to the Hudson Bergen Light Rail System and passenger ferry service to Manhattan as well as integration of the Hudson River Waterfront Walkway plan into the development.

#### ***• East Newark***

The Town of East Newark has a redevelopment plan that addresses three (3) areas. The areas are commonly known as Clark Thread Mill; East Newark Elementary and surrounding lands; and the third area, Saint Anthony's School and surrounding lands are a Area in need of Rehabilitation. The plan looks to adaptive re-use within context of surrounding neighborhoods. The plan breaks down these areas into four (4) districts; Riverside District,



Thread Mill District, School District, and Public District. The plan contemplates adaptive re-use of some of the mill and school buildings into mixed-use development while also considering open space and public school needs of the Town.

## • *Harrison*

Harrison adopted the Waterfront Redevelopment Area in 2003 for a 250 acre area that used to house the Harrison industrial complex. The plan seeks to establish a pedestrian-friendly, human scaled environment utilizing neo traditional design principles and transit-oriented development. Upon buildout Harrison will see 6,500 units of residential and 250,000 square feet of commercial space that provides for a variety of opportunities for retail, office, and residential living in a vibrant community centered on access to the PATH station. The plan also calls for an Urban Entertainment District, which will offer a combination of entertainment, food, and beverage and retail options. A Stadium District will provide adequate area for the redevelopment of a multi-use sports and entertainment stadium. The plan provides for a public park and walkway along the Passaic Riverfront. The Stadium is currently in construction while the Town has also seen redevelopment of portions of its waterfront walkway with a hotel and stacked townhouse residential.

## • *Hoboken*

Hoboken has utilized redevelopment as a key strategy for developing challenged areas of the City with great success. The Plans permit

a mix of uses. The Northwest Redevelopment Plan, and the waterfront redevelopment activity have been, or are under construction, with projects such as the Hudson Tea Building and W-Hotel. Other challenged areas are under review such as the Western Edge and the Southwest where the HBLR is a tremendous catalyst for growth that the City seeks to take advantage of. Recently, the City has begun the redevelopment planning process for the Hoboken Train Terminal & Yard Redevelopment Area. This project will certainly bolster Hoboken's reputation as a place to be with in the County.

## • *Jersey City:*

The majority of the redevelopment areas are located in the eastern section of the City along the Hudson River. The redevelopment plans permit a mix of residential and commercial uses. Developments such as Newport and Port Liberte, have resulted in "new neighborhoods" in areas where strictly industrial uses once existed. Other redevelopment plans have been adopted for the urban core area of Jersey City. Most of these redevelopment plans are primarily for residential use. In Journal Square, the redevelopment plan calls for a mix of uses including retail, office, residential, hotels, theatres, cultural centers and the like. The Martin Luther King Drive redevelopment plan encourages the continuation of the existing residential/commercial nature to help strengthen and restore what was once a thriving neighborhood.

- *Kearny*

As they become implemented, the Town's two redevelopment plans will achieve a number of the goals and objectives of the County Master Plan. Both the Passaic Avenue and Schuyler Avenue Redevelopment Plans call for mixed use development as well as open space/recreation areas. One of the goals of the Passaic Avenue Redevelopment Plan is to reclaim the Passaic waterfront for public use; the Plan establishes a walkway along the entire length of the Passaic River within the Area boundaries, and also calls for a riverfront park. The Schuyler Avenue Redevelopment Plan contemplates creating development along the once abandoned Kingsland Line; additional park space to compliment both the existing and proposed residential development, while proposing strategies to handle truck traffic. The County Master Plan's goals regarding coordination of land use and transportation and the use of transit-friendly design could potentially be realized if the Kingsland line is reactivates and Kearny plans accordingly.

Additionally, the NJ Meadowlands Commission declared over 800 acres along Harrison Avenue as a redevelopment area that is slated for primarily warehouse, distribution and accessory retail.

- *North Bergen*

The NJMC completed the 16th Street Redevelopment Plan in January 1999. The site contains 57 acres and permitted uses will

include warehousing, motor freight facilities and an inter-modal transit facility, capitalizing on the transportation infrastructure of the surrounding area.

- *Secaucus*

The NJ Meadowlands Commission has completed a Redevelopment Plan for a 285 acre site known as Laurel Hill, located at the southern terminus of New County Road just west of the New Jersey Turnpike. The Plan permits a convention center along with mixed use development and studios. The project is intended to be compatible with Allied Junction/ Secaucus Transfer by incorporating transit-oriented development for the area.

- *City of Union City*

There are currently four redevelopment areas in the City. The first area is known as the "Bus Garage" property, which is to be developed with mixed residential and commercial uses. The others include the Yardley Building Redevelopment Area, which is located in the southeastern portion of the City, along the eastern side of Palisade Avenue between 4th Street and 7th Street. The Swiss Town Redevelopment Plan proposes multi-family residential uses, active and passive recreation, and open space. The Roosevelt Stadium Redevelopment Area, consisting of an older, antiquated municipal stadium that is currently being transformed through a State funded pilot project that will rebuild the school and place the stadium on top of the development.

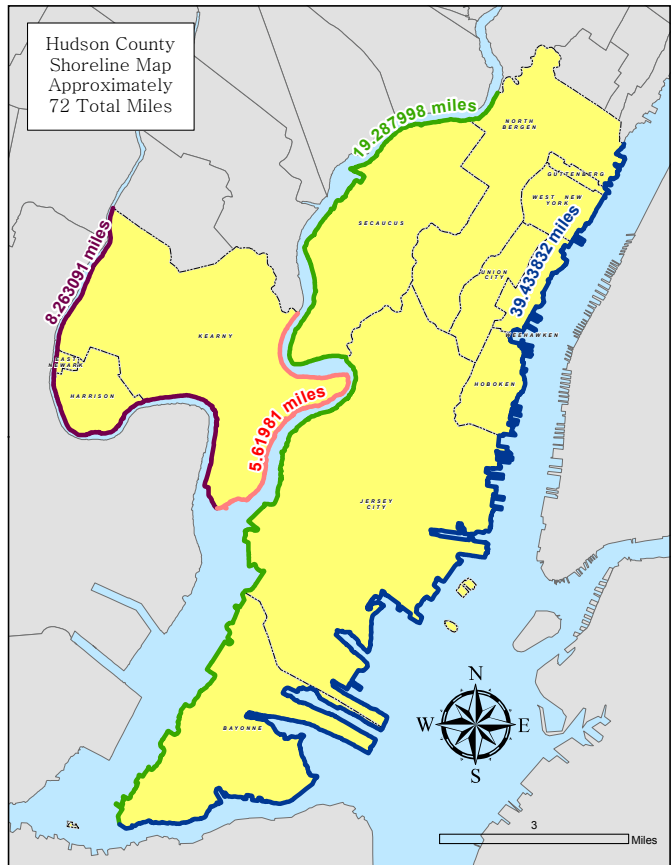


## Future Development Activity

In a developed, urbanized area such as Hudson County, development activity is largely concentrated in major redevelopment projects. A total of 49 development activity areas are located in Hudson County. Future development activity in Hudson County is expected to include over 23,000 dwelling units, 39.4 million square feet of commercial space and 17.4 million square feet of industrial space. The majority of the development activity is expected to continue along the Hudson River waterfront and in the Meadowlands. These areas were identified through discussions with municipal and County officials, review of municipal redevelopment and master plans, and coordination with various agencies (such as the New Jersey Meadowlands Commission and the Hudson County Improvement Authority). Actual build-out of the individual sites was determined using approved plans, concept plans, and estimated build-out based on existing zoning.

### • Residential

Most of the new residential development will occur along the Hudson County waterfronts thus capitalizing on views towards Manhattan. Within Hudson there are 72 miles of prime waterfront that was historically industrial. While the Hudson County waterfront has transitioned from industrial and is now being dominated by highrise development. This area is joining the rest of the region in the construction of block/brick and wood frame low- to mid-rise structures. The lack



of demand for condominiums, the growth of back-office operations along the waterfront and the inability of households with incomes in the \$30,000 to \$50,000 range to purchase affordable housing has created significant rental demand. Dormant residential projects along the Hudson River are being recycled as rental projects. In addition, significant infill residential development will continue to take place. In fact, Donald Trump has crossed the Hudson River into Jersey City and is now developing the tallest residential building in the State of New Jersey.

### • Commercial

Over 39 million square feet of commercial space is planned for Hudson County, most of it located along the Hudson River waterfront. The Hudson waterfront is the region's most resilient office market, with substantial decreases in vacancies. Most notable has been the completion in 2004 of the Goldman Sacks Tower in Jersey City, which is the tallest building in New Jersey. Moreover, millions of square feet of industrial space are potentially developable in the County. This includes vacant, industrially zoned land along the waterfront and obsolete, underutilized buildings in the County's older industrial areas. The Hudson Waterfront remains a prime location for back office banking, brokerage and professional service firms relocating out of downtown Manhattan.

Emerging trends for regional retail uses include more but smaller anchor stores; more single-label and specialty stores; a wider selection of dining facilities; cinemas, active recreation and other entertainment facilities; and personal services. Supermarket-anchored strip and community centers in blighted urban areas that have been without development for 20 years or more are the most significant trend in the retail market. Retail sales, sales volume and rental rates are expected to increase in the future. Large or Big-box retail development is also expected to continue. The best development opportunities for the short-term are supermarket anchored strip and community malls.

A majority of the development activity along Hudson County's Waterfront or in areas of the county located within the 100-year flood plain. A rise in sea-levels as a result of climate change will place much of this new development at increased risk for flooding.

### • Industrial & Portways

Approximately 17 million square feet of industrial space is potentially developable in the County. This includes vacant, industrially zoned land along the waterfront and obsolete, underutilized buildings in the County's older industrial areas. In addition, the large marine terminals located along the Hudson River waterfront have the ability to become a major container port because they have the capacity to handle the megaships, which cannot be accommodated at Port Newark or Port Elizabeth. Future industrial development in Hudson County faces many hurdles, including the high price of land and the high cost of cleaning up contaminated sites. Recent industrial development has been limited to the reuse of older industrial buildings.

The Port Authority of New York and New Jersey is in the midst of developing a strategic port investment analysis to help determine future needs, priorities and costs. Two important factors have been determined:

- (1) Cargo volumes will continue to grow. Conservative projections show cargo volumes doubling by 2010 and more than quadrupling by 2040. Given these growth rates, port related jobs within the region





could more than double over today's 166,500 total jobs and an additional \$30 billion in economic activity will be generated.

- (2) To accommodate the level of growth anticipated, additions will be necessary to the ports existing marine terminals, rail connections and highways. Current infrastructure is not sufficient to meet expected future needs. As much as 1,400 acres of new terminal space will be needed by 2040. Through 2008, a total investment of \$1.15 billion will be needed. Beyond 2008, investment demands could exceed \$3.3 billion.<sup>1</sup>

Some of the current infrastructure projects that have been identified to facilitate the current and future land use needs of the Port include:

- Doremus Avenue
- Charlotte and Tonnelle Circles
- Routes 1 & 9 / St. Paul's
- Route 7 Whippen Bridge
- NJ Turnpike Interchange 15E
- Improve the Passaic River Crossing
- Doremus Avenue/ Rout 1 & 9 interchange
- Central avenue
- Pennsylvania Avenue & Fish House Road
- New Road " Northern Extension" (Jersey City to Secaucus)<sup>2</sup>

## Hudson-Bergen Light Rail- A Catalyst for Redevelopment

The future character of Hudson County will be impacted by several projects, most notably the completion of the Hudson Bergen Light Rail Transit (HBLRT) system and build-out of the waterfront redevelopment areas. Development associated with these changes must be considered carefully to ensure that the future development pattern in the County is consistent and attractive.

The HBLRT System has been a critical element of Hudson County's transportation system since service began in 2000. While discussed in more detail in the Circulation



Plan, the HBLRT has improved access to New York City employment opportunities by providing connections to the PATH, NJ-Transit, ferry, and bus service thus facilitating growth. The HBLR will continue to play a key role in future land use decisions and development surrounding the 20 stations in Bayonne, Jersey City, Hoboken, Weehawken, and Union City.

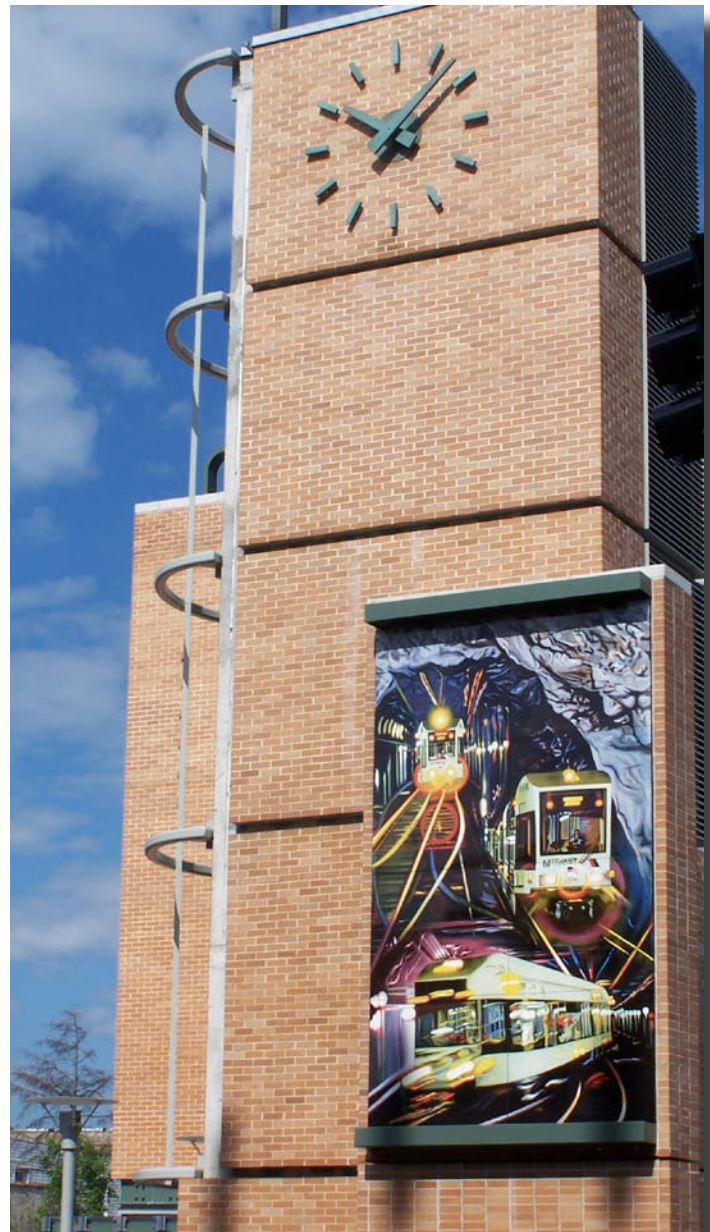
Through its work on a case study of the HBLR, the Voorhees Transportation Institute concluded, “There is enormous opportunity right now to promote sustainability of regions by building communities that are compact and walkable, and that support transit ridership with higher-density housing and a mix of uses.

After decades of an out-migration of residents and capital to suburbs on the far fringe, there is renewed interest in urban core neighborhoods and suburban town centers and the transit systems that serve them. The persistent problem of traffic combined with changes in demographics -households are older and smaller and singles are replacing families as the dominant census group—are driving enormous changes in the real estate market. Renters and buyers are suddenly very interested in higher-density housing choices like condos and lofts and live-work spaces and townhomes.”<sup>3</sup>

1 [www.panynj.gov](http://www.panynj.gov)

2 Portways Study, NJ DOT, [www.nj.gov/transportation](http://www.nj.gov/transportation)

3 Communicating the Benefits of TOD: The City of Evanston’s Transit-Oriented Redevelopment and the Hudson Bergen Light Rail Transit System; Hudson Bergen Light Rail Line Case Study, Voorhees Transportation Institute.





## LAND USE

### RECOMMENDATIONS:

Amending the Site Plan and Subdivision Ordinance to require the inclusion of “Environmentally Sustainable” or “Green” Design Standards in new construction is the most pressing observation at this time. Working with the municipalities in the County and educating them will be of particular importance and a role the County can be particularly suited for both politically and professionally.

In recent years, the United States Green Building Council has promulgated a rating system for new construction and for existing buildings. Some of the requirements for new buildings that fall within the jurisdiction of the Hudson County Planning Board include those that reduce pollution and land development impacts from single occupancy vehicle use affecting county roads and those requirements that reduce or eliminate volume and pollution from stormwater runoff that affect county drainage facilities. Not only can the County infuse its regulations with “Green design standards, but its work at the municipal level, and even with the Meadowlands, will be important in this “Home-Rule” state.

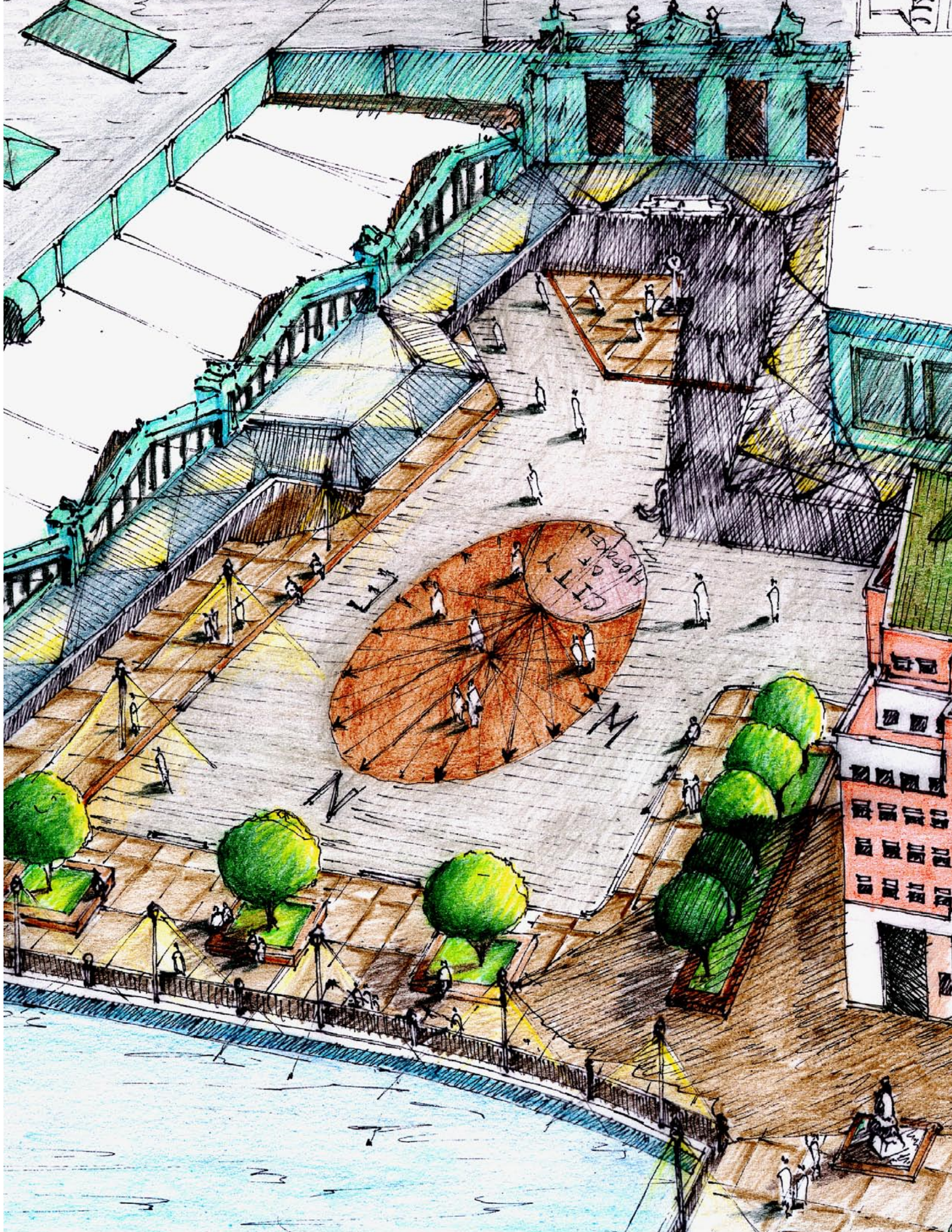
More specific recommendations needed within this Land Use Plan and ultimately the County Site Plan & Subdivision Ordinances include:

- 1) All applications reviewed by the County should also have a consistency review with the County Master Plan.
- 2) Review and expand the definitions of drainage and add a definition of traffic circulation affecting County roads in the County Site Plan & Subdivision Ordinances. These definitions should consider the actual design and placement of buildings as well.
  - o Drainage should be amended and expanded to cover innovative groundwater recharge practices and a holistic sustainable design approach. Working in-concert with innovative site design techniques, drainage can work to serve more than holding back water or recharging it into the groundwater. Site design as it relates to drainage is an important consideration. While a more detailed discussion on this topic can be found in the Utilities Plan, proper and sustainable site design can include: multi-purpose open spaces, innovative self-watering pedestrian friendly streetscapes, downspout orientation and rooftop gardens that capture stormwater for reuse.
  - o Circulation / Traffic should be amended and expanded to include strong language surrounding pedestrian and bicycle circulation as well as access to County Park parks and facilities such as the Riverfront Walkways. A definition that makes the logical connection between traffic/circulation and building design should be created.

- 3) Site design as it relates to circulation is important in creating strong relationships between buildings and circulation network. These relationships can work to solidify a stable pedestrian circulation system and has also been critical in traffic calming measures as well. More discussion on traffic and circulation can be found in the Circulation Plan. Specifically:
  - Create and encourage provisions to provide secure bicycle racks at major employment centers and development nodes. Consideration should also be given to provide secure and/or indoor storage as well and shower and changing facilities for commercial and institutional uses.
  - Create strong design provisions that orient activity toward the street level with strong consideration for the pedestrian environment including streetwalls, streetscape design and drainage.
- 4) Work with the NJTPA and municipalities to coordinate and educate public, planning, and zoning officials on maintaining and reestablishing strong urban design standards that incorporate reduced and shared parking requirements. Where appropriate, waivers from Residential Site Improvement Standards should be a permanent consideration, particularly Downtown and Transit-Oriented Development districts.
  - Parking capacities for commercial land uses should not exceed, minimum local zoning requirements. Credits for alternative design measures, such as shared parking, impervious pavement, green roof-tops and carpool or vanpool programs should be considered.
  - Parking capacities for residential uses should not exceed minimum local zoning requirements. Infrastructure and support programs designed to facilitate shared vehicle usage such as; shared parking, carpooling, drop-off areas, designated parking for vanpools, or car-share (ZipCar) services, ride boards, and shuttle services to mass transit should be considered.
- 5) All new development should be required to analyze its impact on public facilities and contribute toward the adequate provision thereof.
- 6) The County Site Plan & Subdivision Ordinances should also be reviewed for mechanisms that trigger additional County Planning Board review of amendments to local approvals of projects.











