

City of Bayonne

8th Street Station Rehabilitation Area Plan

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Prepared by
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Prepared for
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The original of this document is on file in the City of Bayonne. This document has been appropriately signed and sealed in accordance with the provisions of N.J.S.A. 45:14A-12 by Robert J. Tessier PP, AICP, who is a N.J. licensed Professional Planner and the Local Planning Services team leader for the preparation of this report.

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INTRODUCTION

In March of 2012, the City of Bayonne submitted a General Planning Services Request to Local Planning Services (LPS) for assistance with the preparation of an 8th Street Station Rehabilitation Plan. A team of project planners was assembled from LPS staff. LPS initially worked with John Fussa, then Bayonne City Planner, to define the plan area boundaries. After John Fussa left employment with Bayonne, the LPS project team worked with Suzanne Mack, current City Planner for Bayonne.

Local Planning Services prepared a scope of services which was agreed to by former Mayor Smith. The final draft of the 8th Street Station Area Rehabilitation Plan was reviewed in August of 2014 by Mayor James Davis and staff so as to reflect the administration's policy direction for the Rehabilitation Plan. Changes were made to the Rehabilitation Plan in accordance with their suggestions.

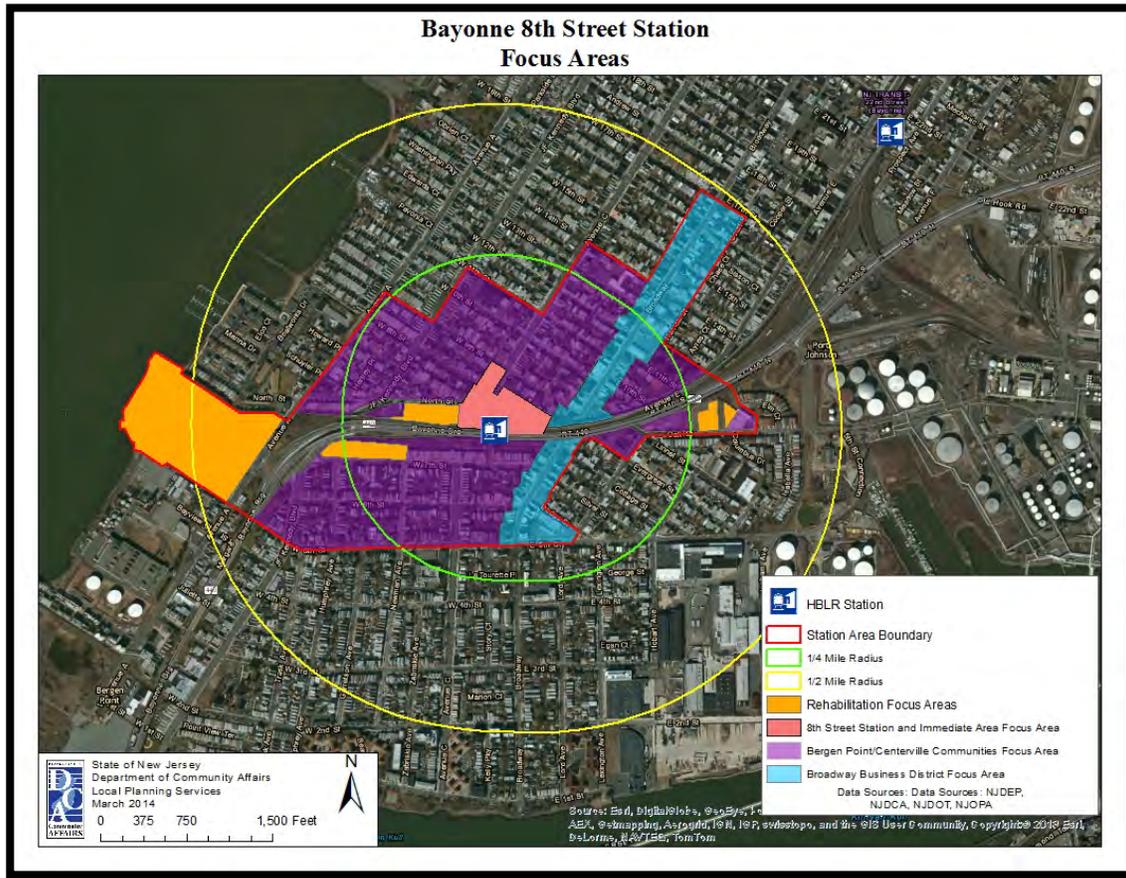
The study area boundary ("Station Area") shown on the map below should be viewed in relationship to ¼ mile and ½ mile distances from the 8th Street Hudson Bergen Light Rail (HBLR) Station, which is in the center of the study area.

The Station Area was then broken down into land use and design areas for the purpose of preparing this Rehabilitation Plan.



Within the Station Area boundary, the project team delineated four separate focus areas. The four focus areas are:

- A. 8th Street Immediate Station Area
- B. Bergen Point/Centerville Communities
- C. Broadway Business District Area
- D. Four Rehabilitation Areas



Each of these areas has unique issues and opportunities for rehabilitation. This Rehabilitation Plan establishes a community vision for each area, identifies land use issues, promotes appropriate neighborhood preservation strategies, addresses redevelopment opportunities and provides implementation measures. It should be noted that this Station Area is a designated Rehabilitation Area and, therefore, no eminent domain or taking powers are authorized. In addition, the use of eminent domain is not contemplated or required in the currently designated Areas in Need of Redevelopment that are located in the Station Area.

METHODOLOGY

LPS selected a team of professionals to prepare this Rehabilitation Plan for the City of Bayonne. This project team conducted numerous site visits to assess the characteristics of the properties and neighborhoods in the Station Area. The project team met with municipal staff and had an introductory meeting with the Bayonne Planning Board.

The project team reviewed the following existing documents for this project:

- City of Bayonne Master Plan
- City of Bayonne Chapter 33- Planning and Development
- City of Bayonne Chapter 35 - Zoning
- City of Bayonne Chapter 37 - Historic Preservation
- City of Bayonne Scattered Site Redevelopment Plan, dated December 7, 2005
- City of Bayonne Scattered Site Redevelopment Plan Phase II, Site 9, dated June 21, 2011
- City of Bayonne Scattered Site Redevelopment Plan Phase II, dated July 7, 2011

In addition, the project team held a day of “focus group” sessions to encourage stakeholders from the 8th Street Station Area community to participate in the planning process. Residents and stakeholders were invited to attend the meeting via public notices distributed to area businesses, through the mail and posted on the City’s website. Approximately 30 residents/stakeholders gathered at the Bayonne Museum on March 23, 2013 to provide community input for the Station Area Rehabilitation Plan. Appendix I contains the day’s agenda and the Focus Group Report.



After the focus group sessions, the project team revisited potential rehabilitation sites and met with City planning staff on several occasions to discuss potential recommendations in the report. A draft report was prepared for review by City staff after which a final report was prepared and submitted to the Bayonne Planning Board for review, public hearing and adoption.

GOALS & OBJECTIVES OF THE BAYONNE 8TH STREET STATION AREA REHABILITATION PLAN

The following are broad goals for the 8th Street Station Area Rehabilitation Plan. Goals that will be furthered by this plan, which are in the current Bayonne Master Plan, are presented starting on page 8. More specific goals for individual focus areas and rehabilitation areas are included under each plan segment.

Goal 1

Support the preservation and protection of the Centerville and Bergen Point neighborhoods to maintain the home values and strong neighborhoods as vital elements of the 8th Street Station Area.

Goal 2

Provide for the coordinated and orderly development of the Station Area for transit and neighborhood-oriented projects that capitalize on their proximity to the 8th Street Station.

Goal 3

Promote redevelopment that is compatible with the unique characteristics of the site, including its location, surrounding land uses, mass transit access and station area location.

Goal 4

Improve the physical condition and aesthetics of the Station Area through buffering/screening, parking improvements, streetscape improvements and transit-oriented development, particularly around the Immediate Station Area. Promote more opportunities for passive and active recreation.

Goal 5

Promote the development of high-density housing on underutilized and vacant sites in close proximity to the 8th Street Station.

Goal 6

Strengthen the businesses in the Broadway portion of the station area and provide for lower vacancy rates and new investment to promote economic development.

Goal 7

Promote the development of vacant and underutilized buildings along Broadway and allow for the opportunity to develop additional housing in the Station Area.

Goal 8

Ensure compliance with all applicable City, County and State requirements and standards for redevelopment and rehabilitation.

Goal 9

Promote the identity and history of Bayonne.

REHABILITATION DESIGNATION, CRITERIA & PURPOSE

Rehabilitation is commonly recognized as a process governed by the Local Redevelopment and Housing Law (N.J.S.A. 40A:12A-1 et seq.) (“the Law”) that is undertaken in accordance with a rehabilitation plan adopted by the municipality. The Law defines rehabilitation as “the repair, reconstruction or renovation of existing structures, with or without the introduction of new construction or the enlargement of existing structures, in any area that has been determined to be in need of rehabilitation or redevelopment, to eliminate substandard structural or housing conditions and arrest the deterioration of that area.”

An area may be designated in need of rehabilitation by the local governing body if it is determined that the area exhibits any of the following conditions:

1. A significant portion of structures in the area is in deteriorated or substandard condition;
2. More than half of the housing stock in the delineated area is at least 50 years old;
3. There is a pattern of vacancy, abandonment or underutilization of properties in the area;
4. There is a persistent arrearage of property tax payments on properties in the area;
5. Environmental contamination is discouraging improvements and investment in properties in the area; or
6. A majority of the water and sewer infrastructure in the delineated area is at least 50 years old and is need of repair or substantial maintenance.

The designation of an area in need of rehabilitation may cover a neighborhood, other delineated area or, at times, an entire municipality. **In the case of Bayonne, the governing body in 1998 adopted a resolution designating the entire City as an Area in Need of Rehabilitation** (See Appendix III for Resolution). Prior to adopting that resolution, the governing body submitted the resolution to the planning board for the board’s recommendations, then the governing body passed the resolution designating the City of Bayonne as an Area in Need of Rehabilitation. Unlike the procedures for designating an Area in Need of Redevelopment, no public hearing is necessary for a rehabilitation designation. Similarly, eminent domain is not allowed for properties in an area designated as in need of rehabilitation.

Once an Area in Need of Rehabilitation is designated, the municipality may exercise the following powers:

1. Rehabilitation, repair and improvement of both residential and non-residential structures, done independently or as part of a redevelopment plan or project;
2. Redevelopment and the greater powers associated with the redevelopment designation (except for eminent domain) provided a redevelopment plan is adopted by ordinance for the area in need of rehabilitation; and
3. Tax abatements and exemptions, such as five-year property tax exemptions and abatements pursuant to the procedures and requirements of the Five-Year Exemptions and Abatement Law (N.J.S.A. 40A:21-1 et seq.). Note: Tax exemptions and abatements of longer than five years requires that the area be designated an Area in Need of Redevelopment.

4. In areas that have been designated as Areas in Need of Rehabilitation, municipalities can prepare Rehabilitation Plans and the Governing Body may adopt an Ordinance for that area. This 8th Street Station Rehabilitation Plan is the Rehabilitation Plan for this part of the City.

REDEVELOPMENT DESIGNATION, CRITERIA & PURPOSE

Redevelopment is commonly recognized as a process governed by the Local Redevelopment and Housing Law (N.J.S.A. 40A:12A-1 et seq.) that is undertaken in accordance with a redevelopment plan adopted by the municipality. The Law defines redevelopment as “clearance, replanning, development and redevelopment; the conservation and rehabilitation of any structure or improvement; the construction and provision for construction of residential, commercial, industrial, public or other structures; and the grant or dedication of spaces as may be appropriate or necessary, in the interest of the general welfare for streets, parks, playgrounds, or other public purposes, including recreational and other facilities incidental or appurtenant thereto, in accordance with a redevelopment plan.”

An area may be designated in need of redevelopment by the local governing body if it is determined that the area exhibits any of the following seven conditions:

1. The buildings in the area are generally substandard, unsafe, unsanitary, dilapidated or obsolescent, or are so lacking in light, air or space, as to be conducive to unwholesome living or working conditions;
2. The discontinuance of the use or abandonment of buildings previously used for commercial, manufacturing or industrial purposes, or such buildings being allowed to fall into disrepair to the extent that they are not tenantable;
3. Land owned by the municipality, county, local housing authority, redevelopment agency or redevelopment entity, or unimproved vacant land that has remained so for 10 years prior to the adoption of the resolution designating the area in need of redevelopment, that by reason of its location, remoteness, lack of access to developed sections of the municipality, topography or nature of the soil is not likely to be developed by the public sector;
4. Areas with buildings or improvements which, by reason of dilapidation, obsolescence, overcrowding, faulty arrangement or design, lack of ventilation, light and sanitary facilities, excessive land coverage, deleterious land use, or any combination of these or other factors, are detrimental to the safety, health, morals or welfare of the community;
5. A lack of proper utilization of areas caused by the condition of the title, diverse ownership or other conditions resulting in a stagnating or nonproductive use of land which is potentially useful or valuable for public health, safety and welfare;
6. Areas in excess of five contiguous acres whereon buildings or improvements have been affected by fire or altered by storms, fire, tornado, cyclone, earthquake or other casualty such that the assessed value of the area is materially depreciated; or
7. The land is part of an Urban Enterprise Zone pursuant to the “New Jersey Enterprise Zone Act” (N.J.S.A. 52-27H-60 et seq.).

There are six existing designated Redevelopment Areas within the 8th Street Station Area. All of these designated Redevelopment Areas are included in the Rehabilitation Area delineated in this Rehabilitation Plan. These Redevelopment Areas are discussed starting on page 59 of this report.

RELATIONSHIP OF REHABILITATION PLAN OBJECTIVES TO CITY OF BAYONNE MASTER PLAN

As mentioned previously, the entire City of Bayonne is designated as an Area in Need of Rehabilitation. The Bayonne Master Plan strongly focuses on fostering rehabilitation to achieve many goals and objectives of the land use plan and other elements. Among the goals of the Master Plan that promote rehabilitation are:

Goal 3: Preserve and protect the established residential character, provide for compatible infill residential development in appropriate locations and encourage a broad range of housing choices for residents.

Goal 7: Support conservation efforts in order to protect the environment, promote public health, encourage the remediation of contaminated sites and facilitate brownfield redevelopment.

Goal 8: Preserve and upgrade the existing utility infrastructure including public water, storm water management and wastewater treatment. Continue rehabilitation programs while pursuing selected replacement and expansion projects to accommodate growth and redevelopment.

Goal 9: Encourage historic preservation in order to maintain the City's unique character, protect existing historic resources and complement economic development efforts.

Specific master plan element-based objectives also address rehabilitation issues. These include:

Land Use Objective 3: Provide additional parks and open space in underserved sections of the City, including the area east of Avenue E.

Land Use Objective 4: Plan for and promote the redevelopment of underutilized or vacant and commercial and industrial properties, including MOTBY, the Texaco site and portions of Broadway.

Land Use Objective 8: Coordinate land uses with existing and planned transportation infrastructure, including the HBLRTS, Route 440 and Port Jersey.

Circulation Objective 6: Increase pedestrian/bicycle safety and circulation by improving traffic signals at key intersections, utilizing traffic calming measures and providing bike lanes that connect activity centers throughout the City.

Economic Objective 2: Focus activity in the City's major economic centers, including Broadway, MOTBY, the Route 440 corridor and the Constable Hook industrial area. Recognize the unique character of each area and promote development that will strengthen and reinforce market niches.