← Trains to Bayonne

Exchange Place

# CIRCULATION PLAN

*August 2008*

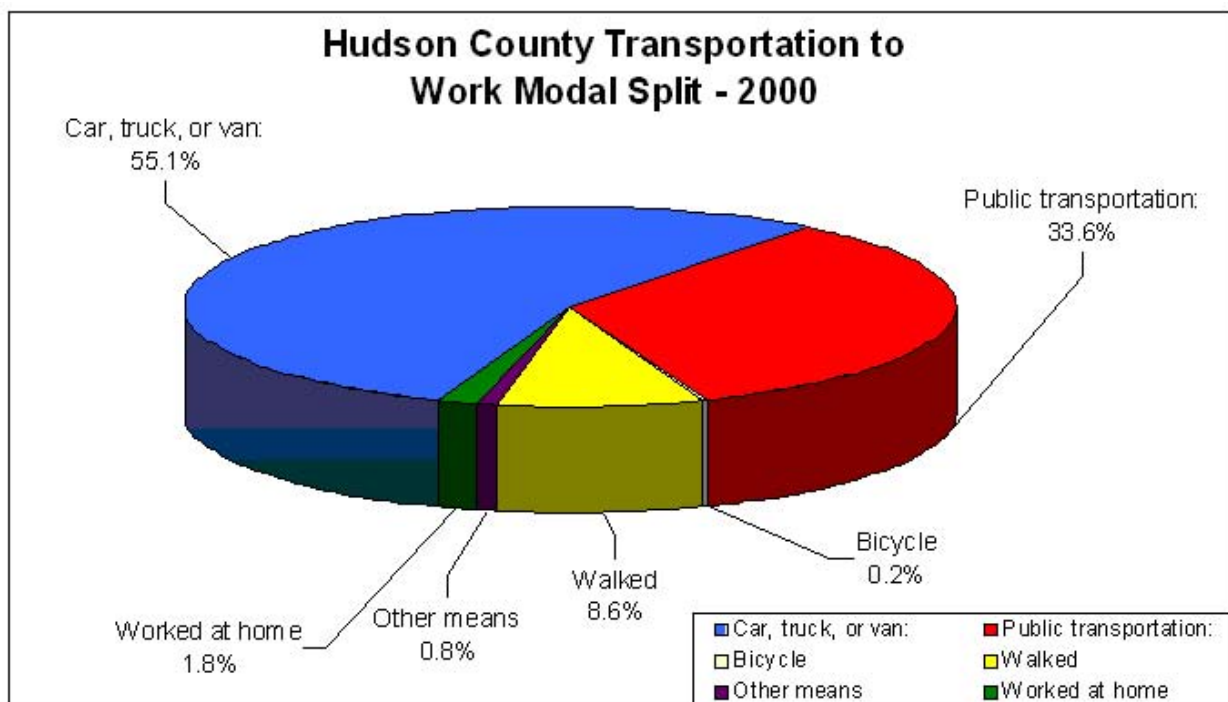


## CIRCULATION PLAN:

The 2002 Circulation Plan for Hudson County sought to integrate all modes of transportation into a coordinated and efficient network to support economic growth while relieving congestion on the County's road and transit systems. Hudson County's unique land use profile and its proximity to employment opportunities in Manhattan have resulted in the establishment of a massive transit network for the movement of people and goods.

Hudson County residents rely on an extensive public transportation network to get them to and from work. According to the 2000 Census, over 33 percent of Hudson County commuters take public transit to work, with 56 percent of those taking bus or trolley and 34.7 percent taking the subway. Conversely, approximately 55 percent drive in an automobile, with 76.3 percent of those who drive alone. Another 8.6 percent of commuters walked to their place of employment. A very small percentage of Hudson County commuters used a bicycle to get to work. Although it should be noted that in most cases, people who take transit to work often have to walk or bike for a portion of their trip, and thus it is likely that the number of people who walk or bike to work is higher than recorded.

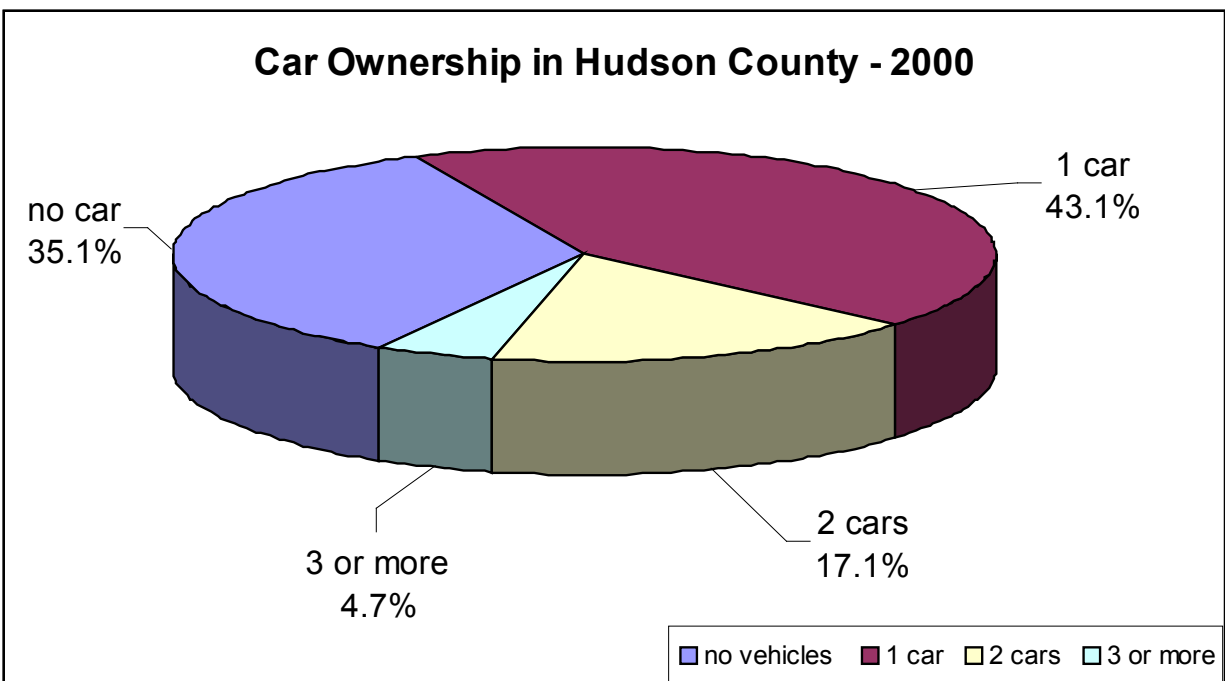
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The high degree of Hudson County commuters taking public transportation to work is due to the extensive public transportation infrastructure, including NJTransit buses and trains, the HBLRT, the PATH, and ferry service. Hoboken has the greatest percentage of commuters who take public transportation to work in the county, with over 57% of commuters taking some sort of public transit. Approximately 32% of Hoboken commuters take the subway to work, indicating that a significant number of commuters work in Manhattan. Guttenberg and Jersey City both had approximately 40% of commuters taking public transportation to work. Conversely, Kearny, Secaucus, and Bayonne had higher rates of commuters driving to work than the county as a whole. Commuters from these municipalities have fewer public transportation choices than Hoboken and Jersey City. The extension of the HBLRT through Bayonne has improved transportation choices for commuters and should result in an increase in the number of residents using public transportation.

The dense transportation network permits many residents to forego the purchase of an automobile. According to the 2000 census, over 35 percent of households in Hudson County reported that they did not own a single vehicle. Another 43 percent of households own only a single car. The percentage of households who owned 2 or more automobiles was only 21.8 percent.



These numbers are considerable when evaluated from a regional perspective. A review of the NJTPA report entitled "Journey-to-Work Data: Census 2000 County-to-County Worker Flow Data for the NJTPA Region", published in 2003, presents an analysis of census data on daily commutations among the 13 counties in the northern NJ region and work trip flows to and from nearby counties in NJ, NY, CT, and PA. Comparisons were made to data from the 1980 and 1990 Censuses using the long form (SF-3).

followed by 7.2% to Essex County. Union county 2.5% according to the report, the Hudson to Manhattan commute ranked second in out-of-county commutes in 2000. This trend is similar to other New Jersey counties located further away from Manhattan. There is also an increase of commuters from outlying counties in the region to Hudson County for employment. This commuting pattern was previously non-existent. These trends will have an impact on the transportation system, with an increased demand on roads that were built for local travel are now becoming main commuting routes.

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The findings from the report indicate the following trends in Hudson County:

- The number of resident workers in Hudson County increased slightly from 232,472 in 1980 to 264,544 in 2000.
- The number of Hudson County residents who worked in Hudson County decreased from 61% in 1980 to 46% in 2000
- The number of Hudson County residents working in Manhattan increased from 15% in 1980 to 22% in 2000, the highest percentage of residents in the region.
- The percentage of Hudson County residents who commuted to another NJ County within the region increased to 27%.

The survey indicates that in 1980, the majority of Hudson County residents worked in Hudson County. This is no longer the case, as county residents are commuting to destinations outside of the county, primarily to Manhattan, and the surrounding counties of Bergen and Essex. Among Hudson County residents, 10% commuted to Bergen County,

#### **Air Quality and the Clean Air Act**

Even with a massive transit network, the sheer volume of the number of goods and people moving throughout the area has had a significant impact on the area's air quality. The Clean Air Amendments of 1990 implemented sweeping changes to the Clean Air Act that addressed major threats to the nation's air quality: acid rain, urban air pollution, and toxic air emissions. The law established provisions for defining how and when the federal government can impose sanctions on areas of the country that persistently have poor air quality. Areas that have poor air quality are determined to be areas of non-attainment by the EPA. Hudson County is one of several in the region that is in a severe non-attainment for fine particulate matter, much of it the result of automobile emissions. Elevated levels of fine particulate matter can have adverse effects on public health, particularly respiratory-related illnesses such as asthma. The Act lists 16 transportation control measures



that can reduce emissions and improve air quality. They include;

- 1) programs for improved public transit;
- 2) restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles;
- 3) employer-based transportation management plans, including incentives;
- 4) trip-reduction ordinances;
- 5) traffic flow improvement programs that achieve emission reductions;
- 6) fringe and transportation corridor parking facilities serving multiple occupancy vehicle programs or transit service;
- 7) programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration particularly during periods of peak use;
- 8) programs for the provision of all forms of high-occupancy, shared-ride services;
- 9) programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;
- 10) programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;
- 11) programs to control extended idling of vehicles;
- 12) programs to reduce motor vehicle emissions, consistent with title II, which are caused by extreme cold start conditions;

13) employer-sponsored programs to permit flexible work schedules;

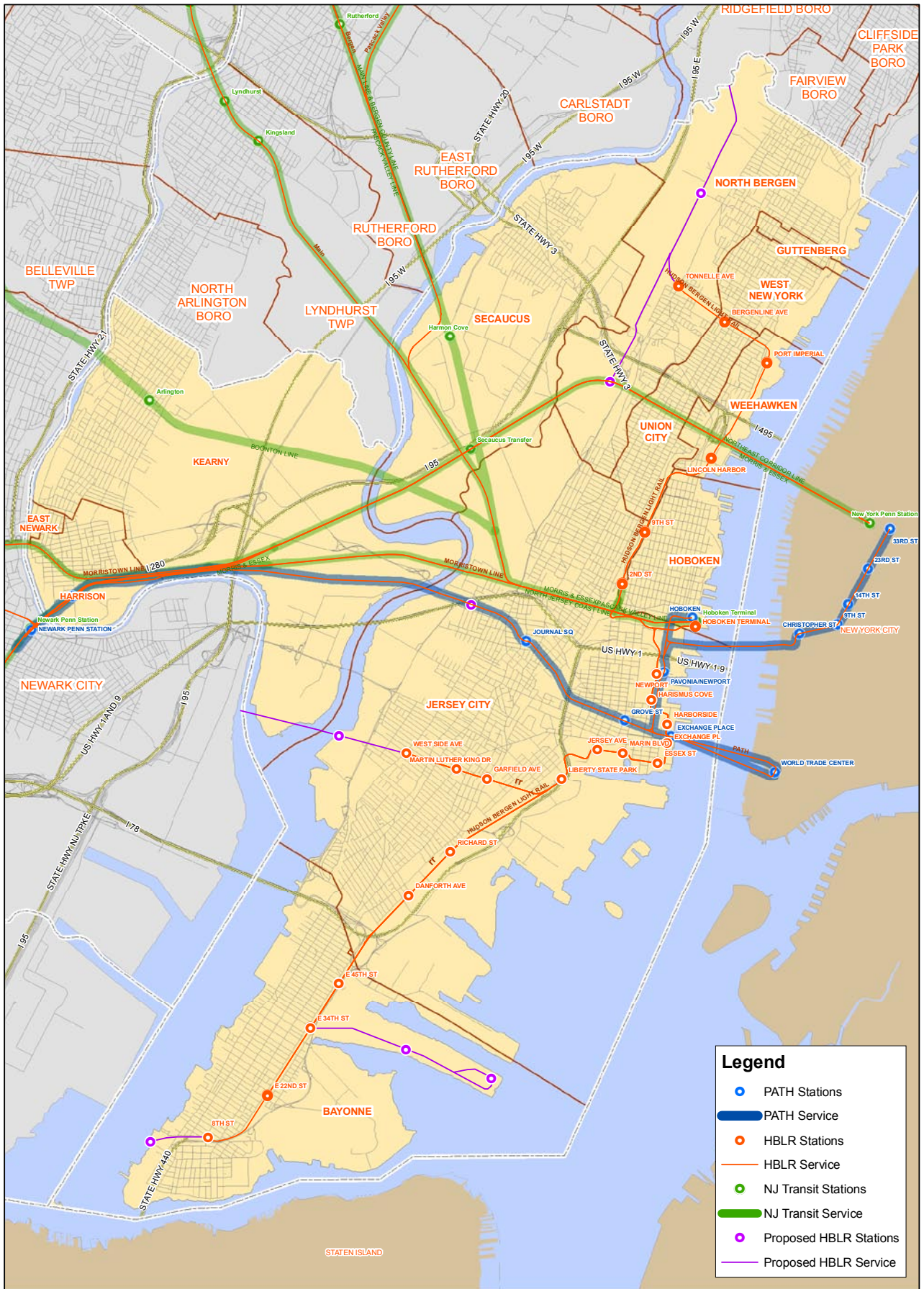
14) programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;

15) programs for new construction and major reconstructions of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest. For purposes of this clause, the Administrator shall also consult with the Secretary of the Interior; and

16) program to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks.







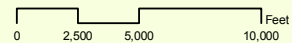
# Rail Transit Map

Re-Examination Report - 2008

Hudson County, New Jersey



1 inch equals 5,000,000,000 feet



## **Public Transportation Improvements made since 2002 Master Plan:**

### *Hudson Bergen Light Rail Transit (HBLRT):*

Hudson-Bergen Light Rail has won national recognition and awards as an innovative public-private partnership that led to the development of an excellent transportation system. The system now offers frequent and convenient service from both North and South Hudson County into the downtown Jersey City waterfront and Hoboken where the line connects with other transit alternatives like NJ TRANSIT buses and trains, the NY Waterway ferry, and PATH trains to New York City.

The HBLRT System has been a critical element of Hudson County's transportation system since service began in 2000. The initial segment of the HBLRT established a link between Exchange Place and 34th Street in Bayonne and West Side Avenue in Jersey City. The system was then quickly expanded with an extension to the Hoboken Terminal. The current system provides service to exiting employment nodes along the Hudson River Waterfront in Weehawken, Hoboken, Jersey City, and Bayonne, including major redevelopment projects at Harborside, Lincoln Harbor, and Port Imperial (see Rail Transit Map, also Bus Routes map). The HBLRT has improved access to New York City employment opportunities by providing connections to the PATH, NJ-Transit, ferry, and bus service. The line's current northern terminus is at Tonelle Avenue in North Bergen and its southern terminus is at 8th Street in Bayonne.

In Bayonne, there are 4 light rail stations:

- 8th Street Station
- 22nd Street Station
- 34th Street Station
- 45th Street Station

Most of the Bayonne stations are on the "22nd Street – Hoboken" Terminal Route, which connects Bayonne to various stops in Jersey City and Hoboken, including Hoboken Terminal. The HBLR will play a key role in future land use decisions and development in Bayonne. The HBLR will provide opportunities for new development and will encourage the development of a mixed-use transit village in the Avenue E corridor with higher density residential uses and commuter-oriented retail activity.





In Jersey City, the HBLR has been a tremendous success. The City hosts 13 of the 24 stations;

- Danforth Avenue
- Richard Street
- Liberty State Park
- Garfield Avenue
- Martin Luther King Jr Drive
- West Side Avenue
- Jersey Avenue
- Marin Boulevard
- Essex Street
- Exchange Place
- Harborside Financial Center
- Harimus Cove
- Pavonis Newport

The light rail has been a catalyst for both residential and commercial development along the route, and has played a significant role in the revitalization of New Jersey's Gold Coast. Many of the stops were sited in vacant or underutilized areas, which are now beginning to see intense residential and mixed-use development. The line running along Essex Street in downtown Jersey City has spawned 3,000 residential units in five years. An 86-acre tract of land bordering Liberty State Park is being redeveloped into a transit-oriented development as Liberty Harbor North, which will consist of 6,000 residential units and millions of square feet of commercial space.

In Hoboken, the 2nd Street Station and 9th Street- Congress Stations have also seen great opportunities to create successful redevelopment, as has Lincoln Harbor in Weehawken.

### *Frank R. Lautenberg Rail Station at Secaucus Junction:*

The train-transfer facility at Secaucus Junction in Secaucus opened in September of 2003 and became fully operational in December 2003. Eight of the eleven New Jersey Transit's commuter lines make stops at the Secaucus Junction Station. The Station has improved service to New York City by allowing transfers from the Main and Bergen County Lines to the Northeast Corridor Line, providing a direct connection to mid-town Manhattan without the need to travel to Hoboken and utilize the PATH. In 2005, a new Exit 15X was opened on the New Jersey Turnpike to provide access to the station and surrounding area.





## ***Hudson River Waterfront Walkway:***

Significant progress has been made toward the implementation on the Hudson River Waterfront Walkway- an important pedestrian and bicycle corridor within the County. The County has taken great pride in working with its municipalities on the Implementation of the Hudson River Walkway Plan. The walkway serves a critical role in the circulation of pedestrians throughout the County. As such, the walkway should be considered County infrastructure and reviewed as such.



## **Future Transportation Improvements – *North Jersey Transportation Planning Authority (NJTPA):***

The North Jersey Transportation Planning Authority's Transportation Improvement Program (TIP) lists nearly \$10 billion in state and federally funded capital transportation investments over the next four fiscal years. The investments include projects and programs to rebuild, improve and maintain the State's roadway and transit systems. To be eligible for federal funds, proposed projects must be approved by the NJTPA Board of Trustees for inclusion in the TIP which is updated annually.

The TIP is the final phase in a continuous, multi-phase project development and implementation process called the "Project Pipeline." The Project Pipeline includes three fundamental phases, as follows::

- 1) Project Identification - Carried out in the Regional Transportation Plan (RTP), which establishes a long-range vision for improving transportation in the region.
- 2) Project Development and Prioritization - Carried out in the Project Development Work Program (PDWP), which evaluates the need for projects and develops alternative conceptual designs and routes. Projects are scored and ranked during development of the PDWP. When projects have passed through the PDWP, they are placed in the Project Pool, which includes projects eligible for inclusion in the TIP.
- 3) Transportation Improvement Program (TIP) - Projects are selected from the Project Pool for inclusion in the TIP. The TIP, which is updated every year, includes projects for which design, right-of-way purchase, and construction take place. The current TIP covers fiscal years (FYs) 2008 through 2011, and went into effect on October 1, 2007. The TIP was considered and adopted at Committee and Board meetings of the NJTPA on June 25 and July 9, 2007. The air quality impacts of the TIP are evaluated through a conformity determination.

Projects identified in the TIP as they relate to Hudson County are;

- 1) Harrison and Kearny
  - i. 4th Street to Newark-Jersey City Turnpike, Resurfacing
- 2) Harrison
  - i. Harrison Town Operational Improvements
- 3) Hoboken and Union City
  - i. 14th Street Viaduct
- 4) Hoboken
  - i. Castle Point Walkway, Phase 2 - Stevens Institute
- 5) Jersey City
  - i. St. Paul's Avenue/Conrail Bridge
  - ii. Bergen Arches through Jersey City Palisades
  - iii. Pulaski Skyway Evaluation
  - iv. Contract 3 (Hoboken and Conrail Viaducts)
- 6) Jersey City and Kearny
  - i. Hackensack River (Wittpenn) Bridge
  - ii. Pulaski Skyway, Interim Repairs,
- 7) North Bergen
  - i. 69th Street Bridge
  - ii. NYS&W RR Bridge (23)
  - iii. Route 1&9/Paterson Plank Road Bridge
- 8) North Bergen and Union City
  - i. JFK Boulevard/32nd Street Pedestrian Crossing
- 9) Weehawken
  - i. Baldwin Avenue, Intersection Improvements

10) Secaucus

- i. Secaucus Connector

11) Union City

- i. Union City Intermodal Facility, Bergenline Avenue

*Hudson County Roadway Improvements:*

There are also a number of county roadway and bridge projects that are either planned or in-progress throughout Hudson County and are critical for the maintenance of the existing and oftentimes overburdened county roadway system. The following is a summary of Hudson County Roadway & Bridge projects through the end of December, 2007. A complete listing of roadway and bridge projects is provided in appendix A.

1) Traffic signal improvements:

- Blvd East/Bulls Ferry Road, North Bergen - SB left turn lane & Peds. – Upgrade JF Kennedy/76th St. – Left turn lanes
- JF Kennedy/70th St. – Left turn lanes
- Schuyler Av/Dukes/West Hudson Park – Add actuation and improve NB right turn
- Schuyler Av/Harrison Av – general upgrade
- Schuyler Av/Bergen Av – general upgrade
- Schuyler Av/Quincy Av – general upgrade
- Passaic Av/Harrison Av – general upgrade
- JF Kennedy/Communipaw Av. – add SB left turn lane, Peds upgrade and full actuation.



- Bergen Tpke/37th St. – Full replacement of antiquated signal.
- 2) Complete surfacing of Kennedy Boulevard Section XIV, North Bergen, Union City & West New York, from 18th Street to 67th Street
- 3) Repair of the Manhattan Avenue Viaduct in Union City
- 4) Selective re-surfacing and repair of Paterson Plank Road, from Liberty Avenue to JF Kennedy Blvd, No. Bergen for segments in poor condition
- 5) Selective resurfacing to Central Avenue and Pennsylvania Avenue, Kearny for areas in very poor condition.
- 6) Rehabilitation of JFK Blvd over PATH “Columbus” Bridge in Jersey City
- 7) General repairs to Palisade Avenue Bridge over New York Avenue in Jersey City
- 8) 1st Street Storm Sewer Outfall in Bayonne
- 9) Repairs to the Doric Retaining Wall in Union City
- 10) Repairs to Manhattan Avenue Retaining Wall in Union City

There are also a number of roadway and other infrastructure improvement projects that are in design phase and slated for construction:

- Hudson County Retaining Wall Inspection Program
- Improvements to Penhorn Creek “St. Pauls” Outfall & Pump Station, Jersey City and Secaucus
- Improvements to Schuyler Avenue, from Harrison Avenue to RR Bridge,

Kearny

- Improvements to Frank E Rodgers Blvd Under Route 280 Bridge and PATH Bridge, Harrison
- Improvements to JF Kennedy Blvd from 88th Street to 3rd Avenue, North Bergen and 32nd Street Resurfacing, Bayonne
- Improvements to JF Kennedy Blvd EAST from 19th Street to Woodcliff Avenue, Guttenberg, North Bergen, Weehawken and West New York
- Traffic Signal Improvements to Passaic Avenue & Central Avenue in East Newark, Wayne Street & Mill Road in Jersey City, Mill Road & Academy Street in Jersey City, J.F. Kennedy Boulevard & 14th Street in Union City and North Bergen, and J.F. Kennedy Boulevard & 17th Street in Union City and North Bergen.

There are a number of local projects that are funded by the federal government, including:

- 2007 Traffic Striping Safety Improvements on Paterson Plank Rd from Columbia Ave to Route 3, and JF Kennedy Blvd from 73rd to 77th St in North Bergen
- The 2008 Local Safety Program which involves pedestrian signal improvements from 35th Street to Bergenline Avenue in North Bergen, Union City, West New York, and Guttenberg
- Hudson County Sign Management Program



Federal local scoping projects under study and preliminary design include a new pedestrian bridge across 32nd Street/JF Kennedy Boulevard in North Bergen & Union City and a possible replacement of rehabilitation of the 14th Street Viaduct in Hoboken & Union City. There are also a number of future public improvement projects that are pending funding including improvements to Stephen Gregg Park in Bayonne, the north Hudson salt shed in Hoboken, and a new pedestrian bridge at the Doric Towers in Union City & Jersey City

#### *Meadowlands District Transportation Plan<sup>4</sup>:*

The Plan was adopted in 2007 – purpose is to aid in the implementation of the Master Plan and was authorized under the Meadowlands Transportation Planning Act (HMTPD), P.L. 2005, c.102) effective June 24, 2004. The plan complements the Meadowlands Master Plan by conducting a strategic assessment of the circulatory network in and around the Meadowlands District that specifically targets surface transportation. It focuses upon the physical infrastructure as well as the softer resources that can be programmatically utilized to enhance the mobility of the Meadowlands region and reaches to the year 2030.

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<sup>4</sup> 2007 Meadowland Transportation Planning District Plan, DJIM Harris.

The plan was created to be the new, long-term transportation plan for the Meadowlands District and utilized policies discussed in the Meadowlands Mobility 2030 plan. The plan sets out a defined course for implementation through the Transportation Development District which requires developers to pay a fee based on trip generation. This fee is then utilized to make the improvements necessary to implement the Plan as the projected \$480 million needed today contains \$300 million that is directly attributable to future development.

#### *Targeted projects under NJMC are as follows:*

##### *Road Improvements:*

The MTPD and surrounding region mainly depend on the roadway system for transporting people and goods. The NJMC Master Plan states that having sufficient roadway network capacity to handle the pressures of existing demand and the challenges of future demand is critically important for the economic well-being of the Meadowlands District and for maintaining the quality of life of its residents.

To identify existing and future condition roadway improvement needs, the roadway system analysis included the following three components: Roadway segments, Roadway interchanges, and Roadway intersections. Only those sections effecting to Hudson County are listed.



## 1. Roadway Segments.

- New Jersey Turnpike Exit 16E / 18E.
- Passaic River Crossing.
- Route 1&9 Improvements– NYS&W RR Bridge.
- Route 1&9 Improvements – Secaucus Road, Secaucus to Broad Avenue, Fairview.
- Route 7 WittPenn Bridge Replacement.
- St. Paul’s Avenue/Conrail Bridge.
- Grade Separation and Widening of New County Road in Secaucus.
- Seaview Drive Extension.
- 69th Street Grade Separation.

## 2. Roadway Interchanges

- Newark-Jersey City Turnpike and Fish House Road in Kearny
- Newark-Jersey City Turnpike and Belleville Turnpike/NJ 7 in Kearny
- Interstate 280 and Newark-Jersey City Turnpike in Kearny
- NJ 3 and Meadowland Parkway in Secaucus
- Eastbound NJ 3 service road and Paterson Plank Road in Secaucus
- NJ 3 and Paterson Plank Road in Secaucus

## 3. Roadway Intersections

- Westside Avenue & 69th Street
- Westside Avenue & Paterson Plank Road
- Murray Hill Pkwy & E. Union Avenue
- Paterson Plank Road & Harmon
- Meadow Boulevard
- County Avenue & Secaucus Road
- County Avenue & Center Avenue County Avenue & Paterson Plank Road

- Paterson Plank Road & Humboldt Street
- Meadowland Parkway & Harmon Plaza
- Center Street & 10th Street
- Paterson Plank Road & 1st Street Signal
- American Way & Meadowlands Parkway
- Secaucus Road & Hartz Way
- Meadowland Parkway & Seaview Drive
- New County Road & Castle Road
- Valley Brook Avenue & Clay Avenue
- Meadowland Parkway & eastbound NJ 3 ramp

## *Transit Improvements:*

- Sports Complex Extension – Phase I  
This project involves creating a 1.9 mile two-track rail spur off the Pascack Valley Line, leading to an elevated rail station located in the immediate vicinity of Giants Stadium, Continental Airlines Arena, and the proposed Xanadu redevelopment initiative.



- Hudson Bergen Light Rail (HBLR) System – Northern Branch  
Conceptual design and environmental assessment is underway for the third link which will extend the system through Bergen County and into Tenafly. NJ TRANSIT is currently studying an extension using diesel multiple unit self propelled railcars (DMUs) for the entire distance between Tonnelle Avenue and Tenafly. It also has considered the possibility of constructing a connection between Tonnelle Avenue and the proposed THE ARC Tunnel.
- Trans-Hudson Express (THE ARC) Tunnel / Access to the Region's Core  
There is a compelling need to provide increased train capacity along the Northeast Corridor under the Hudson River and into the area of Penn Station. An additional Trans-Hudson rail tunnel is proposed by the Access to the Region's Core Project to provide expanded passenger and train capacity between New Jersey and Midtown Manhattan. A major related project is to construct a loop connection between the Main / Bergen / Pascack Valley Lines with the Northeast Corridor near Secaucus Junction. Other related projects include the replacing the Northeast Corridor's Portal Bridge over the Hackensack River and additional rail tracks serving the new tunnel.

- Pascack Valley Line Improvements  
This project will facilitate expanding off-peak service by constructing passing siding tracks for passenger and freight trains, which will enable hourly off-peak service in both directions. The project is under construction and near completion.

#### *Shuttle Service:*

There are plans to institute the use of shuttle buses to circulate riders within the identified sub-areas throughout the Meadowlands District, connecting major places of employment, shopping, and recreation with existing and proposed residential development within the District. Areas within Hudson County include:

- Kearny- A bus shuttle route connecting Newark Penn Station to the Kearny Redevelopment Area and the Belleville Turnpike Redevelopment Area.
- Secaucus- A series of candidate shuttle bus routes would serve the proposed Transit Village at Secaucus Junction, the warehouse/outlet district of Secaucus, downtown Secaucus, and North Bergen.

#### *Pedestrian Improvements:*

In developing the Plan, the NJMC also assessed pedestrian needs, identified improvements to address those needs, and estimated the costs of those improvements. In general, the key determinants of pedestrian needs are access to transit services, connections between areas that are walkable, and access to community facilities.

- Kearny- Harrison Avenue Development





- Jersey City- Westside Avenue Development
- Secaucus- New County Road/New

## *Bicycle Improvements:*



This section describes the bicycle route improvements necessary to serve each development center that currently does not have a connection with either major path, either directly or indirectly.

- Jersey City West Side Avenue/Paralleling Boonton Line
- Kearny Paralleling Harrison-Kingsland Line
- North Bergen 71st Street/West Side Avenue/Paterson Plank Road/Terminal Road
- Secaucus Fraternity Meadows Development/Meadowland Parkway/Castle Road/New County Road.



## **Hudson County Improvement Authority- “A Second Circle of Mobility”:**

A presentation by the Hudson County Improvement Authority presented a series of innovative transportation improvements that build upon previous transportation initiatives, such as the construction of the Hudson Bergen Light Rail Line and the Secaucus Junction Rail Station. Dubbed “A Second Circle of Mobility”, the report proposes improvements in the following areas:

### *Public Transit*

- Extend the PATH from Newark to Newark Airport and from Hoboken to 14th street.
- Extend the HBLRT across to Staten Island, to the Secaucus Junction Rail Station and to the Meadowlands, and west to Kearny, North Arlington, and Newark.

### *Decreasing traffic:*

- Provide “intercept parking” at strategic locations along the existing and proposed extensions of the HBLRT, including the Secaucus Junction Rail Station, Liberty Science Center, Richards Street, and a new park and ride station at the Mill Creek complex in Secaucus.

### *Roadways:*

- Restore the Horse Shoe neighborhood in the vicinity of the Holland Tunnel by separating the interstate traffic from local neighborhood traffic

### *Freight Traffic and Jobs:*

- Construct a New Passaic River crossing through south Kearny by extending Central Avenue to Dorimus Avenue in Newark.
- Connect Port Newark with the Hudson County via Portway

“A Second Circle of Mobility” shares this reexamination’s viewpoint; that Hudson County is fantastic region worthy of a grand transportation vision to sustain itself now and into the foreseeable future. .

order to maximize NJ Transit’s operational conditions. Such an activation could lead to development opportunities in Kearny and a new rail station.

### *Portal Bridge Project<sup>6</sup>*

The century-old structure is nearing the end of its economic life and has insufficient capacity to accommodate future transportation needs. In addition to heavy usage by NJ TRANSIT and Amtrak, the Hackensack River crossing must also be opened to allow most marine traffic to pass.

The problems that arise with the existing bridge are:

- Mechanical: The hardware (miter rails) is prone to maladjustment and is negatively affected by temperature changes. This affects the reliability of the bridge to open and close in a timely fashion and causes delays throughout the Northeast Corridor system.
- Operational: Due to the mechanical nature of the bridge, trains are forced to travel along this segment of track at a speed of 60 miles per hour (mph), significantly slower than on adjacent sections that permit speeds of up to 90 mph.
- Maintenance: Because of the structural and operational limitations, there are few available opportunities for routine maintenance and inspection. As traffic along the Northeast Corridor increases, there will be even fewer suitable time periods to maintain the existing bridge.

### *Access to the Region’s Core<sup>5</sup>*

A new Trans-Hudson Express Tunnel (The Tunnel Project) will maximize the travel benefits and flexibility for commuters into and out of midtown Manhattan. Rail capacity will double into New York City during peak hours with more frequent off peak/weekend access. The Project also ensures redundancy for more flexible maintenance, for national emergencies or other service disruptions.

While the project traverses through Hudson County it does not provide much benefit to the County by way of service. It does however, work to reduce traffic flowing into and out of the County as more convenient access by rail to New York City seems to have a benefit to traffic reduction. Furthermore, the presence of Secaucus Rail Station and the loop track to the new rail yards presents a new opportunity to allow for the reactivation of the Kingsland Line through Kearny in



Both NJ TRANSIT and Amtrak require a modernized structure that will support capacity for current service and enable the agencies to meet future transportation demands.

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5 [www.accesstotheregionscore.com](http://www.accesstotheregionscore.com)

6 [www.portalbridgenec.com](http://www.portalbridgenec.com)

### *East Coast Greenway*

The East Coast Greenway (ECG) will be a long-distance, city-to-city, multi-modal transportation corridor for cyclists, walkers, and other non-motorized users. The goal is to connect existing and planned trails that are locally owned and managed to form a continuous, safe, green route -- easily identified by the public through signage, maps, users guides, and common services. In total the Greenway will be a 2,600-mile path linking East Coast cities from Maine to Florida, with 92 miles through New Jersey, attracting residents and visitors alike.

New Jersey boasts the first ever trail segment officially designated as ECG, twenty-eight miles of the Delaware & Raritan (D&R) Canal Towpath between Trenton in Mercer County and South Bound Brook in Somerset County. The ECG is planned to continue southwest of Trenton, crossing the Delaware River to Pennsylvania. The goal of this study is to identify a route northeast, from the D&R Canal Towpath in South Bound Brook to New York City. A critical objective is to include New Jersey's largest cities, the Cities of Newark and Jersey City, as key destinations along the ECG.

The East Coast Greenway is, ideally, an off-road facility with on-road bicycle and sidewalk connections only where necessary. A paved or firm trail surface will accommodate multiple users, including road bicycles and walkers. On-road bicycle facilities and sidewalks will provide for safe bicycling and walking linkages. An estimated 81 percent of the study's proposed route would be off-road, or 52 of the nearly 64 miles of the ECG through the study area<sup>7</sup>.

The East Coast Greenway may provide another trail through the District. Its proposed path would follow the Bergen Arches from Jersey City and an east-west path across Secaucus and Kearny in the southern part of the County.

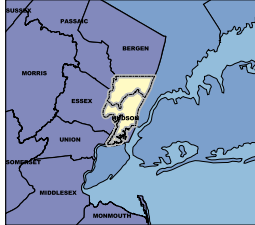


# East Coast Greenway, Northern NJ Route Location Study

## Recommended Route Overview Map

### Hudson and Bergen Counties

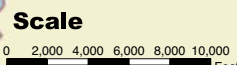
This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by the NJDEP and is not State-authorized.



Map Developed By:



April, 2004



**NUDEP Mapped Wetlands** are a graphical representation of wetlands data used in compiling the list and from that wetlands as of 1995. This data is intended to serve as a reference for agencies rather than regulatory submissions. The NUDEP may change the wetlands based on more in-depth analysis and field inspection for regulatory purposes.

**NUDEP Mapped Golf Courses** represents the historic, green and the area of most of the golf courses in New Jersey. There are 222 courses identified and 222,000 acres are identified as golf courses. The data is derived from aerial photography. Many courses have been abandoned or are in various stages of development. Some are identified by route of railroad, lease or other land cover. Substantial areas of many kinds of forest or wetlands are not included in a course's polygon, although these areas may be owned by the Golf Course.

**Parks, Recreation and Other Open Spaces** data were taken from a variety of sources including, but not limited to, Planning Actives of the Draft Final State Development and Transportation Plan (2000), NJDEP Land Use/Designated Use Coverage (1995, 1999/02) datasets for Bergen, Essex, Hudson, Middlesex, and Union Counties (all regions identified separately), and Environmental Research System's National (2001) provided data for New York and New Jersey.

**NUDEP Mapped Open Space** data represents both state-owned, protected open spaces and recreation areas as well as historically and geologically sensitive areas. Many mapped recreation areas, including large tracts of undeveloped forest, some major recreational areas, wetlands, and other areas are not included in the New Jersey. These coverage, though providing valuable data, are incomplete. NUDEP Land Use/Designated Use Coverage data identifies parks in a variety of ways. Recreational facilities that may or may not be part of established parks such as beaches, fields, tennis courts, basketball courts. These may be associated with schools, industrial and commercial areas, or a community housing development.

IPA Route by Segment Type		Legend	
	Liberty to Water Gap Trail		NJ Transit Rail Stations
	Hudson River Walkway		Hudson Bergen Line Rail Stations
	NUDEP Mapped Known Contaminated Sites		Hudson Bergen Line Rail Line
	NUDEP Mapped Chromate Sites		PATH
	Ferry Terminals by Destination		Major Roads
	Other		Interstate
	To Pier A (Battery Park), NYC		State Hwy
			US Route
			Minor Streets and Roads
			Potential T&E Emergent Habitat
			NJ Transit Bus Stops
			NJ Transit Passenger Rail Lines
			Streams and Rivers
			Bays, Lakes and Reservoirs
			NUDEP Mapped Freshwater and Estuarine Wetlands
			Parks, Recreation and Other Open Spaces
			Municipal Boundaries
			County Boundaries
			New York City, Staten Island
			Hackensack Meadowslands District Boundary
			Area of Investigation

## *Portways<sup>8</sup>*

The Port of New York/New Jersey is the largest port complex on the East Coast of North America and is located at the hub of the most concentrated and affluent consumer market in the world, with immediate access to the most extensive interstate highway and rail networks in the region. The Port Authority directly oversees the operation of cargo terminals in the region.

To meet the demands of industry, a \$1.7 billion investment is reconfiguring existing terminals, deepening the harbor's channels and berths, and improving inland access by rail and barge — all to create the most efficient and cost-effective port possible. The improved port will feature new high-capacity, environmentally friendly cranes that can load and unload containers more quickly, and an improved transportation infrastructure that will alleviate traffic and port congestion. At the same time, deepened channels and berths will allow for the more cost-efficient and environmentally friendly transport of cargo.

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<sup>7</sup> East Coast Greenway; Northern New Jersey Route Location Study; RBA December 2004.

<sup>8</sup> [www.panynj.gov](http://www.panynj.gov)

## *Hudson County Bus Circulation and Infrastructure Study:*

Completed in November of 2007, the study focused on recommending improvements to existing physical infrastructure to improve the efficiency, safety, and traffic flow for public transit and general traffic in Hudson County

as well as to better understand jitney operations in the county to address safety and operational concerns. The study identified transit corridors in the county where there is significant bus traffic. They are listed below:

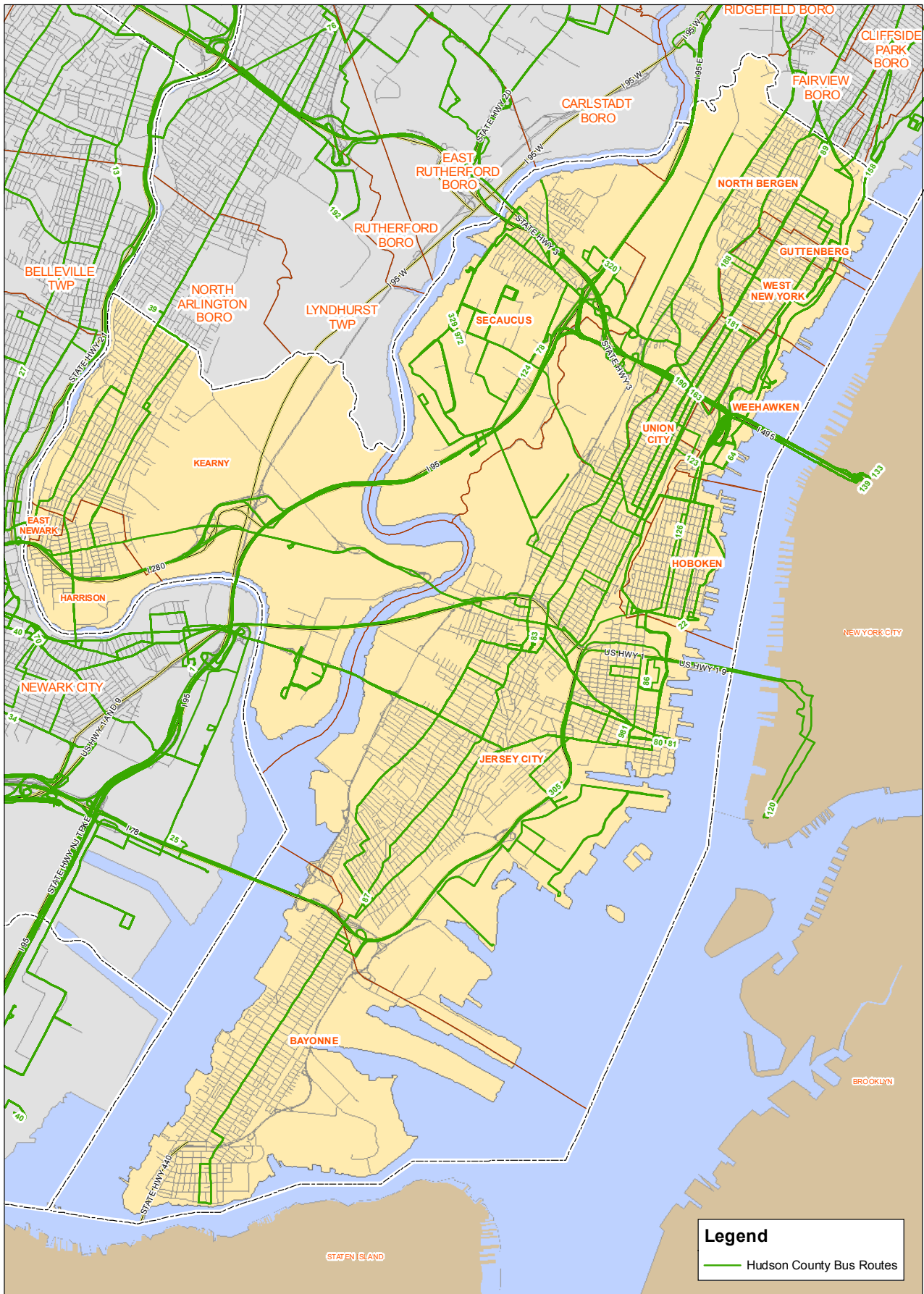
1. I-495, 30th and 31st Streets (Union City, Weehawken)
2. Bergenline Avenue (North Bergen, West New York, Guttenberg, Union City)
3. Boulevard East (North Bergen, West New York Guttenberg, Weehawken)
4. River Road (North Bergen, West New York, Guttenberg, Weehawken)
5. Washington Street (Hoboken)
6. Summit Avenue (Union City, Jersey City)
7. Martin Luther King Drive (Jersey City)
8. West Side Avenue (Jersey City)
9. Avenue C (Bayonne)
10. Broadway (Bayonne)
11. JFK Boulevard North (North Bergen, West New York, Guttenberg, Union City)
12. JFK Boulevard South (Union City, Jersey City, Bayonne)
13. Montgomery Street (Jersey City)
14. Communipaw Avenue (Jersey City)
15. Tonnelle Avenue (North Bergen, Union City, Jersey City)
16. Newark Avenue (Jersey City)
17. Meadowlands Parkway (Secaucus)
18. Harrison Avenue (Harrison)
19. Kearny Avenue (Kearny)

The study recommended a variety of improvements to the bus circulation and infrastructure, ranging from low-cost, quick improvements to more advanced physical infrastructure improvements.