Economic Objective 6: Support transit-oriented development in HBLRTS station areas, especially on underutilized or vacant and commercial property along Avenue E.

Economic Objective 7: Encourage selected retail, office and light industrial development in the Route 440 corridor that takes advantage of the extensive highway frontage, available land and regional access. Target the corridor for uses that complement Broadway rather than compete with it.

Housing Objective 1: Protect and preserve established residential character through zoning and rehabilitation, where necessary.

Housing Objective 2: Provide a balance of housing options to meet the needs of all residents including low- and moderate-income housing, middle-income housing and market-rate or luxury housing.

Housing Objective 3: Continue the City's residential rehabilitation program to improve substandard housing units and preserve neighborhood stability.

Housing Objective 5: Encourage the development of transit-oriented higher density multi-family housing in close proximity to HBLRTS stations along Avenue E.

Community Facilities Objective 1: Maintain and upgrade existing community facilities, where necessary, and provide new community facilities to serve anticipated population, employment and economic growth.

Parks, Recreation and Open Space Objective 1: Preserve and maintain the existing system of parks, open space and recreation facilities.

Parks, Recreation and Open Space Objective 2: Provide additional parks and open space in underserved areas including the east side of the City.

Parks, Recreation and Open Space Objective 5: Encourage the development of a Newark Bay/Hackensack River Walkway connecting existing parks and open space along the Newark Bay from the Texaco site in the south to Hudson County Park and the planned "North 40" passive park in the north.

Conservation Objective 2: Encourage the remediation of contaminated sites and brownfield redevelopment to enhance the local environment and return vacant sites to productive uses.

Historic Preservation Objective 1: Acknowledge the importance of historic resources in providing a link to the past, preserving the City's unique character, enhancing the visual appearance of neighborhoods and promoting economic development.

CITY OF BAYONNE DEVELOPMENT HISTORY

Bayonne was originally settled by the Dutch in the mid-1600's when the Dutch West Indian Company gave land grants or patents for areas from the southern tip (Bergen Point) north to what is now 30th Street. The first Dutch settlements were in the area of Constable Hook. Bayonne was originally known as Bergen Neck, located south of the Dutch settlement of Bergen, the predecessor of Jersey City.

Bayonne was a largely rural and agricultural community up until the nineteenth century. The completion of the Morris Canal in 1836 linked Bergen Neck with the rest of northern New Jersey. Starting around 1846, steamboats connected the peninsula with New York City. Railroads came to Bayonne in the 1860's. In time, the combination of Bayonne's location near Manhattan, the onset of the Industrial Revolution and the rapid increase in immigration generated significant demand for development. During the nineteenth century Bayonne rapidly developed as a residential community, influenced by the trolley system that opened in 1863 and connected Bergen Point to Jersey City. In the 1850's, Bergen Point was considered a resort destination.

Bayonne's industrial development was originally concentrated in the Constable Hook area. Industrial development expanded rapidly in the 1870's when oil companies built refineries and pipeline terminals in Constable Hook. During World War II, Bayonne became the home of a large shipping terminal built on manmade land extending into New York Bay from the central eastern section of the City. This 147-acre Military Ocean Terminal (MOT) became a US Army Base in 1967. The terminal is now closed and was transferred to City ownership in 2001.

While the largest land use in the City in terms of acreage is industrial (c.35 percent including the MOT property), these uses tend to be confined to the waterfront areas. Bayonne presents to a visitor as predominantly residential, with the majority of homes being one- and two-family residences, small (maximum of five stories) apartment buildings and small businesses. Broadway is the major retail corridor in the City and extends from the north at 55th Street to the southern point of the peninsula. A variety of County and City parks is scattered throughout Bayonne. Undeveloped land constitutes approximately eight percent of the City's land area.

Two transportation initiatives have had a prominent impact on the appearance and land uses in Bayonne. The first was the opening of the Bayonne Bridge in 1931. The second transportation initiative which has and is expected to continue to affect development patterns in the City was the opening in 2000 of an extension of the Hudson Bergen Light Rail System (HBLRS). There are currently four stops along the Bayonne portion of the rail line, which largely follows the Avenue E corridor: East 45th Street, East 34th Street, East 22nd Street and the newest stop, West 8th Street. At the northernmost stop, a new five-story apartment building with retail on the first floor was recently constructed, part of a transit-oriented plan. The 34th Street station has a large surface parking lot for commuters. The 22nd Street stop is the subject of a transit-oriented development plan recently completed and finally, the 8th Street station is the subject of this report.

CITY OF BAYONNE & STATION AREA DEMOGRAPHICS

Bayonne encompasses 11.1 square miles and had a population of 63,024 people in 2010. This reflects an increase in population of 1,182 from 2000 (+1.9 percent). Based on 2010 U.S. Census Bureau data, the number of people per square mile was 10,858, which is similar to other urban cities in New Jersey like Trenton, Perth Amboy and New Brunswick.

Bayonne has significantly more people per square mile as compared to the State (which has an average density of 1,195 people per square mile). There were 27,799 housing units in the City, of which 25,237 were occupied (9,791 owner-occupied units and 15,446 renter-occupied units). The median household income in the City was \$55,714 and the median age in Bayonne was 38.4 years old. The median value for owner-occupied units was \$350,800 and the median rent was \$1,026. The mean travel to work was 30.2 minutes.



| Characteristics | Bayonne, NJ | New Jersey |
|---|-------------|------------|
| Number of people per square mile | 10,858 | 1,195 |
| Median Household Income | \$55,714 | \$71,180 |
| Median Age (Years) | 38.4 | 38.7 |
| Median Value Owner-Occupied Units | \$350,800 | \$349,100 |
| Median Gross Rent | \$1,026 | \$1,131 |
| Mean Travel Time to Work (minutes) | 30.2 | 30.1 |

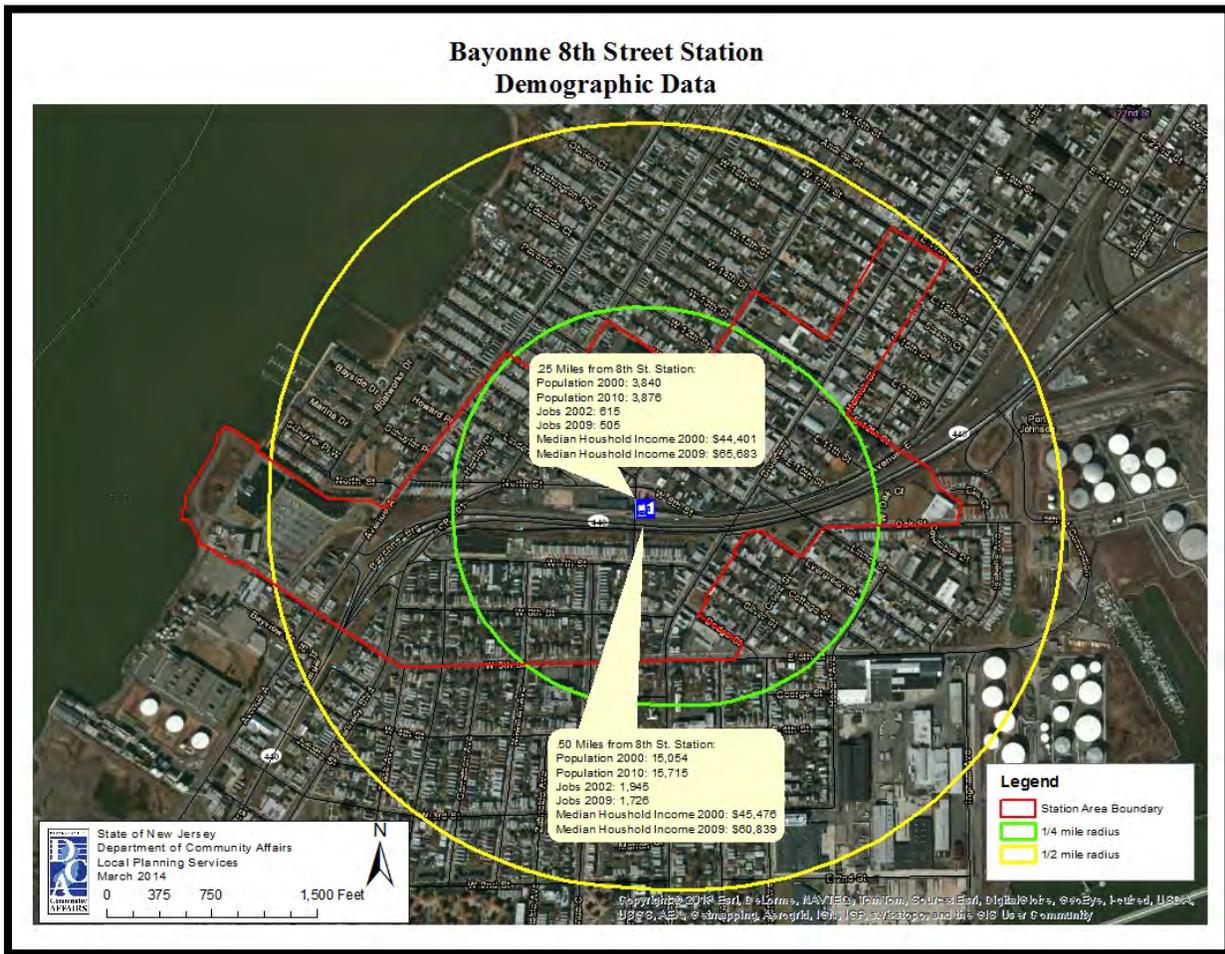
Driving is still the most popular mode of transportation to work; however, a larger percentage of Bayonne residents take public transportation to work and walk to work than in New Jersey and in the United States.

| Mode of Transportation to Work | Bayonne, NJ | | New Jersey | | United States | |
|--|-------------|-------|------------|-------|---------------|-------|
| | | | | | | |
| Car, Truck, Van to Work (drove alone) | 16,605 | 56.4% | 2,953,941 | 71.7% | 106,138,652 | 76.1% |
| Car, Truck, Van (carpooled) | 2,682 | 9.1% | 364,709 | 8.8 | 14,176,794 | 10.2% |
| Public Transportation to Work | 6,698 | 22.8% | 442,320 | 10.7% | 6,915,130 | 5.0% |
| Walked | 2,492 | 8.5% | 132,324 | 3.2% | 3,948,202 | 2.8% |
| Other Transportation to Work | 325 | 1.1% | 80,845 | 2.0% | 2,419,660 | 1.7% |
| Work at Home | 617 | 2.1% | 147,239 | 3.6% | 5,889,768 | 4.2% |

(2007-2011 U.S. Census Bureau, American Community Survey, 5-Year Estimates)

According to the National TOD Database, there were 3,876 people residing within 0.25 miles of the 8th Street Station as of 2010. The median household income in 2009 was \$65,683 and there were 505 jobs in 2009 within the same geographic area. Within 0.5 miles of the station, there were 15,715 people in 2010, 1,726 jobs in 2009 and the median household income in 2009 was \$60,839.

The Demographic Data Map, which follows, illustrates these profiles for the ¼ mile and ½ mile distances from the 8th Street Station.



HUDSON-BERGEN LIGHT RAIL 8TH STREET STATION

In April 2008, the N.J. Transit Board of Directors awarded a \$58.4 million contract to George Harms Construction, Inc. of Howell, N.J., for work to extend the Hudson-Bergen Light Rail line one mile from its previous southern terminus at 22nd Street to 8th Street. The project included the design and construction of foundations, viaduct structure, track work, intersection improvements, a new station building, landscaping and lighting and customer amenities.

The station location once served as a stop on the Central Railroad of New Jersey main line. The main line was diverted to Newark Penn Station in 1967. Shuttle service from 8th Street ran south across the Newark Bay Bridge and continued until August 6, 1978. The head house is reminiscent of the earlier station.

Construction work on the project began in October 2008. From the elevated 22nd Street Station, the light rail tracks were extended south, hugging the existing Conrail right-of-way along Avenue E. A viaduct was built to carry light rail vehicles over local streets to an elevated platform at the new 8th Street Station.

Bayonne's 8th Street station opened in January 2011. As a result of community meetings, the station was constructed at Avenue C and 8th Street, with architecture reminiscent of the old Central Railroad of New Jersey station that once stood near the site. The station includes an elevated platform with canopy, an elevator, stairs, lighting, landscaping, ticket vending machines and other customer amenities. The project also required the design and construction of foundations, viaduct structures, track work and intersection improvements along the mile-long route.

The new 8th Street Station was designed as a "walkable" station for Bayonne residents. The station also features a "Kiss and Ride" area with 10 short-term parking spaces for customers who get dropped off or picked up from the station.

Two new bus stops at the station facilitate intermodal connections between light rail and bus service for customers of the No. 81 Bayonne-Jersey City and No. 120 Bayonne-Downtown New York bus routes.

The new station features three impressive art installations created by regional artists who were commissioned through N.J. Transit's Transit Arts Program. The largest piece of artwork, a mural titled "Bayonne: Port City of Homes and Industry," was painted by artist Richard Haas to adorn the entire open station entrance. The mural captures the essence of Bayonne, depicting local community storefronts, residential areas, architecture and scenes of the waterfront and the famous Bayonne Bridge.

Upstairs, the elevated station platforms feature art glass windscreens created by artist Trevor Wilson. Titled "Silver Stain and Light," the windscreens are comprised of glass blocks that underwent a silver stained glass paint application and etching process to achieve a unique transparency that interacts with the changing light.

Outside the station building, the plaza area features a stainless steel sculpture titled “Locomotion,” created by artist Tom Nussbaum. The sculpture uses images of wheels from locomotives that were historically significant in the development of the railroad.

8th Street Station Facts

- Length of extension: one mile
- Total project cost: \$100 million
- Funding: Federal and State sources
- Construction timeline: October 2008 – January 2011
- Number of HBLR stations: 24
- Project elements: station building, elevated platforms, track work, viaduct, landscaping, lighting, customer amenities
- On-time performance for N.J. Transit’s Light Rail System in FY 11: 97.3%.
- Average weekday passenger boardings for Bayonne’s 8th Street Station in FY 2012: 1,151
- Commute time to Jersey City Exchange Place from the Station: 18 to 29 minutes

The Hudson-Bergen Light Rail network is shown on the following page. The 8th Street Station links the Station Area to the New York regional transportation system. This linkage provides a catalyst for continued vitality, growth and redevelopment in the areas immediately surrounding the station.

Possible further extensions to the Hudson-Bergen Light Rail to the south would likely continue to Staten Island over the Bayonne Bridge. The proposed reconstruction of the bridge should include provisions for extending the light rail into New York City. Should this extension be completed, it will greatly increase the land use catalyst effects of the station and further support the goals and objectives of this rehabilitation plan.

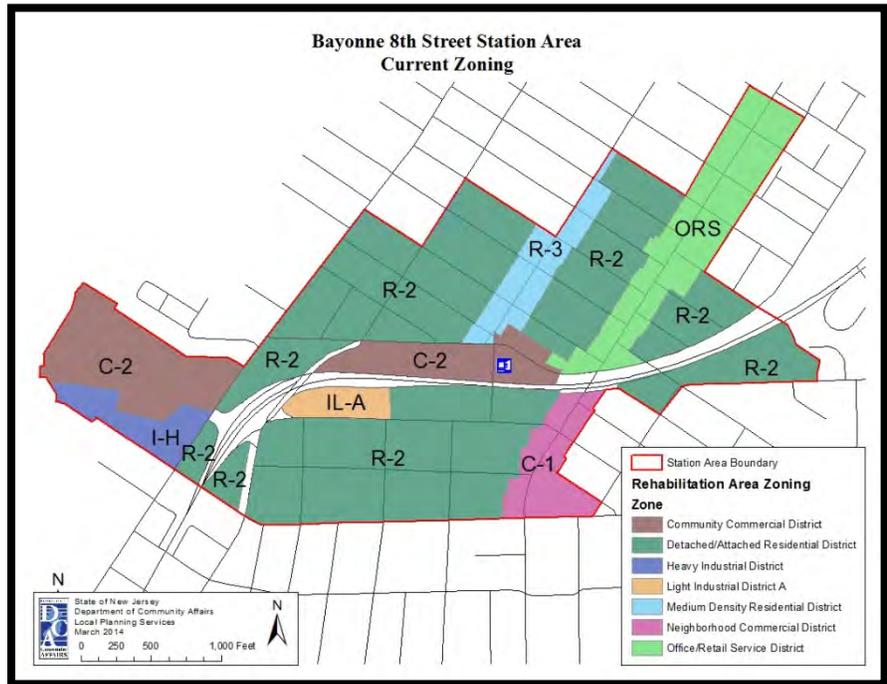
8TH STREET STATION REHABILITATION AREA

Rehabilitation Station Area Description

The Station Area comprises some of the land within a half-mile radius of the 8th Street light rail station. The Station Area consists of approximately 180 acres or 0.28 square miles. Properties within this radius are generally considered to be within a ten-minute walk (1/2 mile radius) of the station. This area is delineated in yellow on the map on page 1. At the request of the City, the Station Area being studied is limited to the extent delineated in red also on the map on page 1. The Station Area contains portions of two neighborhoods (Centerville and Bergen Point), the area immediately adjacent to the station, a portion of the Broadway Business District and four rehabilitation site-specific designations.

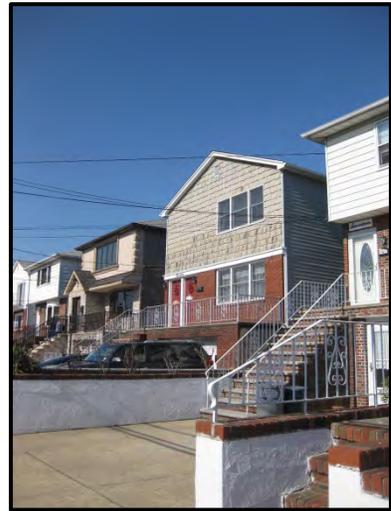
Existing Zoning & Land Uses

- 1. R-2** – This is by far the predominant zoning in Centerville and Bergen Point. Referred to as the Detached/Attached Residential District, permitted uses include single-family detached units, two-family detached dwellings, home occupations, family day care and essential services. Religious institutions, schools, hospitals, community residences for the developmentally disabled, fraternal organizations, lodges, community centers, and fraternal organizations are permitted as conditional uses. The minimum lot size required is 3,000 square feet for interior single-/two-family dwellings on corner lots, and 4,000 square feet for single-/two-family dwellings on corner lots. Maximum height for permitted principal structures is 35 feet or 2.5 stories and 15 feet or 1.5 stories for accessory uses. Accessory uses include sheds, garages, and swimming pools.



- 2. R-3** – Referred to as the Medium-Density Residential District, permitted uses include multiple-family dwellings such as three- to six-family dwellings and low-rise apartment buildings, in addition to everything that is permitted both by-right and as a conditional use in the R-2 District. Maximum height and minimum lot requirements are the same as

the R-2 district for single- and two-family dwellings. For townhouses the maximum height is 35 feet or 2.5 stories and the minimum lot size is 2,500 square feet for an interior lot and 3,000 square feet for a corner lot. Low-rise apartment buildings may not exceed 40 feet or 3.5 stories and require a minimum of 1,000 square feet per unit.



3. **IL-A** -- Light Industrial District: Permitted uses in the IL-A District include business, executive, or administrative offices, fully enclosed light manufacturing establishments, e.g., food processing, pharmaceutical and cosmetics, bus terminals, research laboratories, fully enclosed heavy commercial establishments, e.g., building material and lumber yard and electrical and plumbing sales and contracting businesses, automobile service stations, car wash facilities and auto dealerships. Minimum lot area is 7,500 square feet and maximum height is 50 feet or 4 stories.
4. **I-H** – Heavy Industrial District: Permitted uses in the I-H District include all permitted uses in the IL-A and IL-B Light Industrial Districts. (There is no IL-B District in the Station Area.) In addition, general industrial uses involving primary production from raw materials such as metals, botanic and other man-made or natural products, chemical and petrochemical refining and manufacture, and tank farms and bulk storage of materials other than flammable and combustible liquids are permitted.
5. **C-1** -- Neighborhood Commercial District: This zoning district is designated as a smaller scale mixed-use residential and commercial shopping district with the intent of meeting the daily needs of residents within the mixed-use district and in the surrounding residential districts of Bergen Point and Centerville. Permitted uses in the C-1 District include ground floor retail commercial not to exceed 2,000 square feet, certain personal service establishments, professional offices, business offices, neighborhood restaurants, government offices, bars and taverns, printing, desktop publishing or book binding, lodges, clubs and fraternal organizations, essential services, and above-ground-floor apartments. Funeral homes, places of worship, churches, educational uses, and motor vehicle repair garages are conditionally permitted. The maximum height allowed is three stories or 35 feet and the maximum lot coverage is 60 percent.
6. **C-2** –Referred to as the Community Commercial District, permitted uses, required accessory uses and permitted conditional uses include all the uses specified in the C-1 zoning district as well as larger scale commercial such as appliance stores, art galleries, baker’s outlets, pet shops, sporting goods stores, supermarkets, laundries, restaurants and catering facilities as well as planned shopping centers, department stores, movie theatres and indoor recreation facilities. The district allows storage of plumbing supplies provided they are properly screened from adjacent uses and drive-thru facilities as a conditional accessory use.
7. **ORS** -- Office/Retail Service District: The ORS zoning district starts where the Central Business District ends and is designated as a mixed-use office, retail, and residential

district. Development of office and retail service uses is encouraged through adaptive reuse, renovation or new construction. Permitted uses in the ORS District include professional and business offices, government offices, lodges and clubs, retail commercial uses as in the C-1 District, essential services, above-ground-floor apartments, townhouse developments, and fitness centers, health spas, gymnasiums and establishments offering sports and recreational instruction. Places of worship, nursery schools and daycare centers, Major Mixed-use Development (MCRD), and Mixed-use Commercial Development (MXCD) are conditionally permitted. The maximum height allowed is three stories or 35 feet and there is no maximum lot coverage.

New Jersey State Plan and Sewer Service Area Designations

The Station Area is in a Planning Area 1. It is in an existing sewer service area. This area is serviced by central sewer and has access to public water.

Station Area Brownfields

There are no natural environmental constraints within the selected Station Area boundary. However, there are several brownfield sites within the Station Area. See below for a map and a list of the contaminated locations.



| | Site Name | Address | Remediation in Progress? |
|----------|----------------------------------|------------------|---------------------------------|
| 1 | BAYVIEW SHOPPING CENTER | 163 AVE A | YES |
| 2 | KATE D CORPORATION | NORTH ST & AVE A | YES |
| 3 | APEX DRY CLEANERS | 231 AVE C | UNKNOWN |
| 4 | ST. MARYS STAR OF THE SEA CHURCH | 321 AVE C | YES |

Source: NJ SiteMart, www.njbrownfieldsproperties.com

Station Area Transportation

Access to the Station Area is available by car, bus and, of course, light rail. Three major highway systems exist in the vicinity of the Station Area: the Newark Bay Extension (Interstate 78) of the New Jersey Turnpike, State Route 440 (Bayonne Bridge) and State Route 501 (John F Kennedy Boulevard, also known as Kennedy Boulevard). The Bayonne Bridge connects Bayonne and Staten Island. The major highways that exist within the Immediate Station Area are State Route 440 and Kennedy Boulevard. Kennedy Boulevard is a major north-south access road through the length of the City.

Bus transportation is plentiful in the City, with most of the bus routes available on the three main north-south streets: Kennedy Boulevard, Broadway and Avenue C. Bus service is offered by N.J. Transit and private bus companies. The buses take passengers to Jersey City, Manhattan and Staten Island.

Station Area Neighborhoods

The Station Area is broken out into four geographic areas: (1) the Immediate Station Area; (2) portions of two predominantly residential neighborhoods (Bergen Point and Centerville); (3) a portion of the Broadway Business District; and (4) four site-specific rehabilitation designations.

8TH STREET STATION REHABILITATION AREA NEIGHBORHOOD PLANS

Immediate Station Area

Area Description

The area immediately adjacent to the 8th Street Station holds the potential to be a great asset to the surrounding neighborhoods. Although the station itself presents an attractive image to the arriving and departing riders of the light rail line, the surrounding area needs some attention. This area includes the station and immediate environs around the 8th Street Station, including: the Dunkin Donuts and Rite Aid Pharmacy immediately to the west of the station on North Street; the two buildings on the corner of North Street, West 8th Street and Avenue C, which includes a vacant building which housed a dry cleaning business, and janitorial business.



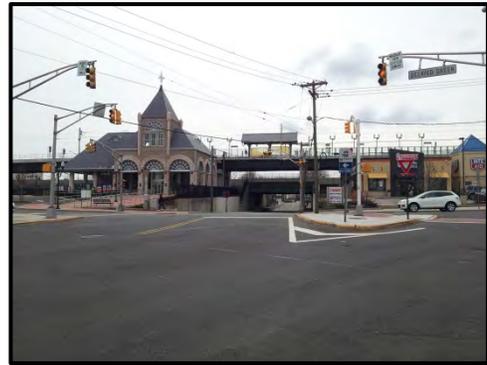
The area also includes a park on the corner of West 8th Street, West 9th Street and Avenue C; and the 7-Eleven and adjacent legal offices, daycare center, and other commercial buildings on West 8th Street.

The Immediate Station Area also includes two designated Areas in Need of Redevelopment: (1) a vacant lot on West 8th Street near the lawyers' offices; and (2) the Apex Dry Cleaning site. These sites are included in Bayonne's 2005 Scattered Site Redevelopment Plan (see starting page 59 for more information). The Redevelopment Plan calls for a three-story mixed-use building on the vacant lot on West 8th Street and a 2.5 story mixed-use building at the Apex Dry Cleaning site. The Redevelopment Plan also states that the Apex Dry Cleaning Site "...may be jointly developed with the adjoining Lot 17 located immediately west of the property." Lot 17 is a 0.15 acre lot that has frontage on both North Street and West 8th Street, with two adjoining structures. It contains a janitorial business facing North Street and a two-story building with a ground floor garage and an upstairs apartment on West 8th Street.

The station is surrounded by a vibrant residential community. The presence of the new light rail station has attracted out-of-town visitors and increased foot traffic to the area. This is good for

businesses, which are already perceived as being fairly stable. The quiet, suburban atmosphere of the neighborhoods surrounding the Immediate Station Area is considered a tourist draw as is the relatively low-density residential character of the area. The surrounding neighborhood is perceived as safe, diverse and desirable. The easy accessibility of the area and the waterfront views are all qualities that draw people to the area. Recreational opportunities abound in the surrounding neighborhoods and there is high level interest in skateboarding and rollerblading. Overall, the location of this Immediate Station Area is excellent and, once redeveloped, will further bolster livability in the surrounding neighborhoods.

The vistas leading from the Immediate Station Area to the surrounding community need improvement. The vacant wall on the side of the convenience store visible from the station steps and the vacant lot across the street coupled with the dark and partially hidden playground all need to be addressed to convey the vitality of the surrounding neighborhood. In general, the detail of integrating the station to the immediate surrounding area should be addressed. These challenges are the type of conditions that require sustained long-term attention to resolve.



Recommendations/Community Vision

The Immediate Station Area is the doorstep to the surrounding commercial and residential areas. Although the surrounding areas are dominated by stable and attractive neighborhoods and commercial areas, the environs of the Immediate Station Area mask the strengths of the surrounding area. Aesthetic improvements to the Immediate Station Area will attract more visitors and riders using the station to shop in or move to this vibrant area. In particular, the vacant dry cleaner site, blank windowless wall at the 7-Eleven, some vacant lots, the dark and overgrown park and large expanse of featureless sidewalk visible from the station steps should be addressed to make the Immediate Station Area reflect the vibrancy of the surrounding area.

Immediate Station Area Zoning

a. Principal Permitted Uses

1. Uses permitted in the C-2 Zone, as described in Subsection 35-5.9 (a).
2. Dwelling apartment uses on floors above the street level floor provided, however, that each dwelling apartment shall have a minimum of 600 square feet, a bathroom and a kitchen.
3. Fitness centers, health spas, gymnasiums and establishments offering sports and recreation instructions including but not limited to baseball, martial arts and soccer.

b. Required Accessory Uses

Uses permitted in the C-1 Zone, as described in Subsection 35-5.8 (b)

c. Permitted Accessory Uses

Uses permitted in the C-1 Zone, as described in Subsection 35-5.8 (c)
Outdoor seating in connection with a restaurant

d. Conditional Uses

Uses permitted in the C-1 Zone, as described in Subsection 35-5.8 (d)

e. Area, Yard and Structure Requirements

| | |
|---|--|
| Minimum area | No requirements |
| Minimum lot frontage | 30 feet |
| Minimum frontage setback | No requirements |
| Minimum rear setback. | No requirements, except where abutting a residential zone district or existing residential use 10 feet |
| Minimum side yard setback | No requirements, except where abutting a residential zone district or existing residential use: 10 feet |
| Maximum structure height | 5 Stories/55 feet |
| Maximum lot coverage of principal and accessory structures: | 90 percent |
| Maximum Floor Area Ratio | 4.5 |

f. Parking Standards

1. Additional residential uses added after the adoption of this Rehabilitation Plan shall supply a minimum of one-half (1/2) off-street parking spaces per residential dwelling unit.
2. All applications for development in this zone on properties abutting or contiguous with Broadway may not utilize curb cuts along the roadway in order to preserve the integrity and continuity of the streetscape within this zone.
3. All applications for development in this zone are limited to providing parking in the rear yard or within the structure with all parking in the front yard prohibited except for parking areas that currently exist in the zone at the time of the adoption of this ordinance.

g. Signs

Sign regulations as established in Section 35-25 (Signs)

h. City Zoning Ordinance

The requirements of Chapter 33 (Planning and Development) and Chapter 35 (Zoning) of the Revised General Ordinances of the City of Bayonne shall control except as specifically altered or otherwise modified by the subject Rehabilitation Plan.

i. Indoor/Outdoor Operations

All permitted uses in this district must be conducted within completely enclosed buildings unless otherwise expressly authorized. This requirement does not apply to off-street parking or loading areas, automated teller machines attached to banks or outdoor seating areas.