## Infrastructure Recommendations – Cost Estimate Table

Location	Improvement	Cost Range	City/Township
Boulevard East & Ferry Road	Modify bus stops to improve transit operations.	\$5,000 - \$10,000	Guttenberg
Boulevard East & 60 <sup>th</sup> Street	Add signage to improve bus stop operation.	\$0 - \$5,000	West New York
Bergenline Avenue	Install left turn lanes and move bus stops to reduce traffic blockages.	\$95,000 - \$100,000	West New York
Bergenline Avenue (Between 48 <sup>th</sup> Street and 50 <sup>th</sup> Street)	Modify signal cycle lengths to improve traffic progression.	\$0 - \$5,000	West New York
Bergenline Avenue (Between 31 <sup>st</sup> Street and 47 <sup>th</sup> Street)	Provide a bus lane to reduce traffic blockages.	\$10,000 - \$15,000	Union City
Bergenline Avenue (Between 31 <sup>st</sup> Street and 33 <sup>rd</sup> Street)	Provide wider lanes to increase capacity.	\$5,000 - \$10,000	Union City
Bergenline Avenue at 32 <sup>nd</sup> Street	Improve intersection alignment.	\$10,000 - \$15,000	Union City
31 <sup>st</sup> Street on-ramp and westbound Route 495	Implement traffic diversion to improve ramp flow.	\$35,000 - \$40,000	Union City
West Side Avenue & Duncan Avenue	Prevent traffic blockages through enforcement.	\$0 - \$5,000	Jersey City
West Side Avenue & Communipaw Avenue	Prevent traffic blockages through enforcement.	\$0 - \$5,000	Jersey City
Newark Avenue & Palisade Avenue	Improve pedestrian crossing facilities. Modify signal timing.	\$20,000 - \$25,000	Jersey City
Montgomery Street & Center/Merseles Streets	Modify signal phasing to reduce delay.	\$0 - \$5,000	Jersey City
Mall Drive West (Newport Centre Mall)	Add enforcement to improve bus operations.	\$0 - \$5,000	Jersey City
Montgomery Street & Marin Boulevard	Modify signal offset to improve progression.	\$0 - \$5,000	Jersey City
JFK Boulevard	Modify signal plan to improve progression.	\$5,000 - \$10,000	Bayonne
Midland Avenue & Kearny Avenue	Re-stripe bus stop and remove parking to improve bus stop.	\$0 - \$5,000	Kearny

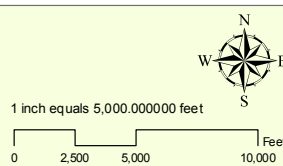




# Bus Routes Map

Re-Examination Report - 2008

Hudson County, New Jersey



It is a goal of Hudson County to promote alternate transportation modes including walking through the creation of appropriate, safe and attractive pedestrian/bike facilities between population and employment centers. In 2006, walking community workshops were conducted to identify barriers to walking and improve pedestrian safety in select Hudson County municipalities. Three municipalities were surveyed – the Township of North Bergen, Town of West New York, and the City of Union City – and studied an area bound on the west by JFK Boulevard, on the east by Bergenline Avenue, to the south by 43rd street, and to the north by 51st street. This area is a very dense mixed-use community with extensive bus service and light rail service. The study made a number of recommendations to improve pedestrian access, including the following:

- Pedestrian Safety Improvements on JFK Boulevard
- Streetscaping of JFK Boulevard
- Add street furniture to the study area
- Improve lighting throughout the study area

The Township of West New York has the second highest proportion (14%) of residents who walk to work in the County, while the City of Union City and the Town of West New York has 12.2% and 4.7% of residents who walk, respectively. Pedestrian improvements will assist the large number of pedestrians in getting to and from work. The NJTPA also funded walkable community workshops in the Lafayette neighborhood in Jersey City, as well as other large cities and communities in North Jersey. The study, completed in

December of 2006, identified a number of general recommendations that could be applied in order to improve pedestrian and bicycling;

- Reduce vehicle speeds through design modifications, traffic calming, reducing speed limits and vigorous enforcement.
- Increase pedestrian visibility through lighting, improving sight lines, etc.
- Increase pedestrian crossing time.
- Install missing sidewalks.
- Repair and widen existing sidewalks.
- Repair broken signs, signals and street furniture.
- Provide adequate information in the form of legible street signs, wayfinding signs and information kiosks.
- Provide adequate pedestrian-scale lighting
- Address ADA issues by providing accessible signals, unobstructed pedestrian walkways and appropriate crossing treatments, including curb ramps with truncated dome treatments.
- Create a sense of place through physical design (following a pre-approved design template), improving the business climate and providing activities.
- Provide bicycle accommodations.

In addition to the pedestrian and bicycle improvements listed above, the planting of street trees can also promote walking as an alternative means of transportation as they enhance the streetscape and create a more pleasing environment through which one can walk.



## Future Transportation Improvements - Climate Change

The transportation sector is a major source of U.S. carbon emissions. Transportation is responsible for one-third of U.S. CO<sub>2</sub> emissions, and is the fastest growing major source in the U.S. economy. Furthermore, private automobiles are responsible for 62 percent of transportation-related CO<sub>2</sub> emissions<sup>9</sup> (EPA 2006). Given this context, non-polluting forms of transportation such as biking and walking could represent an important strategy for reducing CO<sub>2</sub> emissions. In addition, adopting innovative design approaches to the County's transportation network could also have positive impacts on CO<sub>2</sub> emissions outside of traditional transportation related issues, such as the multi-layer effect of a "Green" streetscape design. As reported in more detail in the Utilities Plan, a "Green streetscape design can;

- Encourage and enhance non-motorized transportation opportunities;
- Simultaneously improve drainage conditions;
- Provide shading to reduce surface temperature and increase albedo (the amount of the sun's energy that is reflected back into space);

## *The Pedestrian Shift*

Hudson County can continue to encourage the shifting of trips to active modes like walking and biking as a means to address climate change. Promoting a transportation strategy that encourages walking, biking and transit has the potential to reduce vehicular trips and the congestion along local roads, save energy, and reduce air and noise pollution. Trips shorter than three miles represent nearly half of all trips made in the U.S. (FHWA 2006). This means that nearly half of all trips are within a 15-to 20-minute bike ride. While many of these trips are presently taken by the private automobile, many more of these trips can be converted to biking, walking and transit with the right investments in infrastructure and programs- particularly as they relate to access to jobs.

Hudson County's dense land-use pattern and proximity to employment, schools, and shopping make it well-suited to promote bicycling and walking as viable transportation options. Hudson County has also participated in a number of studies to promote the use of public transportation, bicycling, and walking within the County. One of particular interest is the 2007 Hudson County Bus Circulation and Infrastructure Study.

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9 [http://www.railstrails.org/resources/documents/whatwedo/TrailLink%2007%20Program\\_Climate.pdf](http://www.railstrails.org/resources/documents/whatwedo/TrailLink%2007%20Program_Climate.pdf)

10 <http://onlinepubs.trb.org/onlinepubs/millennium/00011.pdf>



## CIRCULATION PLAN RECOMMENDATIONS:

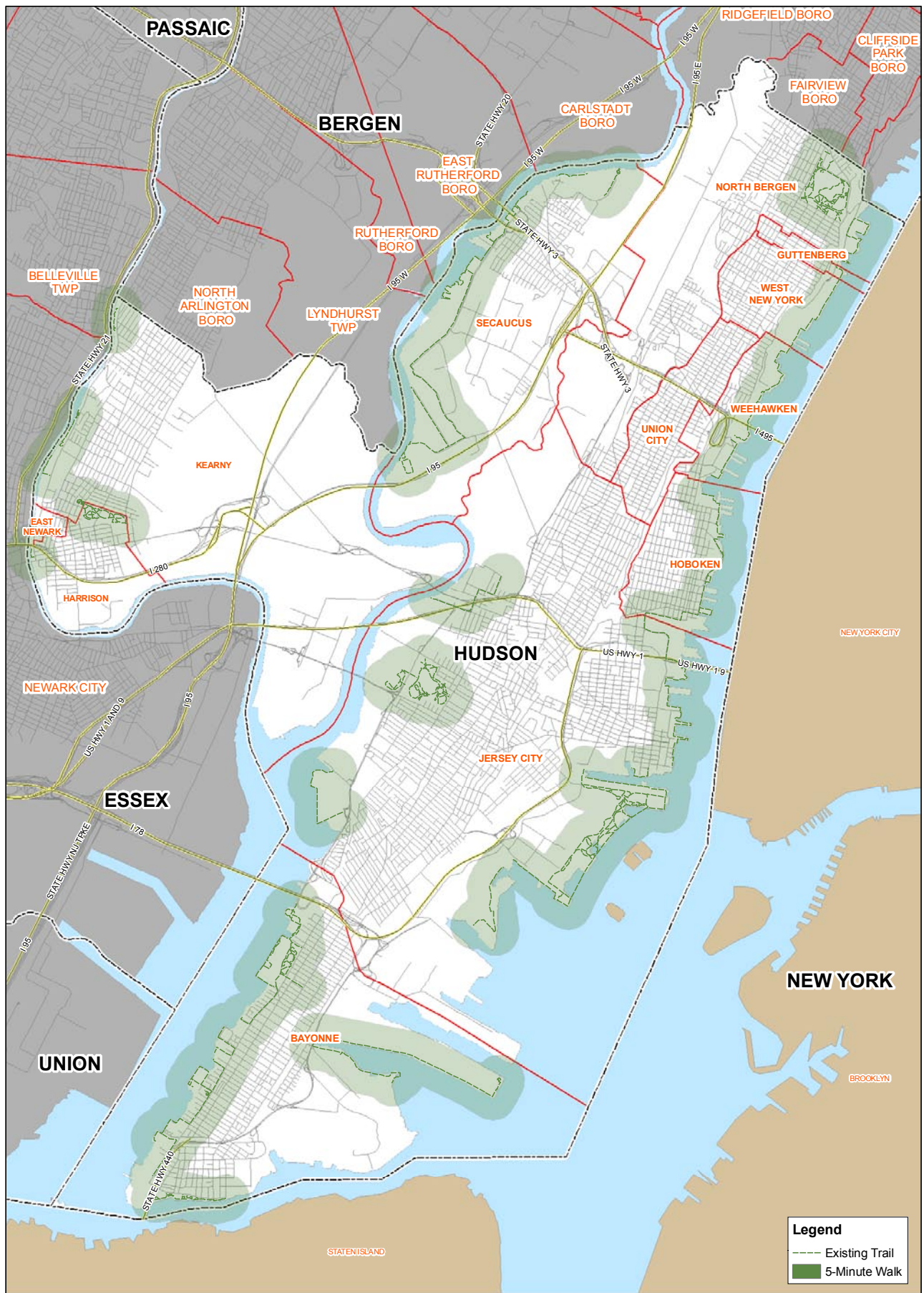
Hudson County should continue to promote safe and efficient transportation systems and promote the necessary road and public transportation improvements by requiring developers to contribute money to those public transportation improvements that are commensurate with the transportation impacts of the proposed development. This can be effectuated in part by amending the County Site Plan and Subdivision Ordinance to include the following elements:

### *General*

- 1) Create a definition for circulation/traffic in the County Site Plan & Subdivision Ordinance to amend and expand to encompass a more holistic view of traffic and circulation by embracing pedestrian and bicycle circulation as well as Waterfront walkways. Impacts that affect County roads, but not necessary on County roads should also be considered for review as well.
  - o Circulation / Traffic should be amended and expanded to include strong language surrounding pedestrian and bicycle circulation as well as access to County Park parks and facilities such as the Riverfront Walkways. A definition that makes the logical connection between traffic/ circulation and building design should be created.
  - o Site design as it relates to circulation is important in creating strong relationships between buildings and circulation network.

These relationships can work to solidify a stable pedestrian circulation system and has also been critical in traffic calming measures as well.

- 2) Adopt innovative design approaches to the County's transportation network that work to positively impact CO2 emissions outside of traditional transportation related implementation strategies. Such approaches should employ a multi-layer effect by including "Green" streetscape design that couples pedestrian friendly design with innovative stormwater control measures. Additionally, street trees should be considered an integral part of the County's Infrastructure as they not only are aesthetic enhancements, but cool paved surfaces and expand longevity, enhance pedestrian safety, and aid in traffic calming.
- 3) Review and enact standards for applications development that mandate level-of-service (LOS) D or better before review.
- 4) Ensure that Traffic reports identify not only vehicle trips, but also identify trips generated by public transportation, pedestrian and bicycle.
- 5) Provide internal site circulation of large sites that extends the notion of a street-grid where applicable through an integrated land use and circulation approach.
- 6) Provide adequate information in the form of legible street signs, wayfinding signs and information kiosks.
- 7) Require applicants to contribute to their share of roadway improvements that

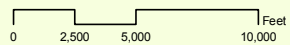


# Five Minute Walk - Existing Trails

Re-Examination Report - 2008

Hudson County, New Jersey

1 inch equals 5,000 feet



address all transportation modes, and include environmental and aesthetic standards.

- 8) Review the Cyber-District Study and determine how tele-commuting can be utilized as a means to reduce auto congestion.
- 9) Review and consider major infrastructure improvement projects that assist communities of the County create and enhance parks and pedestrian environments such the decking of I-495 in Union City, realignment of Paterson Road in southwest Hoboken, additional access to Rt 280 in Harrison.
- 10) Consider the circulation needs of the Port.



Much can be learned through the rudimentary irrigation and stormwater system in Mendoza, Argentina

### *Bicycle & Pedestrian*

- 1) A county-wide bicycle and pedestrian study should be undertaken to identify bicycle and pedestrian improvements throughout the county.
- 2) Create and encourage provisions to provide secure bicycle racks at major employment centers and development nodes. Consideration should also be given to provide secure and/or indoor storage as well and shower and changing facilities for commercial and institutional uses.
- 3) Provide complete pedestrian and bicycle circulation throughout the site design and take into consideration of off-site generators of pedestrians and bicyclists
- 4) Provide Increase pedestrian visibility through lighting, improving sight lines, etc.
- 5) Mandate the installation of missing sidewalks and repair and widen existing sidewalks where access is necessary. Shade trees should also be included.





- 6) Provisions for the contribution to a sidewalk improvement fund should also be considered. Especially for those sites where off-tract improvements are needed. Shade trees should also be considered.
- 7) Work with the NJTPA and municipalities to coordinate and educate public, planning, and zoning officials on maintaining and reestablishing strong urban design standards that incorporate reduced and shared parking requirements. Where appropriate, waivers from Residential Site Improvement Standards should be a permanent consideration, such as Downtown and Transit-Oriented Development districts.
  - o Parking capacities for commercial land uses should not exceed, minimum local



zoning requirements. The county should encourage municipalities to adopt policies that permit credits for alternative design measures, such as shared parking, impervious pavement, green roof-tops and

- carpool or vanpool programs should be considered.
  - o Parking capacities for residential uses should not exceed minimum local zoning requirements. The county should encourage municipalities to adopt policies that support programs designed to facilitate shared vehicle usage such as shared parking, carpooling, drop-off areas, designated parking for vanpools, or car-share (ZipCar) services, ride boards, and shuttle services to mass transit should be considered.
- 8) Complete the Hudson River Waterfront Walkway.
- 9) Complete the Hackensack River Greenway.
- 10) Complete the Passaic River Greenway.
- 11) Complete the Liberty-Watgap Trail.
- 12) Complete East Coast Greenway

### *Mass Transit*

- 1) Consider developing a County-wide Transit-Oriented Development Plan that works with all Hudson municipalities, NJ Transit, and Port Authority that works to maximize the public investment in mass transit. Education and visioning should be considered as a component of such a plan.
- 2) Continue to work with NJ Transit to implement the recommendations of the Bus Circulation and Infrastructure Study.
- 3) Continue to review and expand the Hudson Bergen Lightrail and other Mass transit opportunities throughout the County such as extending the PATH line, and interconnections with Staten Island.





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# ECONOMIC PLAN

*August 2008*





# ECONOMIC PLAN

## Summary

Similar to the trends observed in population, Hudson County is witnessing a robust growth in employment. Projections from the North Jersey Transportation Planning Authority anticipate Hudson County's employment to increase from 257,200 jobs in 2000 to over 360,000 jobs in 2030, an increase of 29%.

NJTPA Employment Forecast by County and Municipality  
2000-2030

County Name	Municipality	2000 Employment	2005 Employment	2010 Employment	2015 Employment	2020 Employment	2025 Employment	2030 Employment
Hudson County	Bayonne	19,330	19,630	20,730	21,610	23,060	24,540	28,090
Hudson County	East Newark	990	1,130	1,380	1,520	1,720	1,720	1,730
Hudson County	Guttenberg	1,840	1,850	1,960	2,070	2,260	2,350	2,410
Hudson County	Harrison	4,960	5,100	5,590	6,060	6,560	6,770	6,830
Hudson County	Hoboken	12,420	15,410	16,240	16,840	17,260	17,440	17,660
Hudson County	Jersey City	108,270	118,150	130,780	137,640	144,790	148,480	155,570
Hudson County	Kearny	17,900	18,160	18,930	19,500	20,440	21,160	22,090
Hudson County	North Bergen	24,210	25,080	27,140	28,450	30,130	31,670	35,790
Hudson County	Secaucus	37,190	38,600	41,530	43,140	45,060	46,620	50,150
Hudson County	Union City	11,620	11,790	12,640	13,400	14,700	15,590	16,170
Hudson County	Weehawken	10,060	10,420	11,130	11,590	12,220	12,860	13,900
Hudson County	West New York	8,400	8,470	8,930	9,340	10,070	10,720	11,170
<b>Hudson County</b>		<b>257,200</b>	<b>273,800</b>	<b>297,000</b>	<b>311,200</b>	<b>328,300</b>	<b>339,900</b>	<b>361,600</b>

The projections from the NJTPA are consistent with data collected from the New Jersey Department of Community Affairs. An analysis of the number of commercial square footage certified by the Department of Community Affairs show the torrid pace of growth currently occurring in Hudson County

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# Hudson County Master Plan Reexamination

Hudson County	Certified Commercial Square Footage	Percentage of Commercial Construction in New Jersey
2001	2,221,983	22.4%
2002	1,561,989	16.7%
2003	131,721	2.0%
2004	2,696,391	26.3%
2005	68,962	1.0%
2006	854,765	12.4%

According to the data collected by the New Jersey Department of Community Affairs, over 7 million square feet of commercial space has been constructed between 2001 and 2006. This represents 13.5% of all commercial space built in the State. Preliminary data for commercial construction through July of 2007 does however show a slowing of completed commercial construction in Hudson County.

### *Hudson County Comprehensive Economic Development Strategy*

The County's economic development initiatives are guided by the Comprehensive Economic Development Strategy Committee with staff assistance by the Division of Planning and the Division of Housing and Community Development. Originally, the County was guided through the Overall Economic Development Plan initially approved in March 2000. Since that time, the adoption of the Hudson County Comprehensive Economic Development Strategy (CEDS) has superseded the 2000 Plan and is updated regularly to support the economic direction of the County.

Through CEDS, a detailed market picture is presented for the County. The evaluation presents several issues that require attention. One of the most critical issues is the lack of skilled labor for high skill and higher paying jobs. As costs continue to rise in the housing market, and affordability issues continue to mount, the labor issue is one that the County must confront, particularly as its immigrant population continues to grow.

The County is proactive in regard to economic development implementation. The Hudson County Economic Development Corporation HCEDC administers various economic development initiatives aimed at small business and creating job opportunities for low and moderate-income residents. The EDC also spearheads one of the State's strongest Brownfield redevelopment initiatives. These programs help address several key issues that the CEDS identifies.

## RECOMMENDATIONS:

The CEDS is a document worthy of the effort put forth. This Master Plan recommends that CEDS and its input process continue to be utilized by the County to spur economic development initiatives. Currently, the County does a good job at looking at a variety of issues in its economic development planning, which is commendable. Additionally, this Master Plan recommends;

- As CEDS looks toward its next update, “Green collar” jobs and technology sector should be a consideration;
- Planning for Community Development first as an economic development model. All the components of the Master Plan are utilized under the auspice of placemaking. Streetscape, commercial development opportunities, site design, multi-modal access to jobs, etc., all coming together to create places where people enjoy living, working and visiting.
- Economic development planning and infrastructure. Work hand in hand with transportation infrastructure to ensure all opportunities for growth can be met and where feasible, new development contribute to a 21st Century infrastructure network.
- Continue the hardwork of the Hudson County Economic Development Corporation and the Brownfield Redevelopment stakeholder Committee that works toward restoring Brownfields into productive tax generating properties once again.







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# PARK, OPEN SPACE, AND RECREATION

*August 2008*





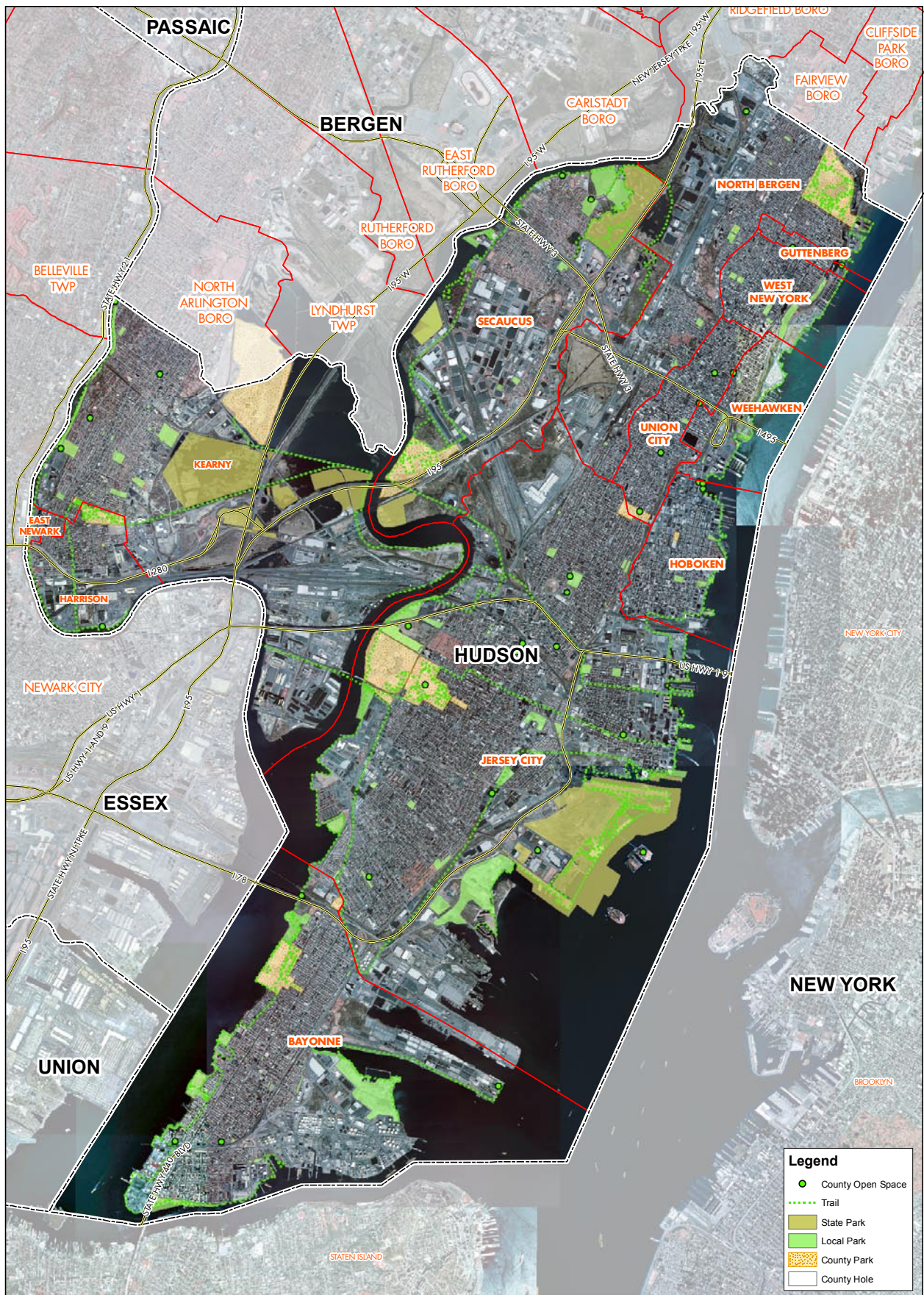
## PARKS, OPEN SPACE, & RECREATION

Hudson County, though an urban and highly developed area has a wide array of open spaces and recreational facilities, including various athletic fields, golf courses, and hiking trails. The New Jersey Open Space and Outdoor Recreation Plan recommends 3% of developable land in each Municipality be set aside for municipal open space and recommends that 7% of developable land in a County be used for County Parkland. Based on this metric, the municipalities in Hudson County have a total deficit of 620 acres and the County has a deficit of 1,902 acres. The County has responded by taking an aggressive approach to by pursuing the acquisition of properties and preserving them as open space and parks. The County has taken a number of steps to increase the amount of land dedicated to open and increasing the number and improving the condition of the county's recreational facilities. A map of Hudson County's open space is provided.

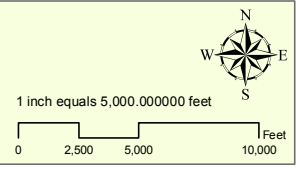
### **Hudson County Open Space, Recreation, & Historic Preservation Trust Fund**

In June 2003, the Hudson County Executive requested, and the Hudson County Board of Chosen Freeholders approved a resolution authorizing the placement of a public question (referendum) on the general election ballot for the establishment of a County Open Space Recreation & Historic Preservation Trust Fund. On November 4, 2003, the ballot question was approved by a two-to-one majority of County voter participants. The Board of Chosen Freeholders, by resolution dated December 23, 2003, voted to establish the trust fund. The Trust Fund is funded through a property tax assessment to be approved by the Board of Chosen Freeholders, at a rate not to exceed one cent (\$0.01) per \$100.00 of the Total County equalized real property valuation. These funds will become a dedicated trust fund to acquire land for conservation, open space purposes, recreational facility enhancements, and farmland and historic preservation.





Open Space Map  
 Re-Examination Report - 2008  
 Hudson County, New Jersey





### Hudson County Open Space & Recreation Plan

According to the 2005 Open Space and Recreation Plan, there are a total of 4,008 acres of open space in Hudson County, 550 acres are in County Parks and 597 acres are in Municipal Parks. There are 1910 acres of Open Space in State ownership, 893 acres of habitat are managed by the NJMC and 58 acres are Federal lands in the County. The Open Space and Recreation Plan articulated a number of goals and objectives related to increasing the recreational opportunities and open spaces for Hudson County residents, such as:

- Ensuring recreation facilities for all age groups
- Working toward goal of “ten minute walk to a park bench”
- Identifying new opportunities for small, local vest pocket parks throughout the County
- Expanding existing parks and encourage development of new parks where feasible
- Identifying existing publicly owned parcels as possible green spaces
- Providing incentives for private developments to include accessible green spaces
- Identifying new opportunities for small, local vest pocket parks throughout the County
- Coordinating with local, adjacent counties, New Jersey Meadowlands Commission, state and federal agencies to increase green spaces at public facilities.

- Work with School Districts to open schoolyards to after school recreational activities.
- Encouraging the construction of a coordinated waterfront walkway along all the County’s waterfronts.
- Working with private developers to ensure inclusion of walkways in each waterfront development project

Providing access to open space and recreational facilities are of critical importance to the residents of Hudson County. Hudson County has adopted the goal of providing open space to all Hudson County residents within a 10-minute walk of their homes. Currently, there are an insufficient number of open space and recreational opportunities for some residents within the county.





## Adoption of the Hudson County Parks Master Plan Update

The Hudson County Parks Master Plan Update in 2007 is part of continuing effort by Hudson County to improve and expand the County park system. The plan provides a description, assessment, and recommended improvements for each of the nine existing county parks. Objectives of the Parks Master Plan are consistent with those of the 2002 Hudson County Master Plan and the 1999 Hudson County Urban Complex Strategic Revitalization Plan. These objectives include:

- Expand existing parks and encourage development of new parks where feasible
- Encourage the construction of a coordinated waterfront along the County's waterfronts
- Complete missing links in the Hudson River Waterfront Walkway and between major attractions
- Promote public access to the Hudson River Waterfront
- Ensure that new development provides access to waterfront areas, recreational facilities, and open space, and use mechanisms to encourage public plazas, public seating areas and amenities
- Encourage the cleanup and reuse of contaminated sites
- Protect environmentally sensitive areas, such as rare and endangered species habitats, wetlands, and surface water quality

In addition, a major goal of the County Executive is to double the amount of open space in Hudson County as well as plant 10,000 new trees along county roads and in county parks over the next ten years. The Hudson County Parks Master Plan supports this goal. Adding street trees can be a part of the overall re-conceptualization of streets and sidewalks as one component of public space. Doing so can create ideal places in which neighbors can interact, while also promoting pedestrian and bicycle trips as an alternative to driving. Additional benefits to expanding the urban forest include minimizing the volume of runoff that flows into the sewer system and reduced risks of flooding.



## Hudson River Waterfront Walkway Implementation Plan

Hudson County has set as a goal the completion of the entire Hudson River Waterfront Walkway that lies within County boundaries. As a result of this effort, the County has adopted the Hudson River Waterfront Walkway Implementation Plan that would accomplish the following:

- 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
- Address issues that affect the public use of the walkway, including the future alignment of currently un-built portions of the Walkway, craft walkway design and construction standards, security along the Walkway, and identify local and regional linkages

The Waterfront Walkway, once completed, will provide a place for recreational activities, spur economic development along the waterfront, and promote healthy lifestyles and social interaction.



## East Coast Greenway Plan

The East Coast Greenway (ECG) will be a long-distance, city-to-city, multi-modal transportation corridor for cyclists, walkers, and other non-motorized users. The goal is to connect existing and planned trails that are locally owned and managed to form a continuous, safe, green route -- easily identified by the public through signage, maps, users guides, and common services. In total the Greenway will be a 2,600-mile path linking East Coast cities from Maine to Florida, with 92 miles through New Jersey, attracting residents and visitors alike.

New Jersey boasts the first ever trail segment officially designated as ECG, twenty-eight miles of the Delaware & Raritan (D&R) Canal Towpath between Trenton in Mercer County and South Bound Brook in Somerset County. The ECG is planned to continue southwest of Trenton, crossing the Delaware River to Pennsylvania. The goal of this study is to identify a route northeast, from the D&R Canal Towpath in South Bound Brook to New York City. A critical objective is to include New Jersey's largest cities, the Cities of Newark and Jersey City, as key destinations along the ECG.

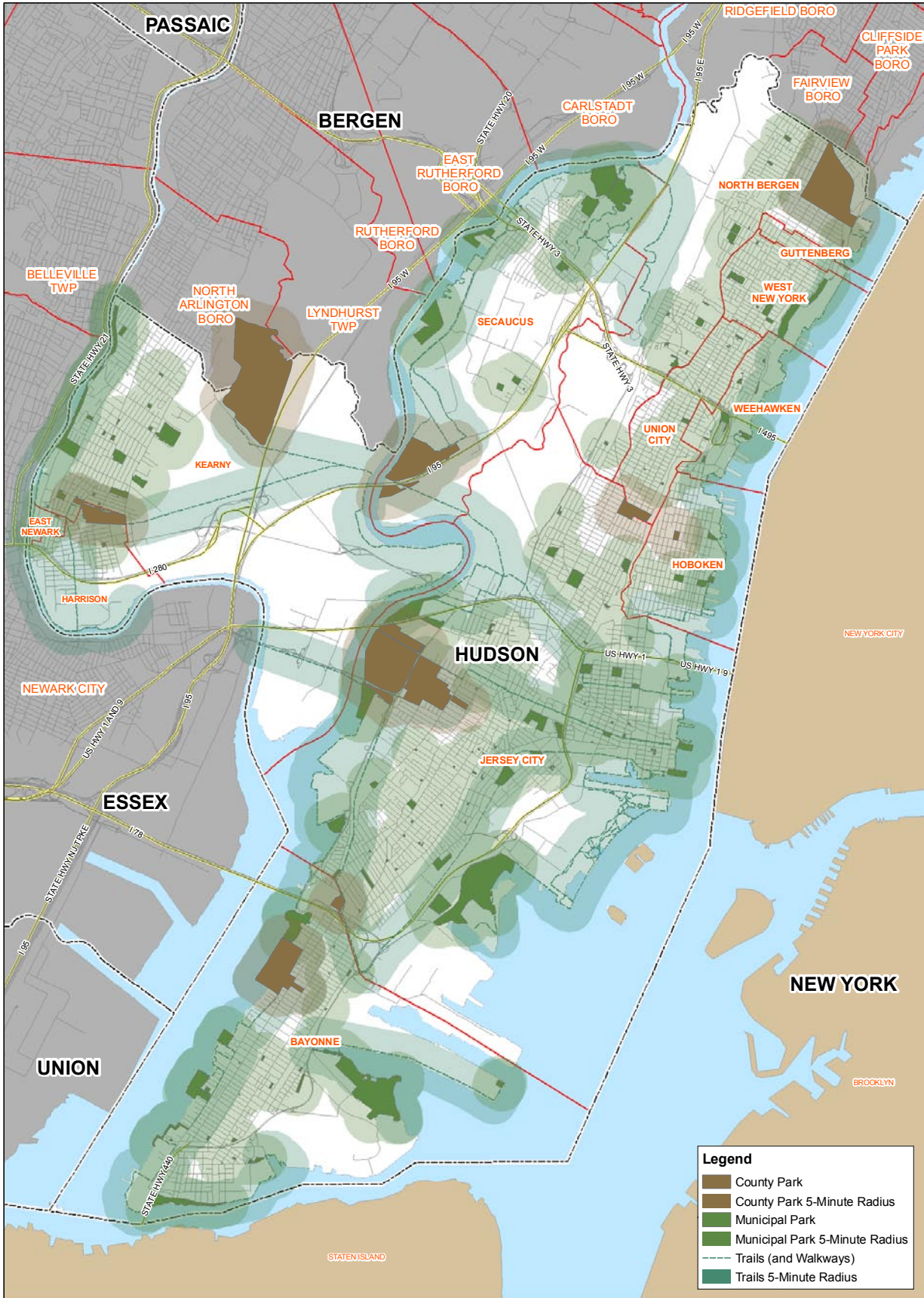
The East Coast Greenway is, ideally, an off-road facility with on-road bicycle and sidewalk connections only where necessary. A paved or firm trail surface will accommodate multiple users, including road bicycles and walkers. On-road bicycle facilities and sidewalks will provide for safe bicycling and walking linkages. An estimated 81 percent of the study's proposed route would be off-road, or 52 of the nearly 64 miles of the ECG through the study area.<sup>10</sup>

The East Coast Greenway may provide another trail through the District. Its proposed path would follow the Bergen Arches from Jersey City and an east-west path across Secaucus and Kearny in the southern part of the County.

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<sup>10</sup> East Coast Greenway; Northern New Jersey Route Location Study; RBA December 2004.





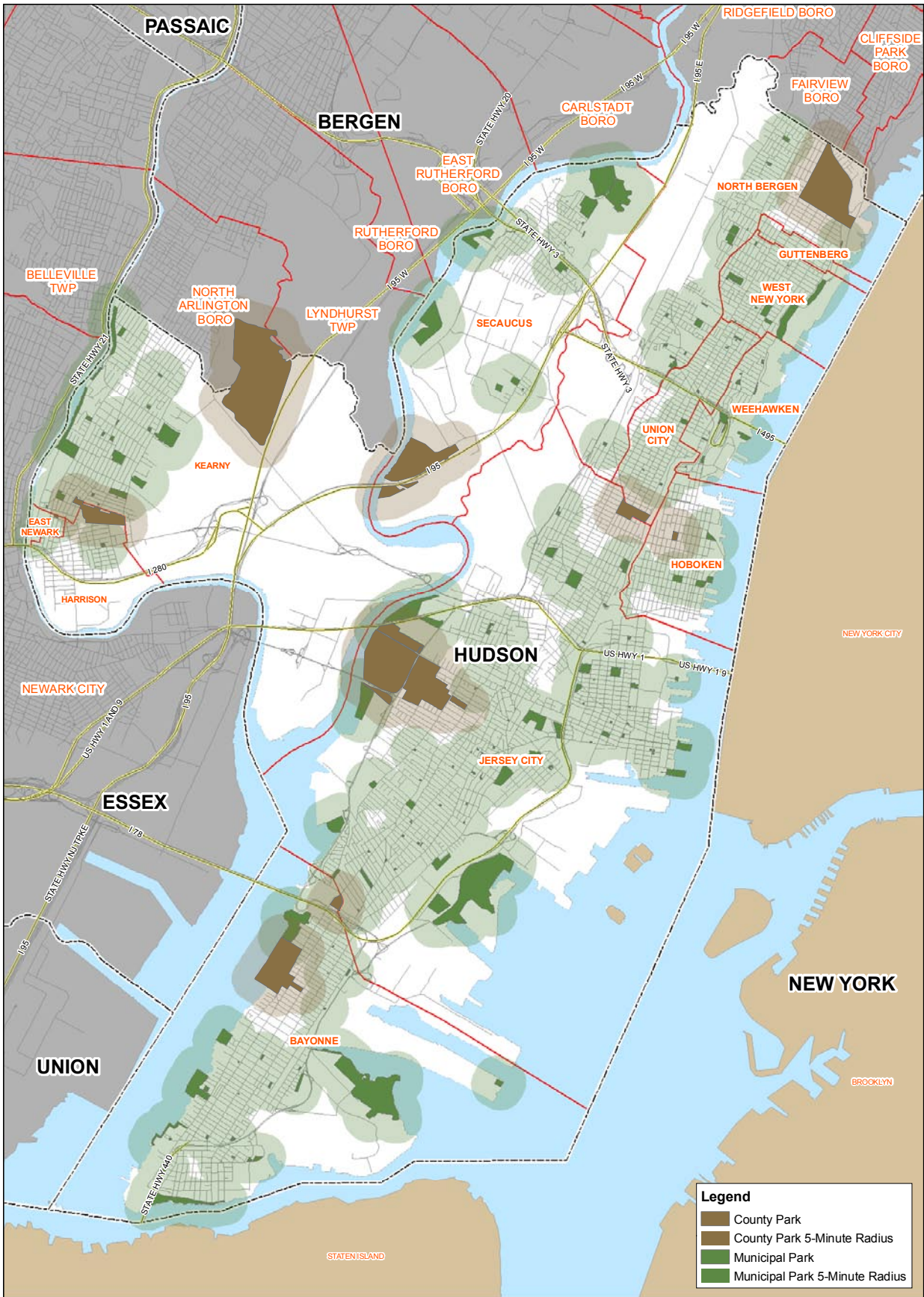
Five Minute Walk - Proposed/Existing Parks & Trails  
 Re-Examination Report - 2008  
 Hudson County, New Jersey

1 inch equals 5,000 feet

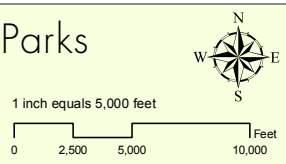
0 2,500 5,000 10,000 Feet







Five Minute Walk - County and Municipal Parks  
 Re-Examination Report - 2008  
 Hudson County, New Jersey



### Liberty-Watergap Trail Plan<sup>11</sup>

The trail is for non-motorized multi-use recreational activity. It connects five counties in New Jersey. Uses along the trail vary depending on compatibility with the environment and policies of park agencies managing existing trails. The trail promotes appreciation of our cultural history and natural landscapes.

For the most part, the trail is the interconnection of four existing trails:

- Lenape Trail - Essex County
- Patriots' Path - Morris County
- Sussex Branch Trail - Sussex County
- Paulinskill Valley Trail - Sussex & Warren Counties

Additionally, it routes from the Hudson River Walkway (Hudson County) through Jersey City, and in Newark it passes through historic Branch Brook Park.

### RECOMMENDATIONS

The County should continue to increase accessibility to open space and recreational facilities by identifying and working towards the creation of new parks and open spaces that are within walking distance from residents' homes. This can be accomplished in part by re-conceptualizing streets and sidewalks as public spaces. Applications to Hudson County requesting Site Plan or Subdivision approval should be required to incorporate pocket parks, plazas, and open space into their development. A site plan checklist should be established that requires the creation of these amenities.

Additionally the following recommendations are made:

- Develop higher Countywide standards for the Palisades that protect steep slopes from inappropriate development.
- Collaboration with school districts and conversion of schoolyards to playgrounds.
- Amend the Hudson County Open Space, Recreation and Historic Preservation Plan to include priority sites for acquisition. The Open Space Plan Acquisition Update.
  - o The missing links of the Hudson River Waterfront Walkway,
  - o Hackensack River Greenway,
  - o Passaic River Greenway,
  - o East Coast Greenway,
  - o Liberty-Watergap Trail,
  - o Weehawken Reservoir,
  - o Steep slopes along the Palisades,
  - o 6<sup>th</sup> Street Embankment,
  - o Open Space in the Hackensack River Redevelopment Area/ Lincoln Park North,
  - o Reservoir #3,
  - o Berry lane,
  - o Open Space in the Schyuler Avenue Redevelopment Area,
  - o Penhorne Preserve/ Little Snake Hill,
  - o Guarini Tract,
  - o Mori Tract,
  - o Southwest Hoboken Redevelopment Area.

<sup>11</sup> <http://www.libertygap.org/index.html>











# CONSERVATION PLAN

*August 2008*





## CONSERVATION PLAN

Although Hudson County is highly developed and urbanized, Hudson County considers the conservation and protection of its natural resources to be a vital component of the long term quality of life it seeks to provide for its residents. In addition to protecting the natural resources in the county, Hudson County recognizes the importance in addressing the impact that existing and future development have on the local, regional, and global level. Hudson County recognizes that air pollution, local heat island effects, greenhouse gas emissions and the environmental impacts associated with them will negatively impact the quality of life for its residents.

### Climate Change

The climate in New Jersey is changing as result of increases in atmospheric CO2 emissions. Increases in CO2 emissions are largely from anthropogenic sources, such as the combustion of fossil fuels from automobile and truck traffic and the burning of fossil fuels to heat and power New Jersey's homes and businesses. A report issued by the Union of Concerned Scientists in 2007, entitled "Confronting Climate Change in the Northeast: Science, Impacts, and Solutions" details the potential impacts of climate change in the northeastern United States under lower and higher emission scenarios.

The report has documented impacts from climate change that are already evident in the northeast, including:

- More frequent days with temperatures above 90F
- Longer growing season
- Less winter precipitation falling as snow and more as rain
- Reduced snow pack and increased snow density
- Earlier breakup of winter ice on lakes and rivers
- Earlier spring snowmelt resulting in earlier peak river flows
- Rising sea-surface temperatures and sea levels
- Greater intensity of the 100-year storm event
- Vectors of invasive species
- Increases in West Nile Virus vectors



The report predicted that temperatures across the Northeast would rise 2.5°F to 4°F in winter and 1.5°F to 3.5°F in summer over the next couple of decades due to those heat-trapping emissions already released into the atmosphere. By mid-century and beyond, however, the magnitude of emissions will generate vastly different climate futures. By the end of the century, the northeast may experience the following impacts as a result of higher global-warming gases in the atmosphere:

- Global sea level is predicted to rise 7 to 14 inches under the lower-emissions scenario and 10 to 23 inches under the higher emissions scenario
- Many areas of the northeast coast face substantial increases in the extent and frequency of coastal flooding and are at increased risk of severe storm-related damage, such as New York City, which is projected to face flooding equivalent to today's 100-year flood once every decade under the high emissions scenario or once every two decades under the lower-emissions scenario.
- The high concentration of population, property, infrastructure, and economic activity in coastal areas of the northeast will impact the region's emergency response, hazard mitigation, and transportation infrastructure.

According to the study, the New York City region, of which Hudson County is a part, can expect to become more vulnerable to nor'easters, which have a greater impact on coastal areas. Prior nor'easters have significantly disabled New York City's transportation system, including buses, subways, and railroads, as well as its tunnels and bridges. By the end of the century, major coastal flooding threatens to disrupt the city's transportation system with increasing frequency while 100-year floods will threaten to inundate far greater portion of the city.