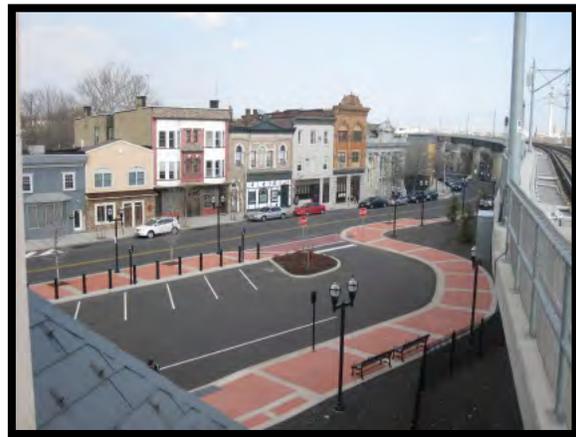
Immediate Station Area Streetscape Development Plan

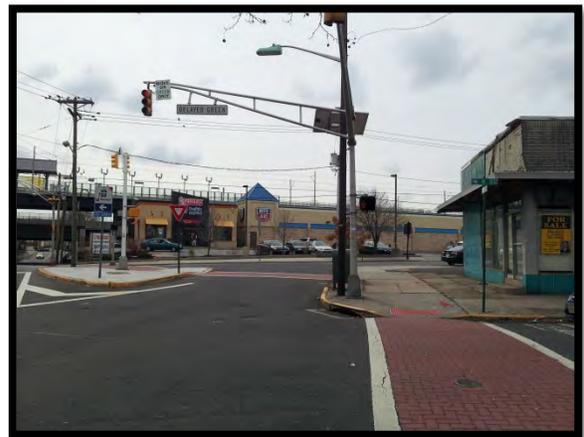
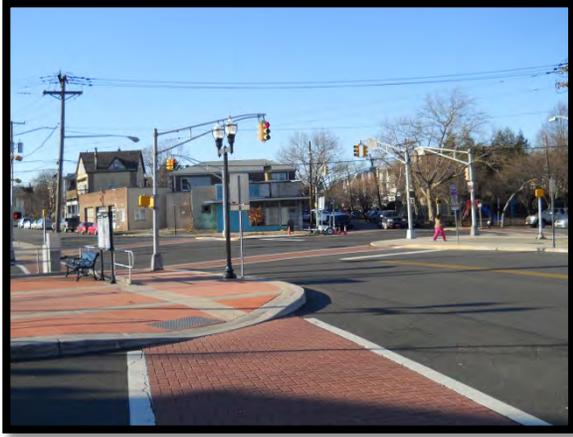
Description of Existing Conditions

The streetscape along the entrance to the 8th Street Station is recently constructed and consists of a short-term surface parking lot, bollards, bicycle racks, flower beds, public art, street trees, pedestrian lighting, inviting signage, paver crosswalks, painted sidewalks, street benches and new parking meters. This area is inviting to transit riders and reflects significant public investment. The streetscape across from the station and towards Broadway has a line of very pleasing and inviting buildings.

The installation of bricked paving, street lights and trees matching the station side of the road would further enhance this area and make it even more inviting. As one moves toward the vacant lot and the blank wall of the 7- Eleven, however, the esthetics of the surrounding area decrease.

Further down the street the unimproved sidewalk area, dark uninviting park and the vacant dry cleaner site do not reflect the true vibrant character of the neighborhood.







Proposed Improvements

As the gateway to the Bergen Point neighborhood, the 8th Street Immediate Station Area should have streetscape designs that impress visitors and welcome back residents as they use the station on a daily basis.

The following improvements are proposed as a way to enhance this area and provide a “wow factor” that will introduce transit riders to what the City of Bayonne has to offer:

1. Add six to 12 trees across from the transit station on 8th Street between Avenue C and Broadway.
2. Add street lamps along the unimproved side of 8th Street between Avenue C and Broadway with pedestrian level lamp attachments.
3. Install a bus shelter at the corner of Avenue C and 8th Street.
4. Add planter, lighted bollards and litter and recycling receptacles to the space adjacent to the 7-Eleven parking lot.
5. Install a decorative solid fence in front of the vacant lot on 8th Street across from the station to block the view of the empty lot.
6. As part of a City public art project, create a mural along the 7-Eleven blank wall facing the train station.
7. Also as part of a City public art project, paint the stretch of blank concrete walls on 8th Street underneath the rail bridge.
8. Outfit proposed and existing streetlights with banners directing visitors to businesses on Broadway.
9. Open the Edward F. Clark Park on 8th Street and Avenue C to public view and install brightly colored children’s play equipment. Remove fencing around the park and install mounted security cameras as an alternative security device.
10. Paint the sidewalks across from the station and in the area of the park the color red to match the bricked pavers on the station side of the street.
11. Encourage the redevelopment of the corner of 8th Street and Linden Street where the former dry cleaner and the garage are located. Allow the owners to add residential over commercial uses.

The following are illustrative photos of what some of these improvements might look like when implemented in the Immediate Station Area.



Addition of new mixed-use building on old dry cleaner site and existing garage lots

Mural painted on 7-Eleven wall, brick paver look extended, lamps added across 8th Street



Improvements to park with the addition of brightly colored equipment on corner to attract visitors



Bergen Point/Centerville Communities

Area Description

The Bergen Point Community and Centerville Community are residential neighborhoods located south and north of the 8th Street Station, respectively.

The Bergen Point/Centerville neighborhoods possess many positive qualities. The area is perceived as safe and desirable. The neighborhoods are well served by motorized as well as non-motorized transport. The neighborhood schools and fire and police services are considered to be excellent. Neighborhood diversity, multi-dimensional access to the waterfront and walkability of neighborhoods are seen as major strengths. The neighborhoods are well-maintained and resident turnover is low, which is proof of neighborhood pride. Health services are abundant and are easily accessible.

Although the Bergen Point/Centerville neighborhoods possess strong qualities, aspects of the neighborhoods exist that can be improved. The lack of a supermarket is one of those aspects that will need to be addressed in future development plans. The lack of consistency in sidewalk maintenance, bridge underpass maintenance, pocket parks maintenance and property maintenance creates potential threats to the stability of the neighborhoods. Illegal apartments and brownfield sites in the neighborhoods pose further threats to the stability and vibrancy of the area. The dearth of kid-friendly entertainment, greenery, and parking are seen as having a negative impact on the vibrancy of the neighborhoods. Occasional speeding due to wide streets and the uncertainty of the impact of the Bayonne Bridge construction are nuisance impacts on the neighborhoods. The above mentioned are the aspects of the Bergen Point/Centerville neighborhoods that should be ameliorated.

Bergen Point Community

The Bergen Point Community is located south of the 8th Street Station. Although the area known



as Bergen Point extends south to the Kill Van Kull, the Station Area focuses on the lands south of the station to the north side of West 5th Street, to Broadway to the east and the area around Avenue A to the west. Bergen Point presents as a stable residential neighborhood with mostly single-family homes, occasional apartment complexes, scattered retail and a few industrial uses, most notably the Ideal Window Company and a car dealership. There appears to be little turnover as evidenced by very few for-sale signs. The homes in the area are well maintained.

Centerville Community

The Centerville Community is located north of the 8th Street Station. Although the area known as Centerville extends north to 29th Street, the Station Area focuses on the lands north of the station up to 14th Street, to State Route 440 to the east and the area around Avenue A to the west.

The Centerville Community is not as well known by its residents as the Bergen Point Community. The Bergen Point, Constable Hook, Saltersville and Centerville Communities were formed when Bayonne was incorporated into a Township in 1861. At the time, Centerville contained one of three stores in the entire municipality. As with Bergen Point, Centerville presents as a stable residential-neighborhood with mostly single-family homes, occasional apartment complexes, and some retail uses on Avenue C and Kennedy Boulevard. There appears to be little turnover as evidenced by very few for-sale signs. The homes in the area are well maintained.



Recommendations/Community Vision

The Bergen Point and Centerville Communities are stable residential neighborhoods which should be preserved and strengthened. The zoning created by the City of Bayonne for the R-2 and R-3 Districts in these neighborhoods should be maintained as referenced below.

Bergen Point/Centerville Zoning
The existing R2 and R3 Zone Boundaries shall be maintained

a. Principal Permitted Uses

In the R-2 Zone, as described in Subsection 35-5.3 (a), including detached single and two-family dwellings, home occupations, family day care and essential services.

In the R-3 zone, as described by Subsection 35-5.4 (a) , multiple-family dwellings and low-rise apartment buildings are also permitted in addition to the R-2 permitted uses.

b. Required Accessory Uses

In the R-2 zone as required in Subsection 35-5.3 (b)

In the R-3 zone as required in Subsection 35-5.4 (b)

c. Accessory Uses

In the R-2 Zone, as described in Subsection 35-5.3 (c)

In the R-3 Zone as described in Subsection 35-5.3 (c)

d. Conditional Uses

In the R-2 Zone, as described in Subsection 35-5.3 (d)

In the R-3 Zone as described in Subsection 35-5.4 (d)

e. Area, Yard and Structure Requirements

In the R-2 Zone, as described in Subsections 35-5.3 (e)

In the R-3 Zone, as described in Subsection 35-5.4 (e)

f. Special Requirements

In the R-2 Zone, as described in Subsections 35-5.3 (f)

In the R-3 Zone as described in Subsection 35-5.4 (f)

Avenue C Pedestrian and Bike Improvement Plan

Description of Existing Conditions

Avenue C traverses the Bergen Point neighborhood of the rehabilitation area through the R-2 zone and the Centerville neighborhood through the R-3 zone. The road currently consists of two north-bound and two south-bound lanes with on-street parking on both sides. The current speed limit on the road is 25 mph. Land uses along Avenue C are primarily residential with pockets of commercial retail and civic uses peppered throughout. The width of the road is approximately 60 feet, which has the unintended consequence of encouraging speeding along the road. Avenue C is serviced by NJ Transit Bus Routes #81 and #120. However, there are currently no bicycle facilities along the road.



Proposed Improvements

Future pedestrian and bicycle improvements that may be considered along Avenue C include:

- A reduction in the number of lanes from four to three and the addition of bicycle lanes along both sides;
- The addition of sidewalk bump-outs at each signalized intersection along the road;
- The replacement of bus signs with bus shelters at signalized intersections;
- The addition of pedestrian streetlights;
- Participation in a bike-sharing program; and
- Safe-route-to-school and other traffic calming measures around John Bailey School.

Broadway Business District Area

Area Description

The Broadway Business District Area corridor has many assets. Among its assets are the historic character and architectural distinctiveness of its buildings. The Bayonne Museum, with its art exhibits and shows, is one such example of an architecturally distinctive building with historic significance. Other areas of architectural and/or historic significance include but are not limited to the Lawyer's Row on 8th Street across from the train station parking lot, the façade improvements on Broadway Avenue between 5th and 7th Streets, the historic underground tunnels, the Bergen Point District, and the Bayonne Bridge. In addition to having a historically significant character, there are other aspects of the Broadway Business District Area corridor that serve as strengths for the community. The area's density and incomes are above the State's average, yet the district is among the few remaining areas within close proximity of New York City with fairly affordable rents/mortgages and a good school system. This holds true despite the fact that Bayonne's rent control ordinance has expired. Bayonne's fairly low residential density compared to other cities across the Hudson River from Manhattan, places it right on the path of the gentrification/high density redevelopment trend. This trend in higher density development/redevelopment in tandem with Bayonne's newest light rail station holds the potential to be Bayonne's greatest asset.

Although the Broadway Business District Area has significant strengths, the City must guard against its weaknesses in order to best leverage the assets. There is a lack of "destination draw" or quality stores in the district. Vibrant retail districts need a draw to attract visitors outside of the immediate neighborhood. The Broadway Business District lacks new investment and vitality. The City should undertake long-term efforts to address issues in this business district such as the over-saturation of low-value businesses and low lease rates. Some recommendations for addressing these issues are in this Rehabilitation Plan zoning.



The business community representatives at the focus group meeting expressed the need to develop a comprehensive vision for the corridor, a new business improvement district management entity, renewed efforts in marketing and a new market study to determine what works, provision of additional parking supply and improved parking management, removal of the municipal-wide restriction on BYOBs in selected areas, and the allowance of sufficient residential density to sustain existing and new businesses. The development community representatives reiterated the concerns of the business community and noted the following as weaknesses of the Broadway Business District Area corridor: no existing loft district; not enough college graduates; too many rent control properties; concerns about out-of-town criminals and; concerns about the preponderance of properties owned by absentee landlords.

The Broadway Corridor, which runs north to south from the Jersey City border (West 55th Street) to the Kill Van Kull (1st Street), has historically functioned as the City's primary shopping, entertainment and service destination. The Broadway Corridor is divided into four zoning districts: the Central Business District (CBD); the Neighborhood Commercial District (C-1); the Office/Retail Service District (ORS); and the Uptown Business District. The Station Area encompasses the blocks between 5th Street and 17th Street on Broadway and falls within the Neighborhood Commercial District and the Office/Retail Service District.



This area is not currently part of the City's Special Improvement District, but is part of the Urban Enterprise Zone (UEZ). There are 118 properties located within Broadway Corridor's "the Point" district. Of those properties, 3.4 percent is vacant, 22 percent is residential, 0.8 percent is public, 72.9 percent is commercial, and 0.8 percent is multi-family apartments.

Recommendations/Community Vision

Broadway is the major mixed-use business district that runs through the 8th Street Station Area within walking distance of the 8th Street train station. This district currently falls within two zones: the Office/Retail Service District (ORS) which is north of 8th Street and the Neighborhood Commercial District (C-1), which is south of 8th Street. The physical and use characteristics of both zones are very similar. The vision for these districts contemplates one new mixed-use zone along Broadway running from 17th Street to 5th Street. The intent is to encourage additional investment in the district by allowing for a greater number of first floor uses while increasing the opportunity for higher residential density by allowing up to five-story buildings with four stories of residential.

The vision for the 8th Street Station Broadway Mixed-Use District is as follows:

- To accommodate mixed-use buildings with neighborhood-serving retail, service and other uses on the ground floor and residential units above the non-residential space.
- To encourage development that exhibits the physical design characteristics of pedestrian-oriented, storefront-style shopping streets.
- To protect and promote the health, safety and welfare of residents by restoring properties to a sound condition and productive use and by encouraging physical activity and greater social interaction.
- To promote economic revitalization by creating or increasing business opportunities and residential density.

- To promote more effective use of property that will, in turn, increase the property tax base.