Hudson County, like parts of Manhattan, is a heavily urbanized low-lying region surrounded by water with the Hudson River to the East, and the Passaic River to the west and south, and the Hackensack River, which bisects the county. Hudson County's population density and extensive waterfront makes it especially vulnerable to the effects of climate change, particularly increased surface temperatures and rising sea levels. In response to the looming negative impacts associated with climate change, Hudson County Endorsed the US Mayors Agreement on Climate Change. Moreover, Hudson County has expressed an interest to aggressively address the following issues related to climate change:

- Findings and recommendations on the UN's Intergovernmental Panel on climate Change (IPCC) with the nexus between land use and transportation
- Report of the Union of Concerned Scientists regarding the potential impacts of climate changes impact on the northeast United States
- Passage of the NJ Global Warming Response Act
- The Impacts on Insurance and Real Estate Development resulting from Hurricane Katrina in 2005.

significant transportation infrastructure. As sea levels rise continues, the current 100-year floods become 10-year floods, and new 100-year flood levels will need to be calculated. This will increase the area of Hudson County that will be in the flood Hazard area. In all likelihood, much of the area up to 20' feet in elevation could be impacted by climate change.

Another factor threatening to increase the incidence of flooding events in Hudson County is the continued loss of wetlands. Wetlands support wildlife and distinct species of plant life and also act as a natural detention basin for floodwater and control various types of water pollution. Unfortunately, Hudson County continues to lose wetlands. According to the Land Use/Cover data from the New Jersey Department of Environmental Protection Agency, Hudson County had 3,897 acres of wetlands in 1986. This number decreased to a mere 1,540 acres by 2002, a decrease of over 50%.

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Hudson County shares much of the same geography as lower Manhattan and thus will likely feel the same impacts from climate change. Flood plains measure the danger or probability of flooding. The 100-year and 500-year are generally defined as the hazard areas. These areas delineate the extent of flooding due to the most severe storm occurring in every 100 to 500 years. The Federal Emergency Management Agency (FEMA) delineates these flood hazard areas on the Flood Insurance Rate Maps (FIRM) as part of the National Flood Insurance Program. The flood hazard areas on the Flood Plains Map represent the 100-year flood areas within the County. The flood hazard area generally lies within the 0-10' elevation range as depicted by the Elevations Map. Approximately 43 percent of the land in Hudson County is within the 100-year flood hazard area. Much of the land identified as flood plain is developed and contains

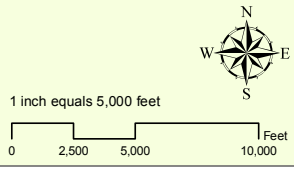




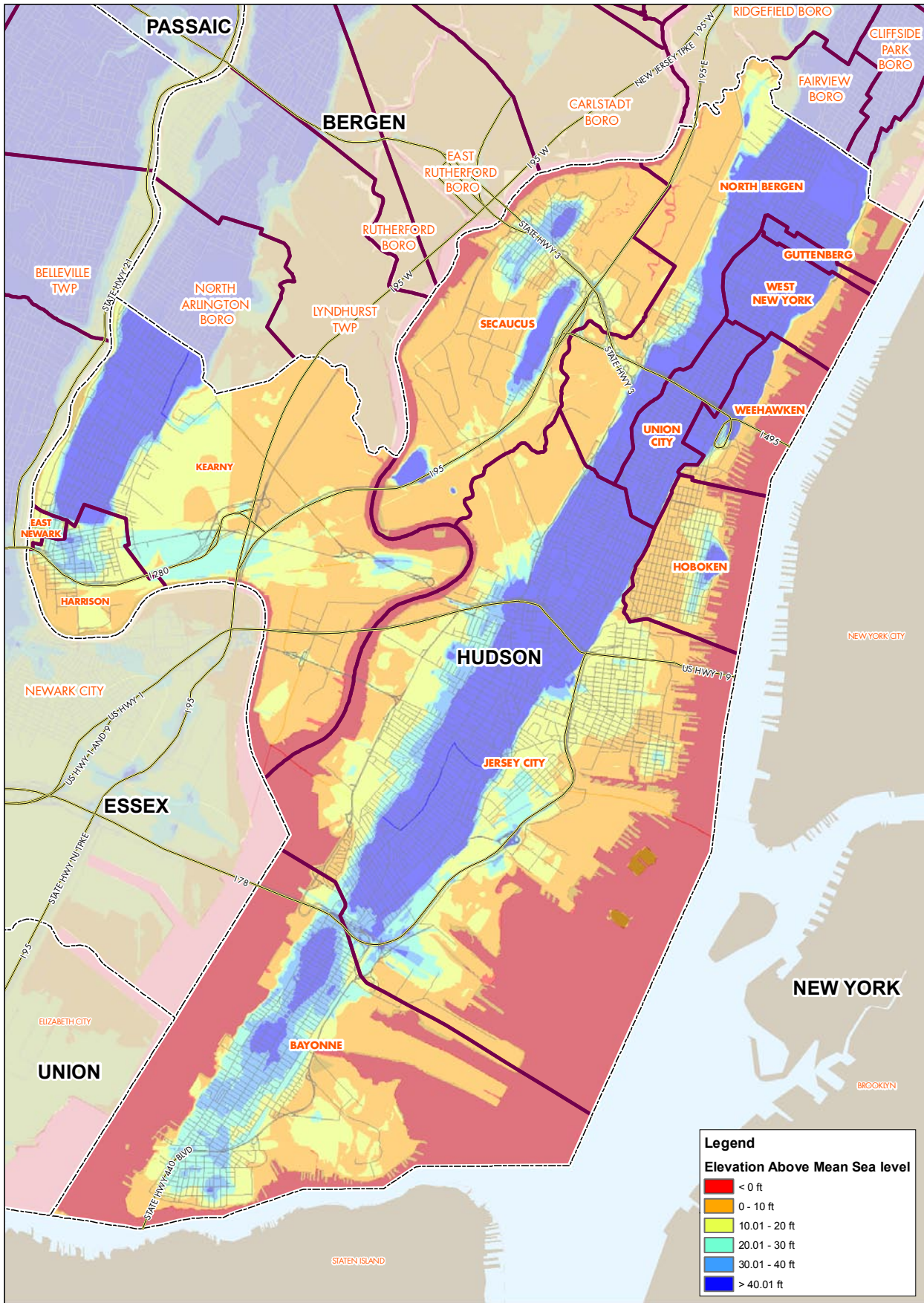


**Legend**  
 100 Year Floodplain

Flood Hazard Map  
 Re-Examination Report - 2008  
 Hudson County, New Jersey







Elevations Map  
 Re-Examination Report - 2008  
 Hudson County, New Jersey

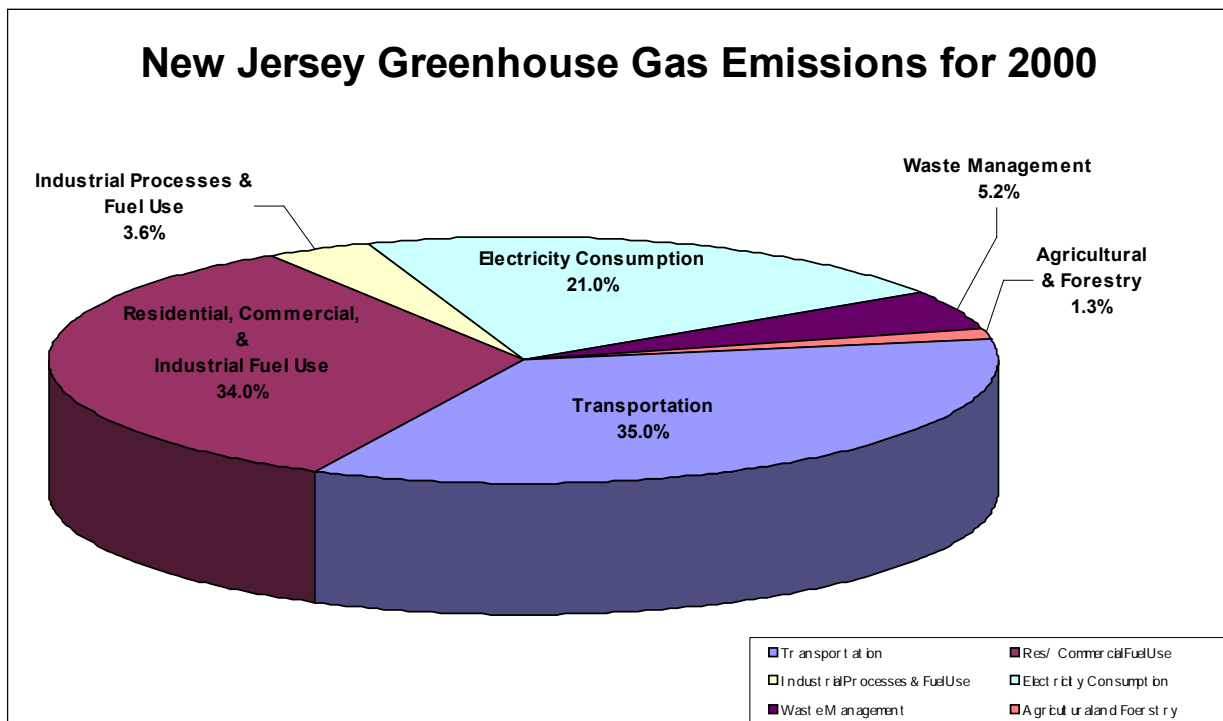
1 inch equals 5,000 feet

0 2,500 5,000 10,000 Feet



Clearly, reducing CO2 emissions to avoid the worst climate impacts will require worldwide action, but the reduction of global-warming gases also needs to take place at the local and regional level. The Global Warming Response Act, passed by the New Jersey State Legislature in 2007, and signed into law by Governor Corzine, requires the New Jersey Department of Environmental Protection (NJDEP) to establish a greenhouse gas reduction program to reduce the global warming emissions, produced in New Jersey to below 1990 levels (roughly 20 percent below current levels) by 2020. As a result of the adoption of this law, the New Jersey Department of Environmental Protection has completed a draft report calculating greenhouse gas emissions for the State, and forecasting future emissions through the year 2020.

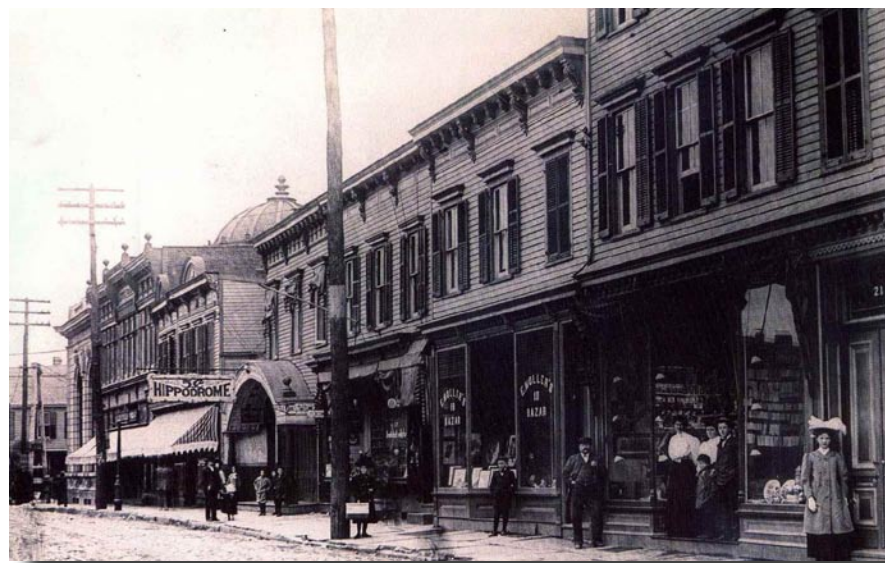
The draft report, entitled “Greenhouse Gas Inventory and Reference Case Projections 1990-2020”, has estimated that activities in New Jersey accounted for approximately 145.1 million metric tons (MMt) of gross carbon dioxide emissions, which is equivalent to about 2% of the total US emissions.<sup>12</sup> The report further details the principal sources of New Jersey’s Greenhouse Gas (GHG) emissions, indicating that the transportation sector is the single largest contributor to greenhouse gasses at 35 percent, followed by the residential/commercial/industrial fuel use sectors at 34 percent. The next largest contributor is electricity consumption, accounting for 21 percent of gross GHG emissions in 2000. Waste Management and Agricultural sectors each contribute 5.2% and 0.4% of GHG emissions in 2000, respectively.<sup>13</sup>





The report also projects future GHG emissions based on continued trends and business-as-usual through 2020, and predicts that New Jersey's GHG will grow steadily, climbing to 164.3 MmtCO<sub>2</sub> by 2020, or 28 percent above 1990 levels. The reports also predict that the transportation sector will still constitute the largest contributor to future emissions growth, followed by emissions associated with electricity consumption.<sup>14</sup>

A number of New Jersey Communities are taking an active role in addressing climate change. Municipalities including Highland Park, Princeton, Montclair, and others have taken steps to reduce their greenhouse gas emissions by both taking an inventory of their carbon dioxide emissions as well as taking steps to reduce those emissions through municipal actions and citizen actions. A region-wide approach holds great promise to further reduce the emission of global warming gases by providing emission inventories to municipalities as well as funding and technical resources.

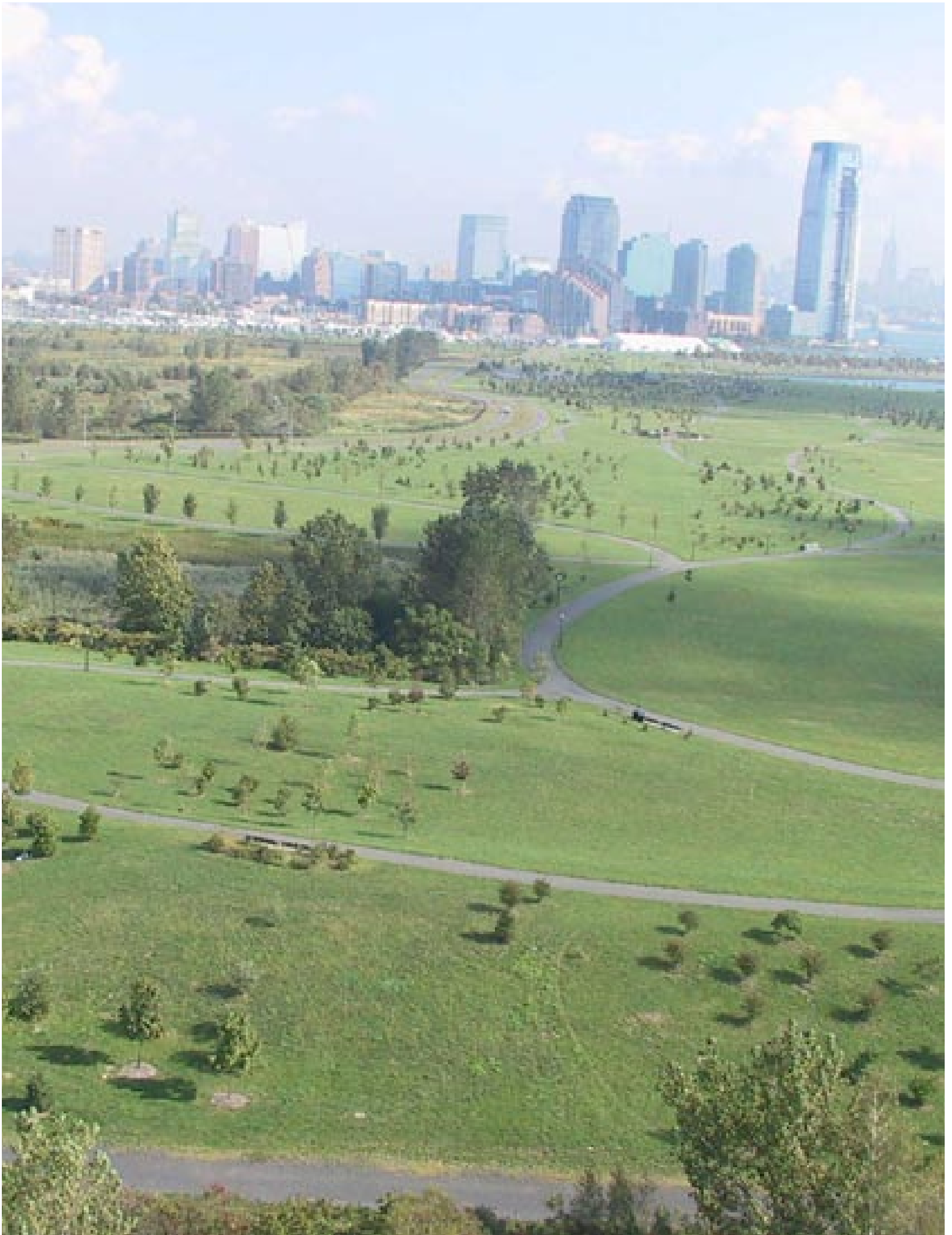


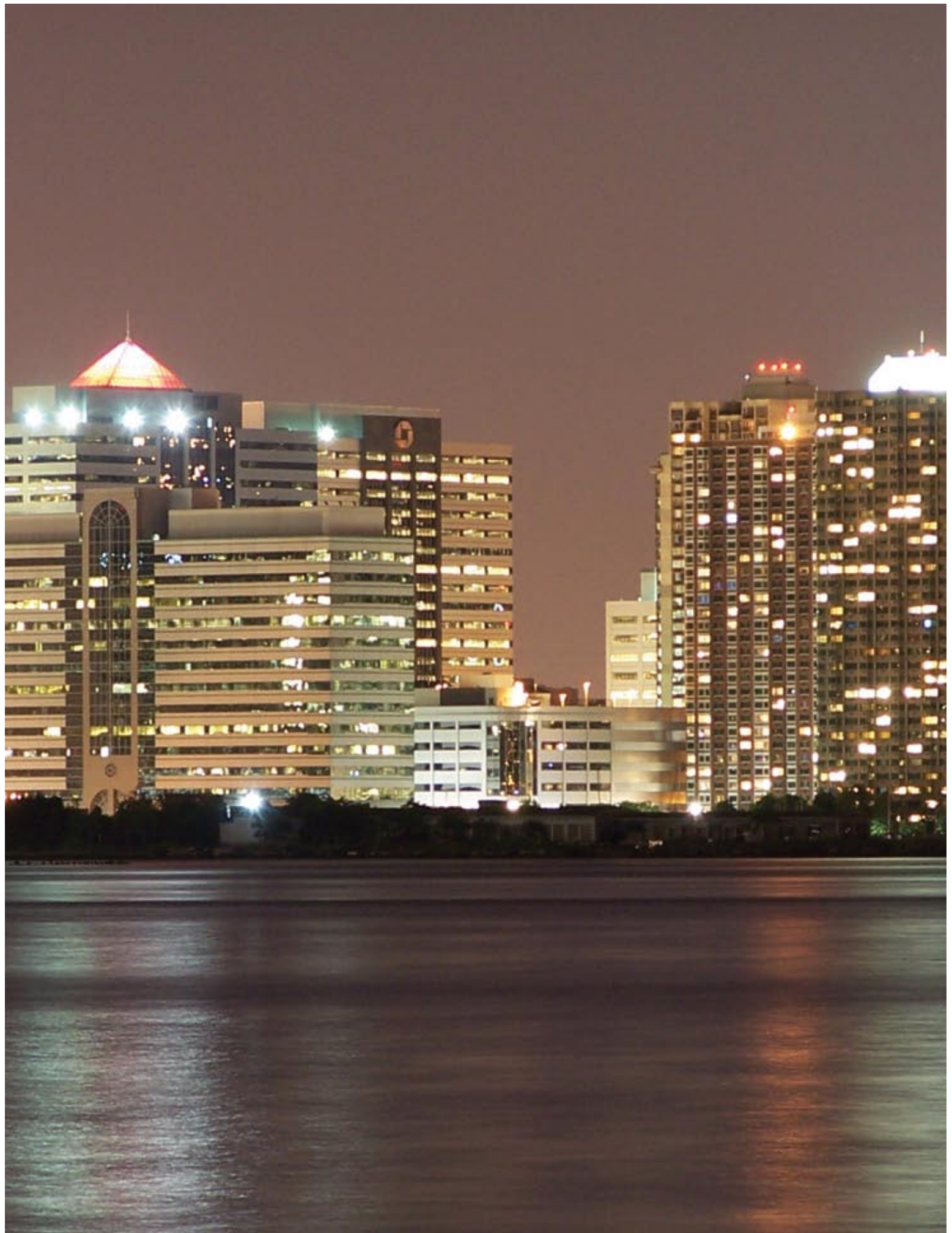
<sup>12</sup> Draft New Jersey Greenhouse Gas Inventory and Reference Case Projections 1990-2020

<sup>13</sup> Draft New Jersey Greenhouse Gas Inventory and Reference Case Projections 1990-2020

<sup>14</sup> Draft New Jersey Greenhouse Gas Inventory and Reference Case Projections 1990-2020









# UTILITY SERVICES PLAN

*August 2008*



## UTILITY SERVICES PLAN

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The Hudson County Combined Sewer treats both the city's wastewater and its rain runoff equally well, and in the same combined facilities. But when high rates of storm runoff overload the system and exceed its treatment capacity, untreated water pours into the Hudson Bay or onto county and city streets. These overflow incidents are likely to increase in frequency as the city's population grows and stronger-than-average storms become more frequent, yet traditional solutions such as building greater treatment capacity may be too expensive for Hudson County to undertake. Clearly, the County must strive to reduce the number and impact of these incidents. Hudson County municipalities currently send its wastewater and storm runoff through the same treatment process. During large storms, the high volume of water overloads the capacity of the combined sewer system, causing overflows that pose significant environmental and public health problems. Urban stormwater runoff also poses a significant risk of localized flooding.

The potential impacts of climate change could make such flooding more complicated and unpredictable. Building greater capacity involves expensive infrastructure improvements that are difficult to build, operate and maintain. An alternative way of thinking about and responding to stormwater is to approach this water as a resource and reduce the amount of it that enters into the County's treatment system. One approach

is to redesign the urban landscape to minimize the volume of runoff that flows into the sewer system. This approach shifts the focus from remediation to prevention by slowing, percolating, retaining and treating water where it falls, all before entering the piped wastewater system. By maximizing the amount of water that infiltrates into soil for natural treatment, the hydraulic capacity of the sewer system may be freed during rainstorms, which minimizes the incidence of overflows and localized flooding. Built on an integrated range of solutions, this alternative approach to stormwater management provides a greater overall benefit per dollar invested than traditional solutions.

A key element of an integrated stormwater infrastructure is more public green spaces that serve as ideal places in which neighbors can interact and as valuable pieces of urban wildlife habitat. Hudson County can effectuate this approach through four inter-related strategies as it modernizes its approach to stormwater management:

- Expand the urban forest (i.e. shade trees)
- Adopt street and park design techniques that reduce volume and rate of stormwater runoff
- Design sites to harvest stormwater for productive uses
- Recommend and require the installation of green roofs in new developments
- Incorporate rain gardens and vegetative buffers into new and existing developments



## The Urban Forest as Stormwater Infrastructure:

One alternative method is to view street trees as a component of the County's stormwater management system. One tree or landscaped garden will have on-site stormwater benefits, but to address the stormwater problem of the entire city, an expansive project to create an urban forest is necessary. Studies have been conducted to evaluate the ability of street trees to prevent rain from entering the sewers. On average, the amount of stormwater that can be intercepted and absorbed by a single tree can range from 845 gallons to almost 2,400 gallons per year<sup>13</sup>. Another study from the Forest Service study in Chicago showed that the presence of street tree canopies could decrease runoff by 4 to 8 percent. Each mature tree was estimated to prevent 327 gallons of runoff per year. The trees' ability to do this depends on many factors including the canopy width, tree type (evergreen or deciduous), rainfall intensity and wind. Trees are able to absorb and release an immense quantity of rainwater. Rain will eventually fall through the tree canopy, but at a slower rate than rain that falls directly into the treepit. This slow metering out of water allows for slower runoff rates and better absorption by the soil. Recent case studies have shown that trees provide a variety of benefits in managing stormwater. They catch and reduce rainfall rates to the ground, absorb and transpire large amounts of precipitation, and act as pollution filters.

Trees can absorb and release huge amounts of water. A single large tree has an average transpiration rate of about 100 gallons of water per day. This function becomes more effective with time as the tree grows and reaches maturity. In addition, the soil surrounding the tree will hold and store additional moisture as well as allow for percolation to the aquifer.

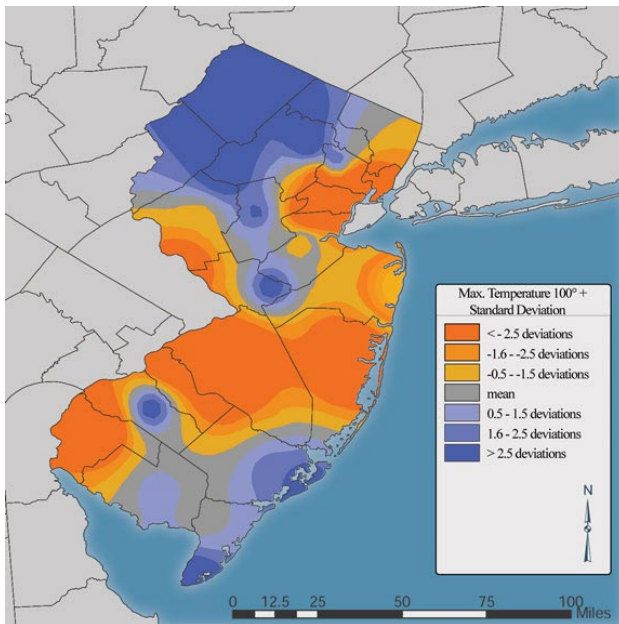
Trees also act as pollution filters for water, soil and air. The urban forest improves air quality by removing nitrogen dioxide, sulfur dioxide, carbon monoxide, ozone, and particulate matter. In fact, a tree can remove up to 13 percent of particulate matter from air surrounding their leaves. Through the process of phytoremediation, tree roots cleanse storm water runoff and soil of nutrients (much more effectively than secondary wastewater treatment).



13 [www.plantsf.org/PL\\_bandy\\_2003.pdf](http://www.plantsf.org/PL_bandy_2003.pdf)



Redefining the role of street trees in the urban environment is gaining prominence in several U.S. cities including San Francisco. Like Hudson County, San Francisco has a combined sewer and stormwater treatment process, which has experienced Combined Sewer Overflow events over the last few years. In a report by the San Francisco Planning and Urban Research Association entitled “Integrated Stormwater Management: Adding an ecological component to San Francisco’s Streets”, recommendations were made to employ a range of treatments that would slow down, absorb, and capture as much stormwater as possible. One recommendation included the expansion of the urban forest through the planting of street trees to cover the over 100,000 available sites throughout the city.



*“The Current and Future Heat Island Effect and Potential Mitigation Strategies in the Greater Newark, NJ Region”*

Solecki, William D. et al.

Increasing the number of street trees and expanding the urban forest has additional benefits, such as reducing the heat-island effect, reducing the cooling and heating loads on adjacent buildings. Street trees can also promote a more conducive pedestrian environment by forming and framing visual walls and providing distinct edges to sidewalks so that motorists better distinguish between their environment and one shared with people

### Federal Clean Water Act

The principal law governing pollution of the nation’s surface waters is the Federal Water Pollution Control Act, or Clean Water Act. The Clean Water Act consists of two major parts, one being the provisions which authorize federal financial assistance for municipal sewage treatment plant construction. The other is the regulatory requirements that apply to industrial and municipal dischargers. Section 319 of the Clean Water Act (33 USC 1328) requires State and local governments to adopt stormwater management plans and best management practices for the elimination of non-point source pollution. The New Jersey Department of Environmental Protection enacted these regulations on a state level (NJAC 7:8). The National Menu of Best Management Practices (BMPs) for Stormwater Phase II was first released in October 2000. The menu of BMPs includes the following:



- Conservation Easements
- Green Parking
- Vegetated Filter Strip
- Open Space Design
- Protection of Natural Features
- Redevelopment
- Riparian/Forested Buffer
- Urban Forestry
- Low Impact Development (LID) and Other Green Design Strategies: LID strategies seek to restore the natural, pre-developed ability of an urban site by absorbing stormwater. This is accomplished by integrating small-scale measures scattered throughout the development site. Some LID strategies include:
  - o Grassed Swales
  - o Green Roofs
  - o Street Design and Patterns
  - o Porous Pavement
  - o Bioretention (Rain Gardens)
  - o Reforestation Programs
  - o Vegetated Filter Strip
  - o Cisterns and rain barrels

## **RECOMMENDATIONS**

### *Improving Stormwater Management*

The County should amend the purposes of the Site Plan and Subdivision Resolution in order to address the impact that new development has on County drainage facilities. These include but are not limited to the following:

- Provide the rules, regulations and standards for the subdivision, development and redevelopment of land affecting County drainage facilities.
- The County should further acknowledge

the role of street trees in managing stormwater runoff by redefining the definition of drainage facilities to include street trees and their root zones as components of the County stormwater management system. The County should further craft design standards for the provision and maintenance of such facilities during site plan and subdivision review.

- The County should require the use of BMPs provided by the Environmental Protection Agency National Pollutant Discharge Elimination System (NPDES) on all development that affect county drainage facilities. This can be accomplished in part by the development of a Low Impact Development checklist for development.
- Mitigate adverse drainage impacts from proposed development on drainage facilities, buildings and lands owned and/or maintained by the county.
- Create and/or maintain aesthetically pleasing landscapes along county roads.
- Ensure that development and redevelopment occurring under the County's jurisdiction minimizes any adverse impacts to the physical and living environment and is developed with the long-term goal of energy and natural resource conservation and environmental sustainability.









# COMPARISON WITH OTHER PLANS

*August 2008*



## COMPARISON WITH OTHER PLANS

### Hudson County Municipalities

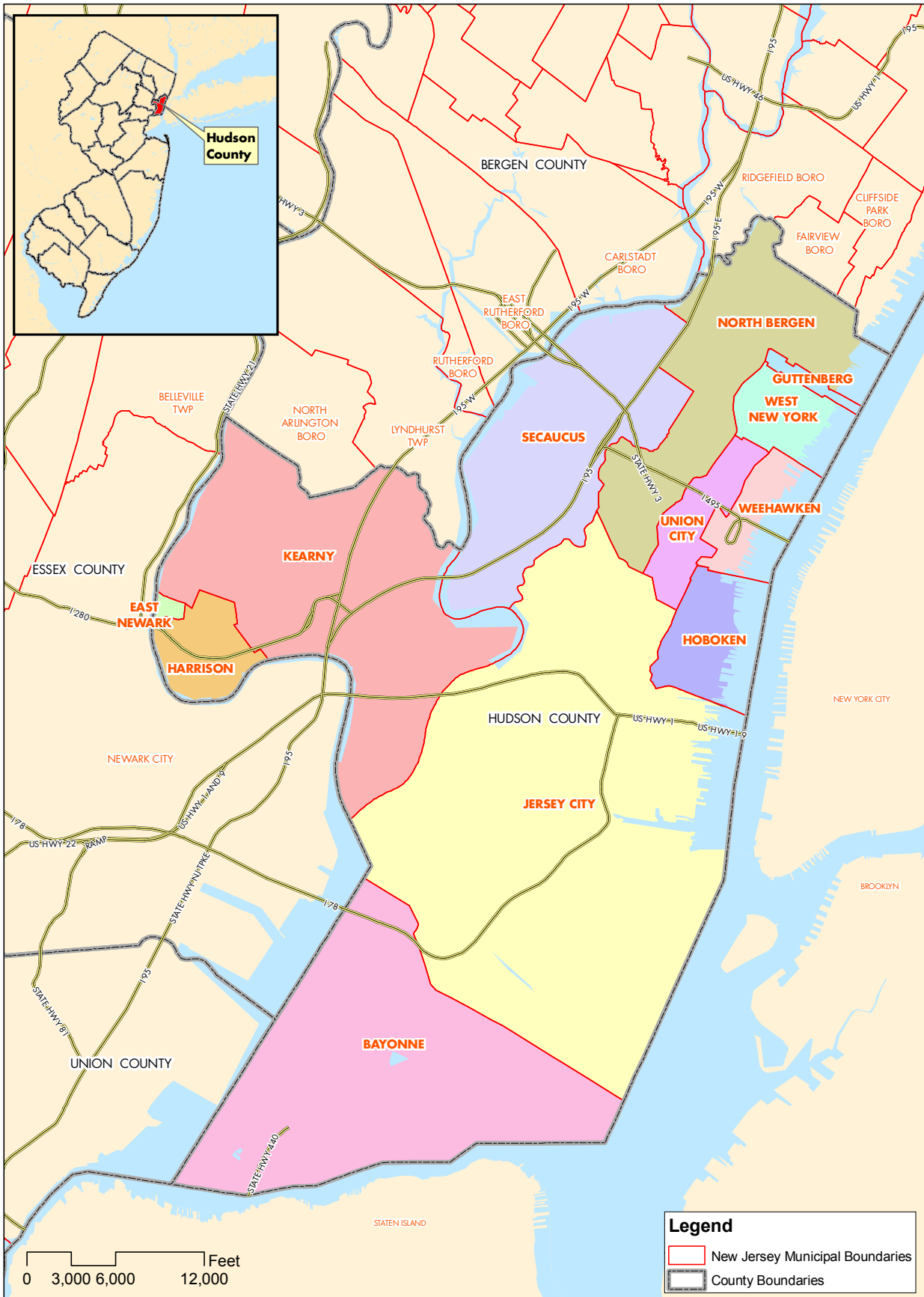
#### *Bayonne*

The Bayonne Master Plan effectively addresses the above goals and the County's larger recommendations. The City's Master Plan focuses on economic revitalization fueled by the redevelopment of the Military Ocean Terminal (MOTBY), Texaco site, Broadway CBD LeFante Highway/Route 169 corridor and Avenue Transit District. The City's employment increases also stem from widespread redevelopment. The development of new mixed-use neighborhood and transit villages along the HBLR with the coordination of existing land uses with transportation infrastructure is also a focus. Recreational amenities such as the Hudson River Waterfront Walkway are also envisioned. Accordingly, the City's Master Plan is generally consistent with and meets the goals of the Hudson County Master Plan.

In addition to the above general goals, the Hudson County Master Plan also focused on several specific issues that relate to Bayonne:

- Encourage redevelopment that utilizes transit-friendly design practices and capitalizes on existing and planned transportation improvements.
- Encourage the construction of a coordinated waterfront walkway along the County's waterfronts.
- Encourage the development of marinas and ports, where appropriate.

- Integrate waterfront development with adjacent neighborhoods by assuring strong physical linkages and appropriate infill development.
- To promote transit and use of alternate transportation modes.
- To coordinate land use activities with the transportation network.
- Promote public access to the Hudson River waterfront.
- Encourage pedestrian/bike traffic by providing appropriate, safe and attractive facilities between population and employment centers.
- Improve access and infrastructure to special development areas, particularly redevelopment areas, in order for them to develop at a reasonable potential.
- Encourage redevelopment that utilizes transit-friendly design practices and capitalizes on existing and planned transportation improvements.
- Improve the developability of industrial areas through measures such as infrastructure and access improvements.
- Encourage development patterns that take advantage of the HBLRT System.
- Promote land use policies, which maximize the use of existing and proposed transportation infrastructure by concentrating development activity in areas served or to be served by mass transit.
- Support measures to protect scenic views.



Regional Context Map  
 Re-Examination Report - 2008  
 Hudson County, New Jersey





Bayonne's planning efforts demonstrate consistency with the above-mentioned goals, objectives, and strategies as demonstrated throughout this Re-examination report.

Furthermore, the 2002 Hudson County Master Plan contains a list of 49 "development nodes" (established in the Strategic Revitalization Plan), three of which are in Bayonne: MOTBY, Constable Hook, and Bergen Point. The Master Plan indicates that much of the new development in the County will be within the identified nodes.

- o MOTBY – Mixed-use redevelopment plan has been adopted. See above for details.
- o Constable Hook – Shown on the Land Use Plan as "Waterfront Recreation" and "Highway Commercial/Selected Light Industrial", with smaller portions shown as "Heavy Industrial" and "Public/Semi-Public". This area includes the Municipal Landfill & PSE&G site, Domenico Bus Site, Farina Site, Bay Towne Center site, and South Cove Development Corporation site.
- o Bergen Point – Shown on the Land Use Plan as "Waterfront Development District", "Heavy Industrial" and "Community Commercial". This area includes the Texaco property and the Dugan property.

### *Borough of East Newark*

The Borough of East Newark Master Plan was adopted in 1984 and has not been re-examined since then. The objectives are outdated and limited in scope, with the first two being the creation of a planning board and the preparation of a land use plan (which was performed as part of the Master Plan, although this plan is limited to three pages and goes into very little detail) to provide the basis for enactment of a zoning ordinance. The remaining three "objectives" are vague and more in line with broad goals than the typical specific objectives outlined in modern master plans. They are as follows:

- Maintain the present character of the Borough's housing and land use pattern and upgrade obsolete uses, buildings and sites wherever practical and possible
- Provide for improvement and expansion of existing community facilities to better serve the residents of the Borough.
- Endorse the recommendations of previous studies to eliminate certain traffic and water pressure problems and provide new improvements.

The plan makes no reference to county, state or regional planning efforts. The comparison with other plans section consists of one paragraph and states only that zoning in East Newark is compatible with adjacent zoning in neighboring municipalities. In the community



facilities plan, there are three relevant recommendations which should be updated to see if they have been adequately addressed in conjunction with the County and/or other entities:

- “The Borough should continue to use all available means to alleviate the water pressure problem that exists in the vicinity of Reynolds and Searing Avenues and Mulock Place.”
- “The Borough should continue to work toward the upgrading of its combined sewer system to eliminate infiltration and other problems in conjunction with the Passaic Valley Sewerage Commissioners and appropriate State and Federal agencies. We concur with the recommendations included in the survey prepared by Elson T. Killam Associates, Inc. relating to the internal inspection of about 42 percent of the sewers in the Borough.”
- “The Borough should press the County to make the improvements to the Passaic Avenue and Central Avenue intersection as noted in the Harrison-Kearny-East Newark TOPICS Study prepared in 1974 by Richard P. Browne Associates. A copy of the report recommendation is incorporated here because it is felt that this improvement will become even more necessary to serve the future users proposed in this vicinity by the LAND USE PLAN.”

The remainder of the plan consists of historic and demographic information about the Bor-

ough rather than plans for the future. Because of the age of the Borough’s Master Plan and its small size/limited resources, there are relatively fewer issues to address as compared with other municipalities. The above recommendations should be explored to see if they are still issues or have been long since resolved, and Borough officials should be encouraged to undertake a new Master Plan or at least a thorough Reexamination Report.

### *Town of Harrison*

The Harrison Master Plan effectively addresses the above goals and the plan’s larger recommendations. Through this Master Plan’s focus on increasing density and development along the traditional thoroughfares of Frank E Rodgers Boulevard and Harrison Avenue, increasing active recreation space within the Town, and the focus on increasing transportation links between both Harrison and other municipalities and Harrison and the Waterfront Redevelopment area, this Master Plan meets the goals of the Hudson County Master Plan.

In addition to the above general goals, the Hudson County Master Plan also focused on a three issues specifically for Harrison to address.

- The first was the need to improve the waterfront, through a redevelopment plan. Since the Hudson County Master Plan was adopted, the Town has addressed this issue by adopting a redevelopment plan for the Waterfront Redevelopment Area.

- The second issue was the need for additional bus service for the western section of Hudson County, ideally creating a connection to the new Secaucus Transfer Station. While the Town is unable to establish such a link, the Master Plan does carry out this goal, recommending the Town seek additional transit service in Harrison, including an NJ Transit stop. An NJ Transit stop in Harrison would make a Secaucus bus like unnecessary.
- The final issue was the need to encourage high-density development around transit stops, particularly train stations. Harrison and the Harrison Master Plan effectively deal with both of these issues through the Waterfront Redevelopment Plan, which includes high-density development around the PATH station and the Master Plan recommendations to improve the linkage between downtown Harrison and the PATH station.

### *City of Hoboken*

The City of Hoboken Master Plan was adopted in 2003. Hoboken's goals are expressed as seven proactive "key ideas and initiatives." They are:

1. **Transportation:** Hoboken is a walkable city with great transit access, but also is a city that has many residents who have an automobile. Transportation improvements will make Hoboken a better place for pedestrians, bicyclists, and transit riders, while improving conditions for those who drive.
2. **Community Facilities:** Like the best of suburbs, Hoboken will have high-quality, modernized school facilities. Like the best of urban centers, Hoboken will have a vast array of community facilities consistent with its demand for social and cultural enrichment.
3. **Parks:** Ten years ago, Hoboken had less than 20 acres of parks. Ten years from now (6 years from today) Hoboken will triple that amount and its parks will showcase the best that landscape architecture and park programming can offer.
4. **Housing:** The challenge 30 years ago was to maintain housing. Now the challenge is to maintain diversity.
5. **Economic Development:** Hoboken will not be a bedroom community burdened by too-high taxes. New economic development will add to the City's tax base---and directly fund community improvements---but will not overwhelm what makes Hoboken special.
6. **Land Use:** New housing has been built---and older residential buildings have been restored --- in all parts of the City in recent years. Consistent with both smart growth principles and Hoboken's historic mixed-use development pattern, commercial and office uses will complement residential growth. The goal is to create a balance of uses so that Hoboken is not just a residential enclave, but continues to be a true urban village.
7. **Design:** New construction is taking place in and around Hoboken's many historic buildings and neighborhoods. The goal is not just to preserve what is best, but also





to require high-quality design that will build the historic districts of the future.

The “Relationship to other plans” section of the Hoboken Master Plan states that its goals are consistent with the Hudson County Master Plan. It also addresses the neighboring municipalities and suggests rezoning an area in the northern portion of the City because it is incompatible with neighboring uses in Weehawken. This section states that the Hoboken Master Plan’s Utility Service Plan Element encourages the reduction of waste and the promotion of recycling and is compatible with the Hudson County Improvement Authority’s Hudson County Solid Waste Management Plan.

The Hoboken Master Plan appears to be in agreement with all the goals of the Hudson County Master Plan with the possible exception of encouraging manufacturing, as the plan focuses on residential and commercial uses and proposes re-zoning some industrial land to other uses. Circulation is particularly well accounted for in a pedestrian and transit-focused circulation element which recognizes the realities of the car. The Open Space, Recreation, and Conservation element promotes green design, which would be compatible with the current emphasis of the County in preparing the Re-examination Report.

### *City of Jersey City*

The Jersey City Master Plan was prepared in 2000, prior to the completion of the 2002 Hudson County Master Plan. It does not

specifically reference the Master Plan, but does discuss the Hudson County Strategic Revitalization Plan for the Urban Complex. The Jersey City Plan states that the Strategic Plan treats the County as one interconnected urban complex with Jersey City as its core. The plan cites the following goals from the Strategic Plan:

- Combining municipal systems for cost savings
- Creation of more affordable housing
- Improvement of deteriorating infrastructure
- Environmental protection and remediation
- Enhancement of tourism

The plan also lists the following as relevant “mechanisms for achieving goals through specific action strategies... through local, County and State efforts”:

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

The Jersey City Master Plan in 2000 stated that its Land Use plan was consistent with the policies and approach of the Strategic Revitalization Plan.

The goals of the Jersey City Master Plan are as follows:

- Provide unique attractive and high quality residential areas that would serve existing and attract new residents with a wide range of housing and lifestyle choices
- Concentrate cultural, entertainment, commercial and institutional activities for residents and visitors within distinctive and highly accessible City-wide and neighborhood-serving activity districts
- Increase availability of community resources for residents through an efficient system of shared City-wide resources (such as libraries, hospitals, colleges and universities, recreational facilities, waterfront amenities, police facilities, etc.) and residential area specific resources (such as schools, community (pocket)parks, daycare facilities, and senior centers).
- Enhance connections between residential areas, activity districts, and community resources in the City through an attractive and pedestrian-friendly community access system incorporating a wide range of mode choices (mass transit, personal automobile, bicycle, and pedestrian).
- Continue to develop regional economic engines within the City that support local economic development objectives.

- Develop a national tourist destination that supports and enhances the City's neighborhoods and activity districts
- Sustain global economic nodes such as the port that support regional economic growth without adversely impacting the quality of life in the City's neighborhoods

These goals are consistent with the general goals of the County Master Plan, particularly Goals 2 (To provide for the economic revitalization of the County's commercial and industrial base) and 3 (To preserve the character of existing well-established neighborhoods) and the Land Use Goals. Although neither the Introduction nor Goals and Objectives sections specifically reference Jersey City as the core of the urban complex, the relative size of Jersey City to other municipalities in the county means that many of the goals and objectives set forth in the plan have direct relevance to Jersey City. The Land Use Goals are as follows:

1. To maintain and improve areas that provide centers for employment, education, shopping, and other resources.



2. To encourage existing manufacturing and industrial uses to remain, modernize and expand and to encourage new manufacturing and industrial uses to locate in the County.
3. To provide for a full range of retail businesses and personal services in suitable locations to serve the needs of the County.
4. To assist in the implementation of the development and redevelopment of the waterfronts of the Hudson, Passaic and Hackensack Rivers.
5. To relate land use planning and transportation capacity and to promote development intensities that will support mass transit.