Broadway Business District Area Zoning

a. Principal Permitted Uses

1. Retail commercial not exceeding 2,000 square feet on the ground floor except that the following uses are prohibited:
 - (a) Thrift stores, second-hand stores, pawn and consignment shops
 - (b) Shops which offer for sale fire arms and/or ammunition
 - (c) Check cashing stores
 - (d) “We buy gold” stores
 - (e) Massage parlors not part of beauty parlors or fitness centers
 - (f) Adult-oriented cabarets
2. Personal service establishments such as:
 - (a) Barber shops and beauty shops
 - (b) Tailoring and dressmaking shops
 - (c) Dry cleaning and laundry collection shops
 - (d) Shoe repair shops
 - (e) Appliance repair shops
 - (f) Electronic repair shops
 - (g) Self-service laundry and full service laundry
 - (h) Travel agencies
 - (i) Banks
 - (j) Fitness centers, health spas, gymnasiums and establishments offering sports and recreation instructions including but not limited to baseball, martial arts and soccer.
3. Professional offices
4. Business offices
5. Restaurants (no drive-through)
6. Galleries
7. Flex live/work space
8. Neighborhood restaurants (no drive-through)
9. Primary liquor service establishments
10. Printing, desktop publishing or book binding
11. Government offices including Federal, State, County or Municipal buildings and grounds, but excluding schools
12. Lodges, clubs and fraternal organizations
13. Dwelling apartment uses on floors above the street level floor provided, however, that each dwelling apartment shall have a minimum of 600 square feet, a bathroom and a kitchen
14. Essential services
15. Specialty markets

b. Conditional Uses

1. Home professional offices
2. Educational uses
3. Nursery schools/day care centers
4. Group homes
5. Churches and other places of worship
6. Funeral homes
7. MXRD (Major Mixed-use Residential Development)
8. MXCD (Mixed-use Commercial Development)
9. Conversion of first-floor non-residential to residential in accordance with the City of Bayonne’s First Floor Conversion Ordinance

c. Required Accessory Uses

1. Off-street parking subject to the provisions of Section 35-17 except as provided in section f of this plan
2. Off-street loading subject to the provisions of Subsection 35-17.8
3. Buffers and screening subject to the provisions of Subsection 35-4.14

d. Permitted Accessory Uses

1. Fences subject to the provisions of Subsection 35-4.14
2. Vertical parking garages subject to the provisions of Section 35-17
3. Outdoor seating in connection with a restaurant

e. Area, Yard and Structure Requirements

- | | |
|--|--|
| 1. Minimum area | No requirements |
| 2. Minimum lot frontage | 30 feet |
| 3. Minimum frontage setback | No requirements |
| 4. Minimum rear setback | 20 feet |
| 5. Minimum side yard setback | No requirements except where abutting a residential zone district or existing residential use: 10 feet |
| 6. Maximum structure height | 5 stories/55 feet |
| 7. Maximum lot coverage of principal and accessory structures: | 90 |
| 8. Maximum Floor Area Ratio | 4.5 |

f. Parking Standards

1. Additional residential uses added after the adoption of this Rehabilitation Plan shall supply a minimum of one (1) off-street parking space per residential dwelling unit.
2. All applications for development in this zone on properties abutting or contiguous with Broadway are prohibited from using curb cuts along the roadway in order to preserve the integrity and continuity of the streetscape within this zone.

3. All applications for development in this zone must provide parking in the rear yard or within the structure with all parking in the front yard prohibited.

g. Signs

Sign regulations as established in Section 35-25 (Signs)

h. City Zoning Ordinance

The requirements of Chapter 33 (Planning and Development) and Chapter 35 (Zoning) of the Revised General Ordinances of the City of Bayonne shall control except as specifically altered or otherwise modified by the subject Rehabilitation Plan.

i. Indoor/Outdoor Operations

All permitted uses in this district must be conducted within completely enclosed buildings unless otherwise expressly authorized. This requirement does not apply to off-street parking or loading areas, automated teller machines attached to banks or outdoor seating areas.

j. Design Standards

Broadway District Design Standards are found in Appendix II of this Rehabilitation Plan.

Four Rehabilitation Areas

Within the station area boundary, the project team and municipality delineated four Rehabilitation Areas or sites to encourage private sector investment. These are:

- Rehabilitation Site #1: 26 North Street
- Rehabilitation Site #2: Bayview Shopping Center & Bergen Point Brass Foundry
- Rehabilitation Site #3: Ideal Window Manufacturing
- Rehabilitation Site #4: PSE&G property

In addition, there are six existing designated Redevelopment Areas within the 8th Street Station Area. Some of these designated Redevelopment Areas overlap with the Rehabilitation Focus Areas in this Rehabilitation Plan, as indicated on the following map.

These designated Redevelopment Areas include: (1) a single parcel at 298-304 Broadway; (2) 341-343 Broadway, vacant lots between 15th and 16th Streets; (3) 35-37 West 8th Street, a vacant lot across from the light rail station; (4) the Apex Dry Cleaner site, also across from the light rail station; (5) a single parcel on the Bergen Point Brass Foundry site; (6) 186-200 Broadway (Bergen Point Village); and (7) a defunct PSE&G facility located on Oak Street between Linnet Street and Columbus Drive (the entire PSE&G site).



REHABILITATION SITE #1: 26 NORTH STREET

Address: 26 North Street

Block/Lot: Block 297, Lot 3

Total Acreage: 1.87 acres

Owner: Marl Associates & M. Lipman

Current Zoning: C-2 (Community Commercial)

Site Description

This 1.87 acre site is located between Avenue C and JFK Boulevard approximately 325 feet west of the light rail station. The end of the light rail line is toward the rear of the property on an overhead viaduct. The property is currently vacant but was formerly occupied by a supermarket structure (Pagano's IGA and Win City Supermarkets). On February 29, 2006, the Zoning Board of Adjustment approved the site for 74 units on four floors (wood frame), 16,000 square feet of retail on the ground floor and 144 surface parking spots. However, due to market conditions, the project has not been constructed.



The site is adjacent to residential and retail uses. The Bayonne Bridge (Rt. 440) abuts the rear of the property (south). There is a Rite Aid Pharmacy to the east and a petroleum company to the west.



Goals

The goals of the 26 North Street Rehabilitation Site are as follows:

- To accommodate mixed-use buildings with neighborhood-serving retail, service and other uses on the ground floor and residential units above the non-residential space.
- To encourage development that exhibits the physical design characteristics of pedestrian-oriented, storefront-style shopping streets.
- To protect and promote the health, safety and welfare of residents by restoring properties to a sound condition and productive use and by encouraging physical activity and greater social interaction.
- To promote economic revitalization by creating or expanding businesses opportunities.
- To promote more effective use of property that will, in turn, increase the property tax base.
- To provide sufficient off-street parking on-site.

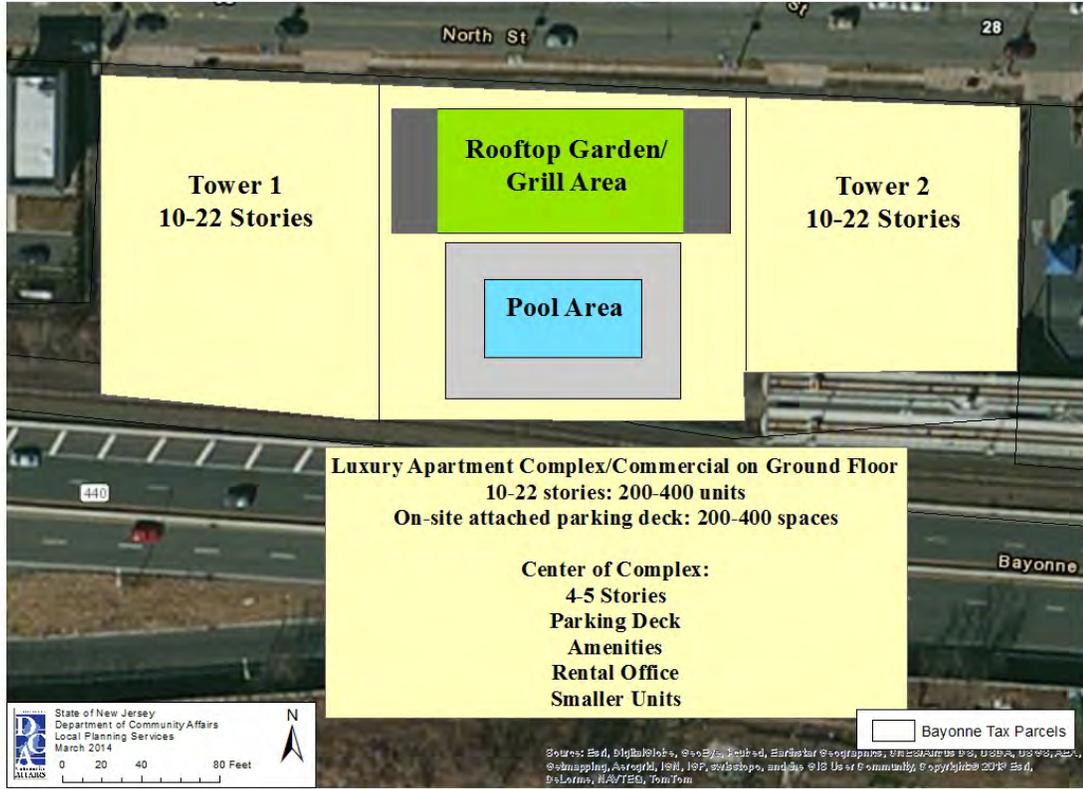
Recommendations/Community Vision

The prime location next to the light rail station makes this an ideal spot for a mid-rise or high-rise apartment building with a parking deck and resident amenities in and on top of the center platform. Amenities could include a rooftop garden, grill area and pool on top of the center platform, spa, gym (with yoga room), lounge area (with catering kitchen/bar and billiards), small coffee shop, personal services such as shoe shining, dog grooming station, etc. Access to the building and parking deck would be from North Street.

Community Vision

- Height: maximum of 22 stories – two 10-22 story towers atop a 4-5 story center platform
- 200-400 units
- 1 & 2 bedrooms; possibly some 3-bedroom units
- On-site attached parking deck with approximately 200-400 spaces (1 space per unit)
- Ground floor commercial and accessory uses such as community retail and professional services

Rehabilitation Site #1: 26 North Street



Project example of two 12-story towers: The Shipyard Apartment Complex

26 North Street Zoning

a. Principal Permitted Uses

1. Commercial establishments in the 26 North Street Rehabilitation Site shall include all uses permitted in the C-1 district, such as artist live/work spaces, leasing/sales offices and/or personal services, e.g., barber shops, beauty salons, day/health spa, gym, hair salons, self-service laundromats, nail salons, tanning salons and tailors. Commercial establishments in the 26 North Street Rehabilitation Site shall be limited to the ground floor and shall not exceed 5,000 square feet each.
2. Residential uses except on ground floor
3. Structured parking
4. Home professional offices

b. Required Accessory Uses

Off-street parking subject to the provisions of Section 35-17

c. Permitted Accessory Uses

1. Those accessory uses permitted in the C-1 Zone, as described in Subsection 35-5.8 (c)
2. Balconies, terraces and rooftop outdoor space
3. Outdoor seating in connection with a restaurant
4. Fitness centers, game rooms and common areas associated with the principal residential use
5. Other uses typically incidental and subordinate to a principal permitted use
6. Structured parking

d. Conditional Uses

1. Educational uses
2. Nursery schools/daycare centers
3. Churches and places of worship

e. Area, Yard and Structure Requirements

| | |
|---|---------------------|
| Minimum lot area | 1.8 acres |
| Minimum lot frontage | 100 feet |
| Minimum frontage setback | No requirements |
| Minimum rear yard setback | 15 feet |
| Minimum side yard setback | 0 feet |
| Maximum structure height | 12 stories/135 feet |
| Maximum lot coverage of principal and accessory structures floors 1-5 | 90 percent |
| Maximum lot coverage of principal structure(s) floors 6-12 | 65 percent |
| Maximum Floor Area Ratio | 9.5 |

f. Density Bonus

The 26 North Street Rehabilitation Site has remained vacant for over ten years and, in its location contiguous to the Immediate Station Area, is a critical component of the 8th Street Station Area Rehabilitation Plan. In order to incentivize the rehabilitation of this property the following community benefits must be included in any development site plan which takes advantage of the density bonus and must be part of the developer’s agreement between the City and the developer/redeveloper.

Community benefits to be provided on public property or rights- of -way in the Immediate Station Area as recommended on page 26 of the 8th Street Station Rehabilitation Area Plan are specified below. To receive the bonus all of the below items (1 through 10) must be completed.

1. Add six to 12 trees across from the transit station on 8th Street between Avenue C and Broadway.
2. Add street lamps along the unimproved side of 8th Street between Avenue C and Broadway with pedestrian level lamp attachments.
3. Install a bus shelter if approved by NJDOT and Bayonne at the corner of Avenue C and 8th Street.
4. Add planter, lighted bollards and litter and recycling receptacles to the space adjacent to the 7-Eleven parking lot in the public right- of- way.
5. Install a decorative solid fence in front of the vacant lot on 8th Street across from the station to block the view of the empty lot in the public right-of -way.
6. As part of a City public art project, paint the stretch of blank concrete walls on 8th Street underneath the rail bridge.
7. Outfit proposed and existing streetlights with banner posts for the City to install promotional banners for the area.
8. Open the Edward F. Clark Park on 8th Street and Avenue C to public view and install brightly colored children’s play equipment. Remove fencing around the park and install mounted security cameras as an alternative security device.
9. Paint the sidewalks across from the station and in the area of the park the color red to match the brick pavers on the station side of the street.
10. Provide for additional public parking on- site or in the Immediate Station Area (minimum of 15 spaces).

g. Density Bonus Height, Area, Yard and Structure Requirements (Must meet community benefit requirements in Section f above)

| | |
|---------------------------|---------------------|
| Minimum lot area | 1.8 acres |
| Minimum lot frontage | 100 feet |
| Minimum frontage setback | No requirements |
| Minimum rear yard setback | 15 feet |
| Minimum side yard setback | 0 feet |
| Maximum structure height | 22 stories/250 feet |

| | |
|---|------------|
| Maximum lot coverage of principal and accessory structures on floors 1- 5 | 90 percent |
| Maximum lot coverage of principal structure(s) on 6-22 | 65 percent |
| Maximum Floor Area Ratio | 14.5 |

h. Vehicular and Bicycle Parking Standards

1. A minimum of one (1) and maximum of 1.5 off-street parking space(s) per residential dwelling unit.
2. If off-street requirements are not met as provided above, the developer must obtain a parking space variance subject to the provisions of Subsection 35-17.7.
3. No off-street parking is required for non-residential uses in the 26 North Street Rehabilitation Site unless such uses exceed 3,000 square feet of gross floor area, in which case off-street parking must be provided for the floor area in excess of 3,000 square feet.
4. Off-street parking spaces must be located at the rear of the principal building or otherwise screened so as to not be visible from the public right-of-way or residential zoning districts.
5. Bicycle storage shall be accommodated in the building at a rate of 0.5 bicycles per dwelling unit. In addition, all developments shall provide on-street bike parking along the street frontage to supplement the interior storage.

i. Signs

Sign regulations as established in Section 35-25 (Signs)

j. Indoor/Outdoor Operations

All permitted uses in the 26 North Street Rehabilitation Site must be conducted within completely enclosed buildings unless otherwise expressly authorized. This requirement does not apply to off-street parking or loading areas, automated teller machines attached to banks or outdoor seating areas.

k. Floor-to-floor Heights and Floor Area of Ground-floor Space

All commercial floor space provided on the ground floor of a mixed-use building must have a minimum floor-to-ceiling height of 12 feet.

l. Transparency

1. A minimum of 70 percent of the street-facing building façade between two and eight feet in height must be comprised of clear windows that allow views of indoor space or product display areas.
2. The bottom of any window or product display window used to satisfy the transparency standard of paragraph (1) above may not be more than three (3) feet above the adjacent sidewalk.

3. Product display windows used to satisfy these requirements must have a minimum height of four (4) feet and be internally lighted.

m. City Zoning Ordinance

The requirements of Chapter 33 (Planning and Development) and Chapter 35 (Zoning) of the Revised General Ordinances of the City of Bayonne shall control except as specifically altered or otherwise modified by the subject Rehabilitation Plan.

REHABILITATION SITE #2: BAYVIEW SHOPPING CENTER & BERGEN POINT BRASS FOUNDRY

Bayview Shopping Center

Address: 177 Avenue A

Block/Lot & Owners:

Block 300, Lot 6: City of Bayonne

Block 301.01, Lot 1: Nacirema 219 West 5th St

Block 300.01 Lot 1: JP Bridge Associates, Inc. 4.1607 acres

Block 300.01, Lot 2: 175 A Holdings LLC 3.5855 Strip Mall

Block 300.1, Lot 3: 175 Ave A Holdings LLC 8.122 (A&P)

Total Acreage: 17 acres

Current Zoning: C-2 & I-H (Community Commercial & Heavy Industrial)

Bergen Point Brass Foundry

Address: 147-157 Avenue A

Block/Lot & Owners:

Block 301.02, Lots 1-4 & 12-14&15: C&A Development Corporation

Block 301.02, Lot 11: West 6th St Realty, LLC

Block 301.03, Lot 1: West 6th St Realty, LLC

Block 301.03, Lot 2: Giuseppe A. Marcigliano

Block 301.03, Lot 3: HB Bayonne Partnership

Current Zoning: C-2 & I-H (Community Commercial & Heavy Industrial)

Site Description

This site is located on Avenue A abutting the Newark Bay west of the light rail station and Rehabilitation Site #1. The land portion of the site consists of approximately 19 acres. The property currently contains a shopping center and the no-longer operational Bergen Point Brass Foundry, which was in business for over a century. The Foundry building and equipment remain on the site. The shopping center contains a vacant A & P supermarket and other vacant, smaller businesses. The shopping center has some



operational businesses, such as a Planet Fitness gym, liquor store and laundromat. There are also other warehouse/industrial buildings and truck trailers on the site, which are probably used by Silogram Lubricants.

The Bergen Point Foundry site contains a dilapidated main factory as well as several dilapidated buildings and rusted equipment on the various parcels owned by the Foundry. The site also contains debris, trash, boats, vehicles and trailers. The Foundry site is listed on the NJDEP Known and Suspected Sites list for soil and groundwater contamination. Block 301.02, Lot 11 was designated an Area in Need of Redevelopment as part of Bayonne's 2005 Scattered Site Redevelopment Plan.

The Foundry site fronts on Avenue A. The shopping center stretches out between the Foundry and the Newark Bay. There is only one access point to the shopping center at an entrance/exit road on Avenue A toward the northeast portion of the shopping center. Across the street on Avenue A is an exit ramp from Route 440 southbound and an onramp for the Bayonne Bridge. Between the Foundry and the shopping center is an operational freight spur line owned by Conrail. There is a waterfront walkway around the detention basin at the rear of the property that abuts the Newark Bay; however, the property is not currently maintained and the walkway is in disrepair.

Also part of the rehabilitation area are two adjacent lots to the northeast of the Foundry property. The middle lot (Block 301.03, Lot 2) is triangular-shaped and contains a vacant commercial building with an above-floor apartment in the front and a storage building in the rear. The site is small (2,324 square feet) with less than 44 feet of frontage. Block 301.03, Lot 3 is a vacant, forested lot that has never been developed.

The site is adjacent to residential and industrial uses. A lubrication business (Silogram Lubricants), six single-family detached homes and a former food-processing and manufacturing facility operated by Best Foods lie to the southwest of the site. Older Bayonne one- and two-family homes, apartment buildings and a newer townhouse development known as the Boatworks lie to the northeast of the site.



Goals

The goals of the Bayview Shopping Area and Bergen Point Brass Foundry Rehabilitation Site are as follows:

- To allow underutilized property to be adaptively reused for a new residential community.
- To encourage residential development that exhibits the physical design characteristics of pedestrian-oriented transit friendly communities.
- To provide for a continuation of public access along the waterfront of these parcels.
- To protect and promote the health, safety and welfare of residents by restoring properties to a sound condition and productive use and by encouraging physical activity and greater social interaction.
- To promote economic revitalization by increasing residential densities close to existing commercial facilities.
- To promote more effective use of property that will, in turn, increase the property tax base.
- To provide sufficient off-street parking on-site.

Recommendations/Community Vision

This site is relatively isolated from the rest of the Station Area and from the surrounding residential neighborhoods, which makes the area more car-dependent. This is mainly because of the previous industrial uses along the Newark Bay and also because of the on/off ramps across the street, the Conrail line and the underpass of Avenue A under the Conrail line track north of the Foundry parcels. In addition, there is only one access point to the shopping center.

However, the size of the supermarket site and its location on the waterfront make the site a prime candidate for high-rise residential development, with high-rise residential along the waterfront (maximum 12 stories) and mid-rise residential closer to Avenue A and commercial/retail.

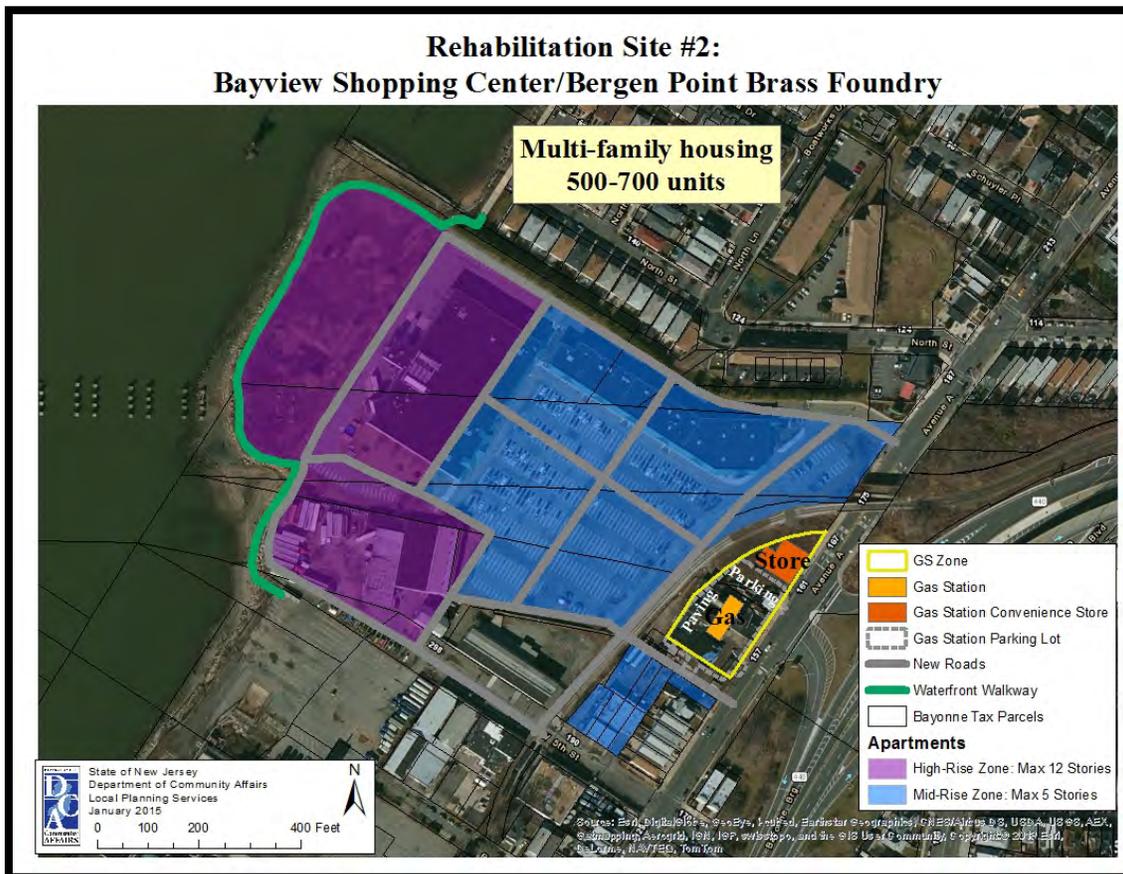
The detention basin for the shopping center is an ideal location for a public waterfront park with waterfront walkway. If a waterfront park is not feasible, the existing waterfront walkway should at a minimum be repaired and maintained. The Boatworks development has an existing waterfront walkway that ends at the shopping center line. Northwest of the Boatworks development is an existing extension of the waterfront walkway, which leads to a municipal park. In addition, the proposed 2011 Redevelopment Plan for the Best Foods site on the other side of the shopping center calls for a waterfront walkway. Therefore, there is a possibility for a long stretch of waterfront walkway to be put in place if the shopping center/Foundry site and the Best Foods site are redeveloped. The continuation of the Hudson River Waterfront Walkway is an important goal of Hudson County.

The Foundry site is suitable for retail sales and services that are needed in this area for both residents and highway users. With Route 440 and the Bayonne Bridge ramps across the street, this would be an ideal location for a more auto-dependent use, such as a gas station and larger convenience store, e.g., a Super Wawa. Depending on the extent of contamination that must be remediated once the buildings are removed, a use with impervious surfaces to cap the contamination may be the best use of the site from a financial point of view.

Access to the retail site would be from Avenue A and the new residential development could continue to use the entrance/exit road off of Avenue A. The paper street which crosses the Conrail line into the shopping center could provide an additional access point to both the residential and commercial/retail developments. This paper street currently houses truck-trailers and boats.

The community vision for this area is:

- Maximum height: 12 stories along the waterfront, five (5) stories closer to Avenue A
- 500-700 units
- Parking decks
- Some commercial convenience stores
- Street grid pattern
- Waterfront walkway
- Gas station with convenience store or similar uses on Foundry site



Bayview Shopping Center and Bergen Point Brass Factory Zoning

a. Principal Permitted Uses

1. Mid-rise residential uses up to five (5) stories (in Mid-rise Zone)
2. High-rise residential uses up to 12 stories (in High-rise Zone)
3. Gas station/convenience store (in GS Zone)
4. Continuous care adult living community
5. Assisted living facilities
6. Home professional offices
7. Uses permitted in the C-1 zone, as described in Subsection 35-5.8 (b).

b. Permitted Accessory Uses

1. Those accessory uses permitted in the C-1 Zone, as described in Subsection 35-5.8 (c)
2. Balconies, terraces and rooftop outdoor space
3. Outdoor seating in connection with a restaurant or community center
4. Fitness centers, game rooms and common areas associated with the principal residential use
5. Other uses typically incidental and subordinate to a permitted principal use
6. Medical offices

c. Conditional Uses

1. Educational uses
2. Nursery schools/daycare centers
3. Churches and places of worship

d. Area, Yard and Structure Requirements (Mid-rise and High-rise Zones)

| | |
|---|-----------------------------------|
| Minimum lot area | 3 acres |
| Minimum lot frontage | 100 feet |
| Minimum frontage setback | 10 feet |
| Minimum rear yard setback | 20 feet |
| Minimum side yard setback | 10 feet |
| Maximum structure height (high) | 12 stories/135 feet |
| Maximum structure height (mid) | 5 stories/55 feet |
| Maximum lot coverage of principal and accessory structures | 90 percent |
| Maximum Floor Area Ratio | 4.5 (5 stories); 9.5 (12 stories) |

e. Parking Standards

1. One (1) off-street parking space per residential dwelling unit, except for assisted living facilities and continuous care adult living communities, which shall have 0.5 off-street parking spaces per residential dwelling unit.
2. Parking required for commercial uses shall be as required in the C-1 zone.

f. Signs

Sign regulations as established in Section 35-25 (Signs)

g. Indoor/Outdoor Operations

All permitted uses in the district must be conducted within completely enclosed buildings unless otherwise expressly authorized. This requirement does not apply to off-street parking or loading areas, automated teller machines attached to banks or outdoor seating areas.

h. City Zoning Ordinance

The requirements of Chapter 33 (Planning and Development) and Chapter 35 (Zoning) of the Revised General Ordinances of the City of Bayonne shall control except as specifically altered or otherwise modified by the subject Rehabilitation Plan.

REHABILITATION SITE #3: IDEAL WINDOW MANUFACTURING COMPANY

Address: 100 West 7th Street

Block/Lot: Block 304, Lots 1 & 2

Total Acreage: 2.29 acres

Owners:

Block 304, Lot 2: Ideal Window (West 7th Street LLC), 1.8 acres

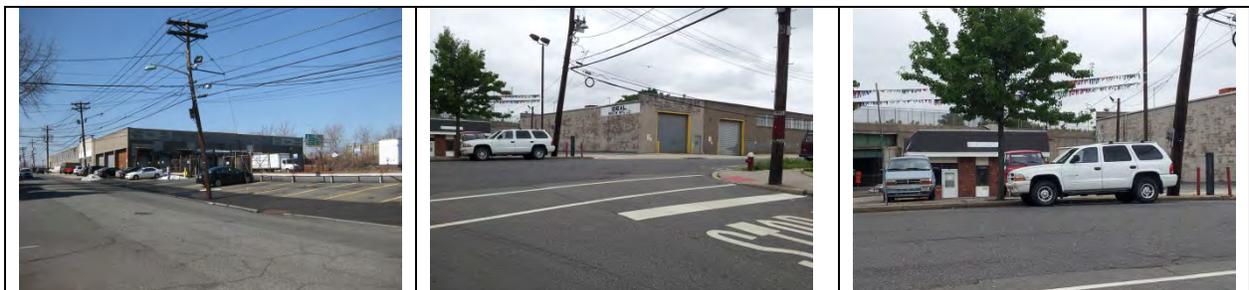
Block 304, Lot 1: Car Dealership (Timothy Curtis), 0.49 acres

Current Zoning: IL-A (Light Industrial District A)

Site Description

This 2.29 acre site consists of two lots and is located between Avenue C and JFK Boulevard. Block 304, Lot 2 is 1.8 acres and contains two industrial buildings owned and operated by Ideal Window Manufacturing Company, which continues to manufacture windows and doors at this location. The company also owns two other sites in Bayonne, but this location is the company's headquarters. Block 304, Lot 1 contains a used car dealership.

The site is adjacent to mostly residential uses. The Bayonne Bridge (Route 440 viaduct) abuts the rear (north side) of the site. 26 North Street (Rehabilitation Site #1) and the light rail station are northeast of the site. Rehabilitation Site # 2 is to the west of the site.



Goals

The goals for the Ideal Window Manufacturing Company site are as follows:

- To preserve the existing zoning and allow the existing use to continue.
- To encourage development that exhibits the physical design characteristics of a pedestrian-oriented residential neighborhood.
- To protect and promote the health, safety and welfare of residents by restoring properties to a sound condition and productive use and by encouraging physical activity and greater social interaction.
- To promote economic revitalization by creating or expanding alternative uses for this property.
- To promote more effective use of property that will, in turn, increase the property tax base.
- To provide sufficient off-street parking on-site.

Recommendations/Community Vision

The recommendations for this site include an apartment complex on the corner and retail/residential on the remainder of the site.

- Maximum height: five (5) stories
- 150-200 units
- Underground parking for apartment complex, surface lot parking for retail/residential section
- Small park/community space for residents
- Retail allowed on first floor

This site is relatively isolated from the rest of the study area due to the Route 440 viaduct and underpass located nearby. Given the residential nature of the surrounding neighborhood, a residential use would be more appropriate for the site, with retail uses allowed on the first floor. Access would be from West 7th Street into a private roadway that wraps around the neighborhood park to an exit onto West 7th Street.