Goal 4 will be a particularly important issue to discuss with Jersey City because of its large waterfront area and the extensive redevelopment it is undergoing – the consistency of and cooperation on waterfront redevelopment plans should be addressed in depth.

Specific Objectives for Waterfront Areas in the County Master Plan are:

1. Encourage the construction of a coordinated waterfront walkway along the county's waterfronts.
2. Encourage the development of marinas and ports, where appropriate
3. Integrate waterfront development with adjacent neighborhoods by assuring strong physical linkages and appropriate infill development.

The Jersey City Master Plan has 9 objectives for waterfront development, which appear to be mostly consistent:

- Encourage compatible waterfront development in the vicinity of Liberty State Park
- Continue the construction of the Hudson River Waterfront Walkway and address its relationship to industrial uses along the southern waterfront
- Preserve significant waterfront view corridors and enhance waterfront access
- Promote the development of the Hackensack River waterfront from the Pulaski Skyway on the north to City of Bayonne in the south
- Address the opportunity for a Hackensack River waterfront walkway connecting to HMDC facilities planned to the north and those planned in Bayonne to the south
- Promote waterfront development through supporting infrastructure
- Promote the comprehensive redevelopment of the Route 440 corridor to take advantage of its proximity to the New Jersey Turnpike, Newark Airport, the Hudson Bergen Light Rail Transit System (HBLRTS), the Hackensack River, Lincoln Park and the overall highway network.
- Integrate waterfront development into the core of the city so that all areas of the City are coordinated and function as part of the city as a whole
- Review redevelopment plans to ensure consistency among them. Revise and update obsolete redevelopment plans as necessary.



Key issues to focus on with Jersey City would be the waterfront, commercial and industrial since JC is the “core” of the urban complex, and various circulation issues.

### *Kearny*

The Kearny Master Plan effectively addresses the above goals and the plan's larger recommendations. The Town's Master Plan, which was recently amended with the adoption of a Strategic Vision Plan, focuses on new and improved connections both within Kearny and between Kearny and adjacent municipalities; coordinated planning efforts with the Meadowlands; economic revitalization fueled by implementation of the Passaic and Schuyler Avenue redevelopment plans, revitalization of the Kearny Avenue CBD, and revitalization of South Kearny as an inter-modal business center; the coordination of land uses with planned transportation infrastructure such as the potential for new transit-oriented development in conjunction with the possible reactivation of the Kingsland line; improved public access to the Passaic waterfront, and infrastructure improvements. Accordingly, the City's Master Plan is generally consistent with and meets the goals of the Hudson County Master Plan.

In addition to the above general goals, the Hudson County Master Plan also focused on several specific issues that relate to Bayonne:

- Consider the established character of existing neighborhoods as a factor in the evaluation of new development and redevelopment projects.
- Protect existing neighborhoods from incompatible infill development.
- Encourage redevelopment that utilizes transit-friendly design practices and capitalizes on existing and planned transportation improvements.
- Encourage the construction of a coordinated waterfront walkway along the County's waterfronts.
- Integrate waterfront development with adjacent neighborhoods by assuring strong physical linkages and appropriate infill development.
- To promote transit and use of alternate transportation modes.
- To coordinate land use activities with the transportation network.
- Encourage pedestrian/bike traffic by providing appropriate, safe and attractive facilities between population and employment centers.
- Improve access and infrastructure to special development areas, particularly redevelopment areas, in order for them to develop at a reasonable potential.
- Encourage redevelopment that utilizes transit-friendly design practices and capitalizes on existing and planned transportation improvements.
- Improve the developability of industrial areas through measures such as infrastructure and access improvements.



- Establish industrial areas with sufficient access to transportation facilities.
- Promote land use policies which maximize the use of existing and proposed transportation infrastructure by concentrating development activity in areas served or to be served by mass transit.

Kearny's key planning efforts demonstrate consistency with the above mentioned goals, objectives, and strategies in the following ways:

### *Connections*

One of the key points of focus of the Strategic Vision Plan is strengthening existing connections and establishing new connections within Kearny, and between Kearny and adjacent municipalities, the Meadowlands, and planned recreational amenities (e.g. East Coast Greenway, Meadows Path). In particular, the Strategic Vision Plan recommends establishing three key east-west cross-town pedestrian connections within the Uplands. The proposed connections link existing and planned recreational facilities, community facilities, the Town's two redevelopment areas, and the Meadowlands. Portions of the proposed connections are "off road" (e.g. rail rights-of-way and parks) while other portions utilize the existing road network. The planned Passaic Waterfront Walkway and planned Passaic Riverfront Trail, when implemented, will also serve as key connections in Kearny as well as providing new recreation opportunities. The Strategic Vision Plan also discusses the Portal Bridge Capacity Enhancement

Project (a component of the Trans Hudson Express Tunnel Project), and the possibility of making the new bridge pedestrian and bicycle accessible, providing a potential link between the Kearny Meadowlands and the Hackensack River Greenway near Laurel Hill Park (as planned for as part of the East Coast Greenway). The Strategic Vision Plan also discusses and recommends improvements to the public transportation system in order to further improve connections within Kearny. Overall, the recommended connections in the Strategic Vision Plan meet several of the goals of the Hudson County Master Plan with regard to promoting alternate methods of transportation and encouraging bicycle/pedestrian traffic.

### *Redevelopment Plans*

As they become implemented, the Town's two redevelopment plans will achieve a number of the goals and objectives of the County Master Plan. Both the Passaic Avenue and Schuyler Avenue Redevelopment Plans call for mixed use development as well as open space/recreation areas. One of the goals of the Passaic Avenue Redevelopment Plan is to reclaim the Passaic waterfront for public use; the Plan establishes a walkway along the entire length of the Passaic River within the Area boundaries, and also calls for a riverfront park. The County Master Plan's goals regarding coordination of land use and transportation and the use of transit-friendly design could potentially be realized if the Kingsland line is recognized this and recommends that the redevelopment plan be updated if and when plans for a new station in Kearny become realized.

### *Preserving Neighborhood Character*

One of the key goals of Kearny's Master Plan for a number of years has been to protect the character and value of residential neighborhoods by regulating the type and intensity of land uses. As such, one of the key goals of the Town's Strategic Vision Plan is to preserve and protect the established residential character of the Town and provide for compatible infill development. The Strategic Vision Plan contains a number of recommendations intended to help achieve that goal, including rezoning portions of R-2 neighborhoods to R-1; redefining the first story to include garage space; reduce the maximum height; increase building coverage and setbacks; revising the definition of 'half story' to include roof pitch and to relate the size of the half story to the floor below; and establishing design standards.

### *Green Buildings*

The Town of Kearny also meets the County's goals regarding sustainability. The Town recently adopted a Green Building Ordinance that encourages all new projects in the Town to meet minimum LEED standards; requires that Town-funded facility projects meet the LEED "Silver" rating standards; and provides density and floor area ratio incentives for projects within formally designated redevelopment areas, which meet various LEED ratings criteria.

### *Transportation*

The Town's Strategic Vision Plan contains a number of recommendations regarding mass transit and transportation improvements. Key goals of the Plan include improving and en-

hancing the Town's transportation network, encouraging expansion of the public transit system and promoting walking and alternative modes of transportation. Specific recommendations of the Plan include the use of jitneys, expanded bus service, partnering with NJDOT to explore the concept of a Passaic River taxi; "context sensitive" improvements such as bike lanes, traffic calming techniques, and widened sidewalks; a potential Harrison Avenue/Belleville Turnpike connector road, and, as mentioned above, coordinating land use decisions with the potential reactivation of the Kingsland rail line and possible new commuter rail station in Kearny.

### *City of Union City*

The Union City Master Plan effectively addresses the above goals and the plan's larger recommendations. The City is in the process of adopting a new Master Plan and a draft is currently being reviewed by City officials. The Union City Master Plan process was initiated by a SWOT analysis, which served as the basis for formulating the plan's goals and objectives. This Master Plan's focuses on maintaining and improving activity and development along the traditional thoroughfares of Bergenline Avenue and Summit Avenue, working towards increasing active and passive recreation space within the City, and the focus on increasing transportation links between Union City and other municipalities. Accordingly, the City's Master Plan is generally consistent with and meets the goals of the Hudson County Master Plan.





In addition to the above general goals, the Hudson County Master Plan also focused on several specific issues related to Union City:

- Encourage redevelopment that utilizes transit-friendly design practices and capitalizes on existing and planned transportation improvements.
- Consider the established character of existing neighborhoods as a factor in the evaluation of new development and redevelopment projects.
- Provide assistance to municipalities in the preparation of urban design standards for infill development to create “urban neighborhoods of place” that reflect the character of existing neighborhoods.
- Encourage municipalities to consider design standards for new construction that create a sense of unity and order in the design of buildings, signs and other structures and separate standards for unified streetscape improvements in downtown areas.
- Encourage the grouping of compatible retail establishments into functional commercial centers to promote synergy among businesses.
- Improve on-street and off-street parking by establishing parking management practices, providing additional signage and increasing capacity, where appropriate.
- Encourage the preservation of the County’s historic districts to provide a focus for the revitalization of historic residential and commercial areas.

- Expand existing parks and encourage development of new parks where feasible.
- Encourage coordination between municipal and county park departments and boards of education to maximize the potential for recreational programs that meet the needs of the population.
- Support measures to protect scenic views

Union City’s planning efforts demonstrate consistency with the above-mentioned goals, objectives, and strategies in the following ways:

### *Design Standards*

The Union City Master Plan goals include the creation of centers of activity in order to promote a sense of place and to improve the blighted appearance of the city. The Master Plan identified eight areas within the city that are appropriate for zoning changes;

- Downtown Area
- Center-City
- Highpoint, Summit, and Kerrigan Avenues
- Northeast Union City
- New York Avenue Between 7<sup>th</sup> and 12<sup>th</sup> Street
- Bergenline Avenue Commercial District

The Master Plan recommends that each of these areas establish strong design standards that promote mixed-uses, pedestrian-friendly design, and incorporate public spaces. Development and redevelopment of these areas should be center-based development that is design driven to creating development patterns where the community can walk, shop and gather around.

#### *Expanding parks/open spaces*

The Union City Master Plan recognizes the existing open-space assets of the City and has a goal to acquire land for new open spaces. The Master Plan recommends the development of a network of open spaces so that every corner of the city is within a 5-minute walking distance from a park, playground or other public spaces. The Master Plan also recommends that the city work to improve the provision of recreational facilities for residents of all ages within the City.

The Union City Master Plan is also consistent the County's goal of increasing municipal cooperation with educational and county institutions to increase recreation opportunities. The Master Plan recommends the creation of a facility-sharing program, as part of developer agreements in redevelopment plans, for indoor and outdoor recreational facilities. The Plan also recommends that the City explore additional opportunities to share City, County and School parks and recreational activity space given the built-out nature of the City and its needs to provide recreational space.

The Union City Master Plan does not directly address a number of the plans adopted by Hudson County subsequent to the 2002 County Master Plan, but does address the County's Urban Forestry Plan to plant 10,000 new trees over the next 10 years. Consistent with that goal, The Union City Master Plan has a goal to conserve natural resources by increasing the shade cover/canopy of the City by 20% over the next five years. Specifically, the Master Plan recommends the following

- Establishment of a shade tree commission;
- Completion of a Community Forestry Plan;
- Seek funding sources/grants to plant and maintain trees;
- Participate in the Cool Cities Program and plant 250 trees per year;
- Engage volunteers in tree plantings;
- Provide care and maintenance of trees

#### *Township of North Bergen*

The Township of North Bergen Master Plan was last Updated and Reexamined in 1993. The Township adopted re-examination reports in 1994 and 1998. The Township also has an Affordable Housing Element prepared in 1992/1993 and a Circulation Element (prepared sometime in the 1990s, no date). The Township is currently working on completing a new re-examination report, which is to be completed sometime in 2008. The general goals from the 1987 Master Plan were not



changed in the 1993 Re-examination. They are:

- To expand the tax base to promote the economic well being of North Bergen and its residents;
- To promote environmental quality;
- To expand housing opportunities for the Township's residents;
- To promote safe and efficient circulation;
- To protect the integrity of neighborhoods; and
- To provide visual and physical access to the waterfront and to the Palisades Cliff

The 1994 Update indicates that commercial and residential development had returned to the Township in large quantities since 1987, thus stabilizing and increasing the tax base. Neighborhood Rehabilitation Program grants had been used to improve neighborhoods and generate affordable housing. It also notes that an outdated sewer system had been replaced since the previous report, thus moving toward the objective of environmental quality. Other direct initiatives to specifically meet this objective are not apparent. The plan notes difficulties in protecting the integrity of neighborhoods in that non-conforming commercial uses had been built in residential districts (and some residential in commercial) without the acquisition of appropriate variances, and residential development and redevelopment had occurred in excess of the permitted vacancy in much of the single family residential zone.

The Circulation Plan Element describes the Township's major roadways, bus service, parking policies, areas of congestion concern, roadway projects, and intermodal facilities. Recommended improvements include numerous roadway upgrades, elimination of certain at-grade railroad crossings, widening of Secaucus Road, and conducting a comprehensive parking study. The Plan has four "primary goals."

- Separation of local and regional truck traffic
- Separation of heavy truck and auto traffic
- Minimize topographic barriers
- Provision of "missing linkages" in the circulation system

The Township has collaborated with NJDOT, NJTransit, and various state committees and agencies to help address regional transportation concerns in the Hudson River Waterfront Corridor. Particular concerns are present in several areas:

- It is noted that the presence of numerous jitney operators providing service along Boulevard East, Bergenline Avenue and Kennedy Boulevard as well as traditional bus service providers created competition, confusion, and congestion. It raises the issue of uncertain schedules of jitney operators, difficulty in determining whether all van operators are properly certified, and lack of availability of transfers between the different operators.



- A parking survey showed that parking was in fairly short supply but the most serious problems seemed to be caused by drivers choosing to park illegally rather than walk as little as a block to their destination.
- A traffic analysis was performed in 1992 as part of the Hudson River Waterfront Transportation Corridor Study. Problem intersections included Tonnelle Ave & 46<sup>th</sup> St and JFK Blvd & Patterson Plank Road. Congested roadways cited were 79<sup>th</sup> St, Patterson Plank Road, and Tonnelle Ave. Accident Location analysis showed that problems had been consistent in 1992, 1978, and 1965. The problem areas for accidents were along Tonnelle Ave at Secaucus Rd and the Turnpike intersections and Bergenline Avenue around the entrance to Braddock Park at 79<sup>th</sup> Street. Vehicle accidents were also prevalent on some of the Townships streets with steep slopes.

### *Town of Secaucus*

The Town of Secaucus Master Plan was last Reexamined in 1999. It notes that the Town of Secaucus is unique in that 88% of its land area is within the jurisdiction of the Hackensack Meadowlands Development Commission, leaving only 12% under local control near the center of town and Route 3. Therefore, the Master Plan focuses primarily on the areas under local control. The Plan is also somewhat critical of the bureaucracy of the

HMDC and how long planning processes take due to the complex interactions of different government agencies. Three major problems are listed:

- **Regional and Local Conflict:** The Town is clearly concerned about its interaction with the Meadowlands Commission and the various agencies that become involved with planning in Secaucus because of it.
- **Circulation:** Concerned about truck activity because of the extensive warehousing and distribution facilities, forecasts major increase in truck traffic after dredging of nearby ports
- **Open Space and Recreation:** Lack of parks; Laurel Hill Park has helped, waterfront development restrictions in the Meadowlands will help provide visual enjoyment/passive recreation but facilities still badly needed for active recreation... states that County owns land in Secaucus which could be used for this purpose.

Most of the Objectives are very general/universal, except

- Encourage and promote the social interaction of groups and individuals to maintain the strength of the community; and
- Provide for efficiency and economy in governmental administration

And Goals include:

- Maintain the existing density of residential development



- Seek devolution of zoning control from the HMDC to the local level for additional categories of land use beyond one and two-family homes in areas directly affecting the core area of the Town.
- Facilitate ownership and types of housing to meet the income, aesthetic and personal requirements of the Town's present and future population
- Seek long term solutions to traffic congestion
- Small scale commercial development for the everyday needs of Secaucus residents should be located primarily downtown
- Preserve and protect environmentally sensitive areas
- New recreational opportunities accessible to Secaucus residents should be developed in appropriate places
- Maintain a healthy balance between development and open space
- Encourage the development of a capital improvement plan for utilities
- Encourage tree planting and maintenance of existing trees in order to enhance neighborhood quality

### *Township of Weehawken*

The Township of Weehawken Master Plan was prepared in 1984 and was last reexamined in 2003. The 2003 Reexamination describes the 1998 Hudson County Urban Complex Strategic Revitalization Plan and appears to take it into consideration although consistency with the plan is not discussed in detail. The 2003 Re-exam lists 24 objectives from the 1991 Re-exam and 9 from the 1998 Upper

Weehawken Land Use Plan Element. The majority of these objectives continue to be goals for the Township. These goals include:

- Provide for improved facilities for retail and service trade in locations which will not have an adverse affect on residential areas.
- Provide for the safe and efficient movement of people and goods throughout the community and provide for improved access to the waterfront to foster redevelopment.
- Improve the quality of the environment especially with respect to air, noise, open space and greenery.
- Provide for mixed use development
- Provide for open space (the plan notes that new park lands are being developed as part of planned waterfront developments and waterfront walkways)
- Establish limits on the basic size of development
- Permit, within limits, a greater floor area ration if certain amenities and facilities are provided.
- Establish rules controlling the height of buildings.
- Require adequate access and mass transit facilities.
- Integrate Weehawken's planning with that of neighboring communities
- To preserve the historic and cultural heritage of the Township by determining whether pending development would adversely affect historic or cultural values.

- To promote the conservation of energy through the use of planning practices designed to reduce energy consumption and to provide for maximum utilization of renewable energy sources.
- To formulate a storm water management plan and implementation ordinance to reduce the increase (sic) runoff from new land development, to assure safety of bridges and culverts, to induce water recharge into the ground, to lessen non-point pollution and to maintain the integrity of stream channels.
- To encourage active participation in the planning process by Weehawken's citizens.
- To promote maximum practicable recovery and recycling of recyclable materials from municipal solid waste through the use of planning practices designed to incorporate the State Recycling Plan goals and to complement the municipal recycling programs.
- To improve the physical character of the retail commercial businesses along Park Avenue through streetscape improvements, infrastructure maintenance, the use of zoning controls to permit outdoor seating as appropriate and to enforce the Ordinance.

Weehawken's master plan is newer and more progressive than many in the County. Its objectives address important circulation and environmental issues that are not touched on in other plans. The county should take this opportunity to collaborate with the Township on these issues.

### *Town of West New York*

The Town of West New York Master Plan was last Reexamined in 2001. Prior to that, the Town's Master Plan consisted of the following reports and studies:

- o Updated Population Report (August, 1975)
- o Existing Uses of Land (October, 1975)
- o Revised Land Use Plan (October, 1975)
- o Community Facilities Analysis & Plan (November, 1975)
- o Land Use Plan (November, 1978; Revised July 1, 1986)
- o Housing Element (July, 1988)
- o Recycling Plan Element (June, 1990)

The Land Use Plan, last revised in 1986, recognized that West New York was a small, largely built-out municipality which, aside from the waterfront, had very little developable land. The 2001 Reexamination noted that a redevelopment plan had been adopted for orderly development of the waterfront and additionally some smaller area redevelopment plans had been adopted in order to create affordable housing. A UEZ has been created which encompasses much of the central business district and community development funds have been used to rehab both housing and commercial businesses. Although some of the objectives have been addressed through updates to the zoning ordinance, the Reexamination states that the objectives remain the same (although it seems to me that some of the objectives have become obsolete). The following are some key objectives that relate to the County's Master Plan and the Reexamination Process:





## *Land Use Plan*

- To enable West New York's continued growth through a plan which acknowledges the existing pattern of development but recommends controls to reduce existing incompatible land uses and restricts over intensification of land use.
- To enable, promote and assist in the upgrading of the central business district which is a valuable asset to the West New York residents and an important source of tax revenue to the Town.
- To control the development of the Hudson River Waterfront area so that the most desirable combination of residential, compatible nonresidential and public uses is achieved according to carefully administered comprehensive controls which protect the area's natural assets and enhance the Town's land use pattern and also provide land for needed recreational facilities. Special effort must be made to acquire Waterfront land for public recreational use in sizeable quantities.

## *Housing Element*

- To stimulate and encourage a comprehensive development plan for the Hudson River Waterfront that would include the type of housing to serve the needs of the residents of West New York, either through set-asides of affordable units or the provision of a housing trust fund to rehabilitate units elsewhere in the Town.

## *Community Facilities Plan*

- "Parks: West New York was found to be severely deficient in acreage provided and it was recommended that existing parks should be expanded or redeveloped, new sites should be acquired, if possible and neighborhood centers for senior citizens and the young should be developed." The reexamination states that existing parks have been rehabilitated with Green Acres funds, but does not make clear to what extent the lack of park space has been addressed through the waterfront redevelopment and other redevelopment which has taken place since the community facilities plan was adopted in 1975.

West New York does not have a circulation element. Traffic issues (particularly around county roads such as Bergenline Avenue) will need to be discussed with Town staff. Aside from the Recycling Plan Element, environmental quality issues are not specifically addressed in the Master Plan. Water Quality/stormwater/drainage concerns and other potential environmental issues should be addressed in discussions with borough staff. The county may want to encourage the Town to adopt a circulation plan to address congestion issues and the related emissions of greenhouse gases and other pollutants.

## **New Jersey Meadowlands Commission (NJMC)**

The NJMC is an autonomous agency within the New Jersey Department of Community Affairs. It is a regional planning authority charged with promoting economic development and environmental conservation and improvement in the 19,736 acre Meadowlands district. The NJMC has jurisdiction over zoning and land use within the district and is substantially consistent with the Hudson County Master Plan. As discussed in the Circulation Plan of this Re-examination, additional studies have been completed by the NJMC related to transportation related issues.

## **Meadowlands Mobility 2030:**

The Plan was adopted in 2004 – purpose is to aid in the implementation of the Master Plan. The plan complements the Meadowlands Master Plan by conducting a strategic assessment of the circulatory network in and around the Meadowlands District that specifically targets surface transportation. It focuses upon the physical infrastructure as well as the softer resources that can be programmatically utilized to enhance the mobility of the Meadowlands region. The Meadowlands Mobility 2030 was created to be the new, long-term transportation plan for the Meadowlands District, and sets out a defined course for implementation.

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