**Rehabilitation Site #3:
Ideal Window Manufacturing**



Ideal Window Manufacturing Company Zoning

The existing base zoning in place as of the adoption of this ordinance for the Ideal Window Manufacturing Company Rehabilitation Site will remain the same unless amended by separate action by the Governing Body. The zoning shown below will be considered as an overlay zone.

a. Principal Permitted Uses

1. Mid-rise residential uses up to five (5) stories
2. Uses permitted in the C-1 zone, as described in Subsection 35-5.8 (b).
3. Continuous Care Adult Living Community
4. Assisted Living Facilities
5. Home professional offices

b. Permitted Accessory Uses

1. Outdoor seating in connection with a restaurant or community center
2. Fitness centers, game rooms and common areas associated with the principal residential use
3. Other uses typically incidental and subordinate to a principal permitted use
4. Balconies, terraces and rooftop outdoor space
5. Medical offices

c. Conditional Uses

1. Educational uses
2. Nursery schools/daycare centers
3. Churches and places of worship

d. Area, Yard and Structure Requirements

| | |
|---|-------------------|
| Minimum lot area | 1.5 acres |
| Minimum lot frontage | 100 feet |
| Minimum frontage setback | 10 feet. |
| Minimum rear yard setback | 20 feet |
| Minimum side yard setback | 10 feet |
| Maximum structure height | 5 stories/55 feet |
| Maximum lot coverage of principal and accessory structures | 90 percent |
| Maximum Floor Area Ratio | 4.5 |

e. Parking Standards

1. One (1) off-street parking space per residential dwelling unit, except for assisted living facilities and continuous care adult living communities, which shall have 0.5 off-street parking spaces per residential dwelling unit.

2. Parking required for commercial uses shall be as required in the C-1 zone.

f. Signs

Sign regulations as established in Section 35-25 (Signs)

g. Indoor/Outdoor Operations

All permitted uses in the district must be conducted within completely enclosed buildings unless otherwise expressly authorized. This requirement does not apply to off-street parking or loading areas, automated teller machines attached to banks or outdoor seating areas.

h. City Zoning Ordinance

The requirements of Chapter 33 (Planning and Development) and Chapter 35 (Zoning) of the Revised General Ordinances of the City of Bayonne shall control except as specifically altered or otherwise modified by the subject Rehabilitation Plan.

REHABILITATION SITE #4: PSE&G Property

Address: Oak Street

Block/Lot: Block 472, Lots 1, 1.01, 2-14; Block 473.01, Lots 1-4

Total Acreage: 0.84 acres

Owner: Public Service Electric & Gas (PSE&G)

Current Zoning: Rehabilitation Area as per Bayonne's 2005 Scattered Site Rehabilitation Plan

Site Description

This 0.84 acre site is located on Oak Street between Linnet Street and Columbus Drive toward the eastern side of the Rehabilitation Area. West Oak Court is a cul-de-sac road that cuts through the western portion of the site. The site is part of a larger triangular corner 2.65-acre vacant site bifurcated by the West Oak Court cul-de-sac. The entire 2.65-acre site was designated an Area in Need of Redevelopment in Bayonne's 2005 Scattered Site Redevelopment Plan. The plan calls for single- and double-family townhouses surrounding a public park. The area west of the cul-de-sac seen in the map was approved by the Zoning Board of Adjustment on April 15, 2013 for ten two-family homes (20 units) without a public park. Each unit will have a maximum of three bedrooms. The remaining portion east of the cul-de-sac (0.84 acres) is the subject of this section (highlighted in the map above).



The PSE&G site is currently vacant but was once the location of the Hobart Coal Gasification Plant. The site was operational from the mid-1800's to the early 1900's as a coal gas plant. Soil contamination on the site was identified in 1990 and was remediated. However, contaminants have migrated off site via groundwater and the groundwater is being monitored on a regular basis. The site is listed on the NJDEP Known and Suspected Sites list for soil and groundwater contamination and there has been reluctance on the part of PSE&G to sell the property because of continuing environmental problems. The applicant for the approved site plan to the west of the PSE&G site received a "No Further Action" letter from DEP, which stated that the property could be developed for residential purposes.

The site is adjacent to mostly residential uses with some industrial uses to the southeast and an industrial building to the east of the site. The Bayonne Bridge (Route 440 viaduct) abuts the rear (north side) of the site and there is an underpass to the viaduct to the west of the site.



Goals

The goals of the PSE&G Rehabilitation Site are as follows:

- To encourage the development of this vacant, fenced-in site
- To encourage the development of a neighborhood park
- To allow the development of additional residential uses
- To encourage development that exhibits the physical design characteristics of a pedestrian-oriented residential neighborhood
- To protect and promote the health, safety and welfare of residents by restoring properties to sound condition and productive use and by encouraging physical activity and greater social interaction
- To promote more effective use of property that will, in turn, increase the property tax base
- To provide sufficient off-street parking on-site

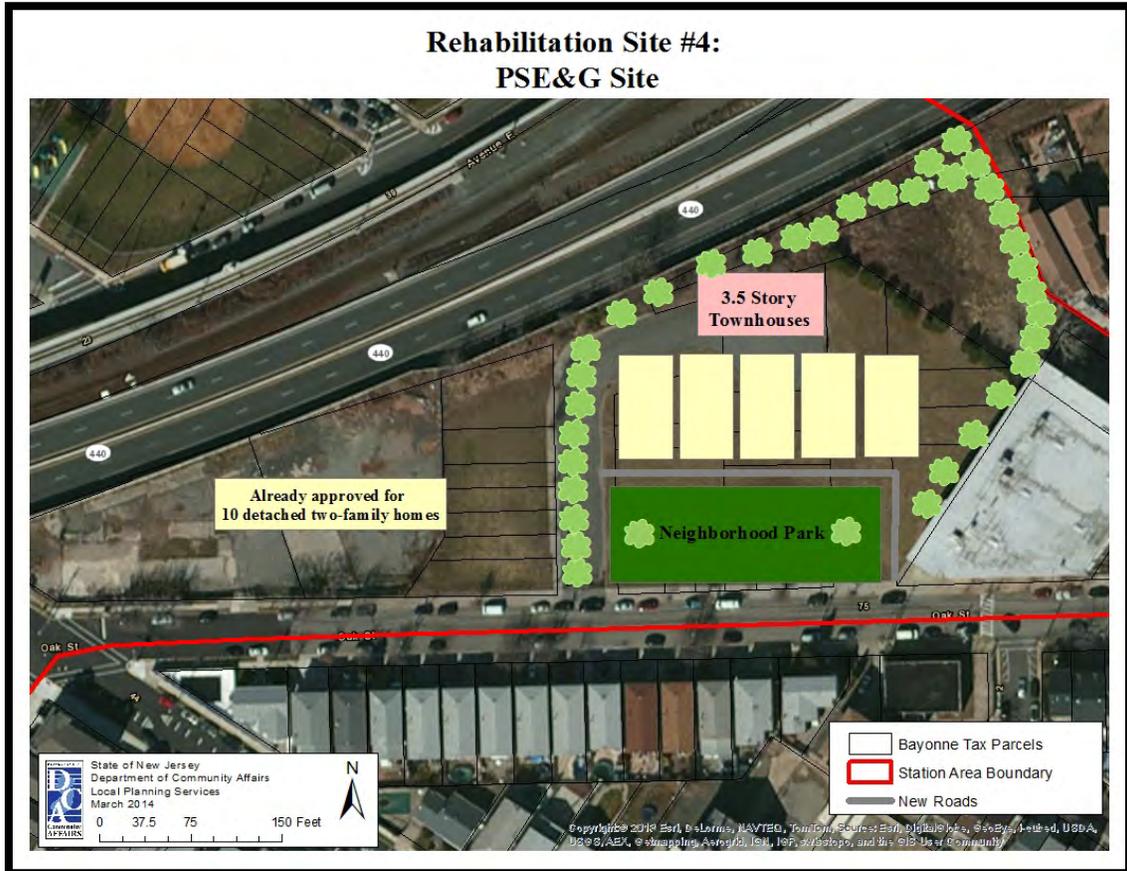
Recommendations/Community Vision

Allow Single/Double-Family Attached Townhomes.

- Maximum height: 3.5 stories or 40 feet
- 10-20 units
- Garage and on-street parking
- Public neighborhood park is required

PSE&G Property Zoning

The recommendation is to keep the current Scattered Site Redevelopment Plan zoning on the remainder of the property (single- and double-family townhouses) and continue to require a neighborhood park.



SCATTERED SITE & ADDITIONAL APPROVED REDEVELOPMENT AREAS & PLANS

341-343 Broadway Site

| | | | |
|--|--|--|--|
| <p>VACANT SITE – BLOCK 246 Block 246, Lots 24 & 25</p> | | <p>VACANT SITE – BLOCK 246 Block 246, Lots 24 & 25</p> | |
| <p>EXISTING CONDITION</p>    | | <p>PLAN DESCRIPTION Vacant Site – Block 246 is located on Broadway between West 10th and West 15th Streets. The Plan proposes a 3.5-story, mixed-use building with rear surface parking. Access to the parking area is provided from Broadway through a driveway that passes under the building.</p> | |
| | | <p>PERMITTED USES</p> <ul style="list-style-type: none"> Mixed use is required, but uses permitted in the ORS Zone, as described in section 35-5-12 (a), (b), (c), and (d) of the Bayonne Zoning Ordinance may be permitted. | |
| | | <p>BULK REQUIREMENTS</p> <ul style="list-style-type: none"> Bulk requirements for the ORS Zone, as described in section 35-5-12 (e) of the Bayonne Zoning Ordinance and additional requirements as described below. <ol style="list-style-type: none"> Maximum Building Height – 3.5 stories and 40 feet Zero (0) lot line setback is recommended to Broadway | |
| <p>CONCEPT PLAN</p>  | | <p>GENERAL REQUIREMENTS</p> <ul style="list-style-type: none"> Parking must be located at the rear of the structure. The maximum width of the driveway curb cut shall be 16 feet Off-site parking spaces for permitted uses may be used to meet the overall parking requirement. Decorative garage door shall be used for driveway entrance. Garage door shall be setback at least 2 feet from the building façade to improve pedestrian sight distance. | |
| | | <p>DESIGN GUIDELINES</p> <ul style="list-style-type: none"> All developments shall meet the Design Guidelines provided in section 33-10.1 of the Bayonne Zoning Ordinance and the Commercial Areas/Commercial Uses/Mixed Uses Design Standards provided in this report. Additional design guidelines are described below. <ol style="list-style-type: none"> The garage design shall be incorporated into the overall design of the building. | |
| <p>- 34 -</p> | | <p>- 35 -</p> | |

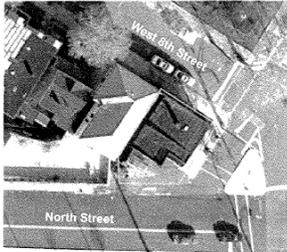
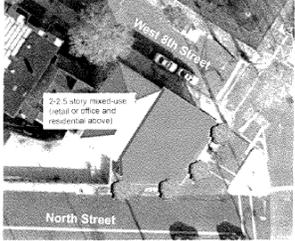
35-37 West 8th Street Site

| | | | |
|--|--|---|--|
| <p>VACANT SITE – BLOCK 283 Block 283, Lots 10 & 11</p> | | <p>VACANT SITE – BLOCK 283 Block 283, Lots 10 & 11</p> | |
| <p>EXISTING CONDITION</p>   <p>Vacant Site - Block 283</p>  <p>Vacant Site - Block 283</p> | | <p>PLAN DESCRIPTION</p> <p>Vacant Site – Block 283 is located on West 8th Street between Broadway and Avenue C. This area has experienced rapid revitalization. A future light rail station has been proposed at Block 296, Lot 1 (across the street) which currently contains Burger King. The Plan proposes a 3-story mixed use building with rear parking. An access driveway should be provided from West 8th Street.</p> | |
| | | <p>PERMITTED USES</p> <ul style="list-style-type: none"> Mixed use is required, but uses permitted in the C-1 Zone, as described in section 35-5.9 (a), (b), (c), and (d) of the Bayonne Zoning Ordinance may be permitted. | |
| | | <p>BULK REQUIREMENTS</p> <ul style="list-style-type: none"> Bulk requirements for the C-1 Zone, as described in section 35-5.8 (e) of the Bayonne Zoning Ordinance and additional requirements as follows: <ol style="list-style-type: none"> Zero (0) lot line setback is recommended on West 8th Street | |
| | | <p>GENERAL REQUIREMENTS</p> <ul style="list-style-type: none"> Parking must be located at the rear of the structure. This parking lot may be accessed by a driveway that extends through the building. The maximum width of the driveway shall be 16 feet Off-site parking spaces for permitted uses may be used to meet the overall parking requirement. A minimum of 5-foot landscaped buffer shall be provided from the residential use to the north. Garage door shall be setback at least 2 feet from the building façade to improve pedestrian sight distance. | |
| <p>CONCEPT PLAN</p>  <p>Opening through decorative driveway entrance</p> <p>Downside 3-story mixed-use commercial/residential</p> | | <p>OBJECTIVES</p> <ul style="list-style-type: none"> To protect the health, safety and welfare of the citizens of Bayonne by restoring properties to a sound condition and productive use. To encourage development that will complement the character of existing neighborhoods. To promote economic revitalization by creating new business opportunities. To promote more effective use of property that will, in turn, increase the property tax base. To more fully integrate new development with existing neighborhoods through streetscape enhancements, such as the planting of street trees and the installation of sidewalks. To provide sufficient off-street parking on-site. | |
| | | <p>DESIGN GUIDELINES</p> <ul style="list-style-type: none"> All developments shall meet the Design Guidelines provided in section 33-10.1 of the Bayonne Zoning Ordinance and the Commercial Areas/Commercial Uses/Mixed Uses Design Standards provided in this report. Additional design guidelines are described below: <ol style="list-style-type: none"> The architectural design of the building shall incorporate design elements for the existing buildings located to the east. Decorative garage door shall be used for driveway entrance. The garage design shall be incorporated into the overall design of the building.  <p>Existing commercial area located east of the site</p> | |

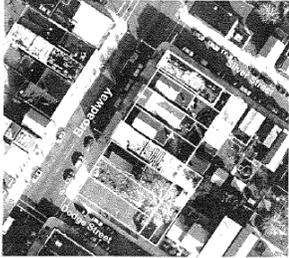
298-304 Broadway Site

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|---|---|
| ADDRESS: 298-304 Broadway BLOCK: 298 LOT: 2 | ADDRESS: 298-304 Broadway BLOCK: 258 LOT: 2 |
| <p>Redevelopment Plan: Site 8 Objectives</p> <p>The objectives of the redevelopment plan specific to Site 8 are to ensure:</p> <ul style="list-style-type: none"> • A continuous retail and office environment along Broadway connecting with existing commercial establishments. • An improvement to the aesthetic value of the Broadway corridor. • The creation of a limited number of multi-family dwellings that in a small way provide a ready population base for the services provided on Broadway • Site remediation is completed in a timely manner through the Licensed Site Remediation Program process. <p>Redevelopment Plan: Land Use Concepts</p> <p>Lower Broadway, consisting of the corridor south of 17th Street, has a stronger concentration of office uses in comparison to retail sales. The Office/Retail Service District (ORS) supports the central business district by providing an additional location for office uses so the demand for these small uses does not push out purely retail sales uses in the CBD. In both the ORS and CBD, ensuring a continuous band of offices and service businesses strengthens the appeal of the Broadway corridor. The retail commercial uses on this portion of the corridor provide an array of personal service and convenience uses within easy walking distance of the adjoining neighborhoods.</p> <p>In this particular block between E. 13th and E. 14th Streets, however, both sides of the street have residential uses on the ground floor. For example, on the same side of the street as the subject parcel, there are two two-family detached residences. The other two uses on the block are the adult care facility and a one-story office building at 13th St. On the opposite side of the street, all of the buildings on interior lots are fully residential. These are two to three stories in height.</p> <p>As Bayonne changes, the Broadway corridor should remain as the central spine of the municipality where the small shops and businesses historically have been located. Though an older pattern of development, what is old is new again. The corridor is well placed enough that no resident outside of Bergen Point is more than four blocks away – within walking distance. The close proximity to the large majority of the City population reduces the need for car dependence, which in turn reduces polluting effects from vehicles. In a small way, according to scientists, it also combats global warming and for a City that is surrounded on three sides by rising tidal water, every part counts. Keeping Broadway filled with stores, shoppers, and businesses also means that obsolete land uses must give way to new buildings and uses. Accordingly, the building is expected to be demolished and the site reused for a new purpose.</p> <p>The demolition would permit the use of two-thirds of the lot for surface parking to lessen the impact on adjacent residential streets. The other one-third of the space, approximately</p> | <p>3,700 sf., would allow for one or two ground level stores or offices facing Broadway. The number of multi-family dwellings would be limited to 8 units per floor. Each unit would have a parking space with the remainder for the business uses. A second and third story would cover a portion of the surface parking. Aside from this limitation and adding design standards, the existing ORS zoning regulations are suitable for the redevelopment site.</p>  |

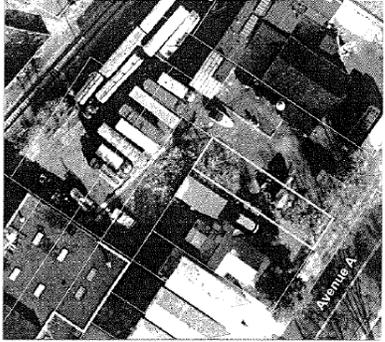
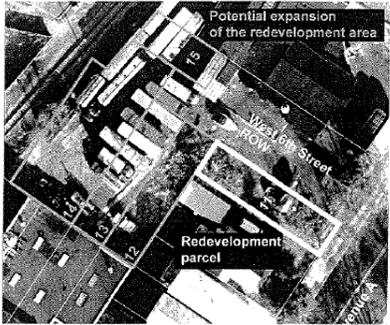
Apex Dry Cleaner's Site

| | |
|---|--|
| <p>APEX DRY CLEANER SITE Block 286, Lot 18</p> <p>EXISTING CONDITION</p>   <p style="text-align: center; font-size: small;">Apex Dry Cleaner Site</p>  <p style="text-align: center; font-size: small;">Apex Dry Cleaner Site (south side)</p> | <p>APEX DRY CLEANER SITE Block 296, Lot 18</p> <p>PLAN DESCRIPTION</p> <p>The Apex Dry Cleaner Site is located at the intersection of Avenue C, North Street, and West 8th Street. The site is a highly visible location with close proximity to a planned light rail station. The Plan proposes a 2.5-story mixed-use building. The parking requirement can be waived because the site cannot provide sufficient parking spaces. Alternatively, this site may be jointly developed with the adjoining Lot 17 located immediately west of the property.</p> <p>PERMITTED USES</p> <ul style="list-style-type: none"> • Mixed-use is required, but uses permitted in the C-2 Zone, as described in section 35-5.9 (a), (b), (c), and (d) of the Bayonne Zoning Ordinance may be permitted <p>BULK REQUIREMENTS</p> <ul style="list-style-type: none"> • Bulk requirements for the C-2 Zone, as described in section 35-5.9 (e) of the Bayonne Zoning Ordinance and additional requirements described as follows: <ol style="list-style-type: none"> a. Maximum Building Height – 2.5 stories and 30 feet <p>GENERAL REQUIREMENTS</p> <p>This site is exempted from the City's parking requirement. However, if the site is jointly developed with the adjoining Lot 17, the site must provide sufficient parking spaces according to the Parking Space Requirements as described in section 35-17.6 of the Bayonne Zoning Ordinance.</p> <p>DESIGN GUIDELINES</p> <p>All developments shall meet the Design Guidelines provided in section 33-10.1 of the Bayonne Zoning Ordinance and the Commercial Areas/Commercial Uses/Mixed Uses Design Standards provided in this report.</p> |
| <p>CONCEPT PLAN</p>  | <p>OBJECTIVES</p> <ul style="list-style-type: none"> • To protect the health, safety and welfare of the citizens of Bayonne by restoring properties to a sound condition and productive use. • To encourage development that will complement the character of existing neighborhoods. • To promote economic revitalization by creating new business opportunities. • To promote more effective use of property that will, in turn, increase the property tax base. • To more fully integrate new development with existing neighborhoods through streetscape enhancements, such as the planting of street trees and the installation of sidewalks. |

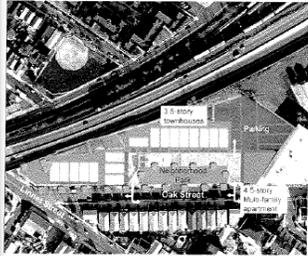
Bergen Point Brass Foundry Site

| | | | |
|---|--|--|--|
| <p>BERGEN POINT VILLAGE 3 SITE Block 326, Lots 1, 2, 3, 4, 5, 6, 7, 8 & 9</p> | | <p>BERGEN POINT VILLAGE 3 SITE Block 326, Lots 1, 2, 3, 4, 5, 6, 7, 8 & 9</p> | |
| <p>EXISTING CONDITION</p>    | | <p>PLAN DESCRIPTION The Bergen Point Village 3 Site is in a rapidly revitalizing commercial area. The existing structures are in poor condition and should be redeveloped. The Plan proposes a 4- or 5-story mixed-use building with a neighborhood park and rear parking. The building can be 4 stories with surface rear parking and be 5 stories with subsurface parking.</p> <p>PERMITTED USES</p> <ul style="list-style-type: none"> Mixed-use is required, but uses permitted in the C-1 Zone, as described in section 35-5.8 (a), (b), (c), and (d) of the Bayonne Zoning Ordinance may be permitted. | |
| <p>CONCEPT PLAN</p>  | | <p>BULK REQUIREMENTS</p> <ul style="list-style-type: none"> Bulk requirements for the C-1 Zone, as described in section 35-5.8 (e) of the Bayonne Zoning Ordinance and additional requirements as described follows: <ol style="list-style-type: none"> Maximum Building Height – 5 stories and 55 feet (with subsurface parking provided) Maximum Building Height – 4 stories and 45 feet (with surface rear parking provided) Open Space – At least 10 percent of the lot area shall be used as open space including a minimum 5 percent of total tract area for a neighborhood park. Floor Area Ratio (FAR) – 4.0 <p>GENERAL REQUIREMENTS</p> <ul style="list-style-type: none"> Building(s) must orient toward Broadway The top floor shall be stepped back if the structure exceeds four (4) stories. Surface parking must be located at the rear of the structure, and access to the parking is limited to Silver Street and/or Dodge Streets only. The maximum ingress/egress width for driveway curb cuts shall be 24 feet. Fully enclosed subsurface parking shall be exempt from the FAR calculation. Off-site parking spaces for permitted uses may be used to meet the overall parking requirement. A neighborhood park/plaza shall be included and should be located at the corner or middle of the block. <p>DESIGN GUIDELINES</p> <ul style="list-style-type: none"> All developments shall meet the Design Guidelines provided in section 33-10.1 of the Bayonne Zoning Ordinance and the Commercial Areas/Commercial Uses/Mixed Uses Design Standards provided in this report. Additional design guidelines are provided below: <ol style="list-style-type: none"> A full streetscape improvement consistent with the appearance, design and materials of that used within the Bayonne Town Center shall be provided on Broadway from Silver Street to Dodge Street. The project design shall incorporate architectural and urban design features similar to those used in the Bergen Point Village 1 and 2 projects. A large single building is prohibited and shall be broken into multiple buildings. Redevelopment shall have a coordinated and unified architectural, bulk and urban design character across all public frontage especially Broadway. In the event that an outparcel(s) results in a discontinuous site, each development area abutting the outparcel(s) shall incorporate a differentiated architectural, bulk and urban design character to provide visual diversity at the Broadway frontage and a transition to said outparcels. | |
| <p>OBJECTIVES</p> <ul style="list-style-type: none"> To protect the health, safety and welfare of the citizens of Bayonne by restoring properties to a sound condition and productive use. To encourage development that will complement the character of existing neighborhoods. To promote economic revitalization by creating new business opportunities. To promote more effective use of property that will, in turn, increase the property tax base. To more fully integrate new development with existing neighborhoods through streetscape enhancements, such as the planting of street trees and the installation of sidewalks. To provide sufficient off-street parking on-site. | | | |

Bergen Point Village Site

| | |
|--|--|
| <p>VACANT SITE – BLOCK 301.02 Block 301.01, Lot 11</p> | |
| <p>EXISTING CONDITION</p>    | |
| <p>POTENTIAL EXPANSION OF THE REDEVELOPMENT AREA</p>  <p>The Vacant Site – Block 301.02 is in a transitional area between residential and industrial uses. The Plan has no recommendation for this site due to the necessity of further study.</p> | |

PSE&G Site

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|--|--|--|--|
| <p>PSE&G SITE Block 307 Lots 1.01 & 1.02, Block 471, Lots 1, 2, 3, 4, 5, 6 & 7, Block 472, Lots 1, 1.01, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13 & 14, Block 473.01, Lots 1, 2, 3 & 4</p> | | <p>PSE&G SITE Block 307 Lots 1.01 & 1.02, Block 471, Lots 1, 2, 3, 4, 5, 6 & 7, Block 472, Lots 1, 1.01, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13 & 14, Block 473.01, Lots 1, 2, 3 & 4</p> | |
| <p>EXISTING CONDITION</p>   <p>PSE&G Site</p>  <p>PSE&G Site</p> | | <p>PLAN DESCRIPTION The PSE&G site is a 2.65-acre vacant site located on Oak Street between Linnet Street and Columbus Drive. The Plan proposes new residential units with a neighborhood park. Townhouses and a multi-family apartment should face a neighborhood park. A new street should wrap around the park and provide access to townhouses and a parking area for the apartment.</p> <p>PERMITTED USES</p> <ul style="list-style-type: none"> Single/Double family townhouses, as described in section 35-5.3 (a) (3) and (4) of the Bayonne Zoning Ordinance. Multiple-family dwellings, under R-3 zone, as described in section 35-5.4 (a) (5) of the Bayonne Zoning Ordinance. Public park is required. <p>BULK REQUIREMENTS</p> <ul style="list-style-type: none"> Bulk requirements for the R-2 Zone, as described in section 35-5.3 (e) of the Bayonne Zoning Ordinance and additional requirements described as follows: <ol style="list-style-type: none"> Maximum Building Height – Single/Double Family Townhouse (3.5 stories or 40 feet) Bulk requirements for the R-3 Zone for multi-family dwellings (under Low Rise Apartments), as described in section 35-5.4 (e) and additional requirements described as follows: <ol style="list-style-type: none"> Maximum Building Height – Multi-family Dwellings (4.5 stories and 50 feet). Floor Area Ratio (FAR) – 3.2 <p>GENERAL REQUIREMENTS</p> <ul style="list-style-type: none"> Townhouses and multi-family apartment must face towards the neighborhood park. Parking for multi-family apartment shall not face public streets. Ground-floor parking is permitted for townhouses. A minimum of 10-foot buffer shall be provided between the property line of townhouses and a parking lot for the multi-family apartment. Consistent streetscape improvements shall be required across the entire frontage. If the height of multi-family dwelling(s) exceeds 4 stories, a stepped-back top floor must be provided. The total number of multi-family residential units shall not exceed a maximum of 50 percent or one-half of the total residential yield generated by development of the site. <p>DESIGN GUIDELINES</p> <ul style="list-style-type: none"> All developments shall meet the Design Guidelines provided in section 33-10.1 of the Bayonne Zoning Ordinance and the Residential Area Design Standards provided in this report. Site development shall incorporate traditional neighborhood design (TND) including but not limited to diversity of architectural styles, vernacular design elements (i.e. porches, sloped roofs), limited setbacks, rear-loading garages, integrated open space, walkable site plan design and pedestrian links to the surrounding neighborhood as well as Broadway. Gated or limited access development shall be prohibited. All streets, rights-of-way and park(s) shall be constructed by the redeveloper to City standards and dedicated to the municipality upon completion of site development with the exception of alleys for residential access to rear-loading garages. The selected redeveloper shall conduct a design charrette prior to public hearing to solicit public input, refine the adopted concept plan and ensure that redevelopment is compatible with the surrounding neighborhood context. | |
| <p>CONCEPT PLAN</p>  | | <p>OBJECTIVES</p> <ul style="list-style-type: none"> To protect the health, safety and welfare of the citizens of Bayonne by restoring properties to a sound condition and productive use. To encourage development that will complement the character of existing neighborhoods. To promote more effective use of property that will, in turn, increase the property tax base. To more fully integrate new development with existing neighborhoods through streetscape enhancements, such as the planting of street trees and the installation of sidewalks. To provide sufficient off-street parking on-site. | |

RELATIONSHIP OF REHABILITATION PLAN TO PLANS OF OTHER JURISDICTIONS

Newark and Elizabeth Cities (N.J.) and Staten Island Borough (N.Y.)

Bayonne is the southernmost point of the Bergen peninsula and is surrounded on three sides by water. Consequently, there is no adjacent land boundary with Elizabeth, Newark or Staten Island. While Jersey City has a direct land connection to Bayonne, this connection occurs in the northern portion of the City well north of the Station Area. As a result, there are no significant relationships between the rehabilitation plans of the municipalities adjacent to the 8th Street Station Area, their master plan goals and objectives or land development ordinances.

Hudson County

Hudson County's 2010 Comprehensive Economic Development Strategy (CEDS) details key planning initiatives and strategic hurdles for the continued economic development of the County. The CEDS goals consistent with the City's rehabilitation vision include the following:

- Retain and expand existing business and provide for the economic revitalization of the County's commercial and industrial base.
- Foster the cleanup and reuse of contaminated sites as an integral part of both economic and community development, while maintaining and improving areas that provide centers for employment, education, entertainment facilities, services, shopping and other resources.
- Promote sustainable, smart growth development.

There are no strategies inconsistent with the City's rehabilitation policies that Hudson County has adopted.

State Development and Redevelopment Plan

Although the State has been in the process of preparing a new State Strategic Plan for the past few years, the last officially adopted State Plan (the State Development and Redevelopment Plan, or SDRP) dates from March 1, 2001. The plan is organized around eight policy goals for New Jersey's communities. Of particular importance to Bayonne are:

- **Goal 1:** Revitalize the State's cities and towns.
- **Goal 3:** Promote beneficial economic growth, development and renewal.
- **Goal 8:** Ensure sound integrated planning and implementation Statewide.

All of Bayonne is designated a Planning Area 1, which is the Metropolitan Planning Area. The following objectives relative to rehabilitation and redevelopment are associated with a PA1 designation:

- **Land Use:** Promote redevelopment and development in Cores and neighborhoods of Centers and in Nodes that have been identified through cooperative regional planning

- efforts. Ensure efficient and beneficial utilization of scarce resources throughout the Planning Area to strengthen the existing diversified compact nature.
- Economic Development: Promote economic development by encouraging strategic land assembly, site preparation and infill development.
 - Redevelopment: Encourage redevelopment at intensities sufficient to support transit, a broad range of uses and efficient use of infrastructure. Promote design that enhances public safety, encourages pedestrian activity and reduces dependency on the automobile.

This Rehabilitation Plan is substantially consistent with the goals and objectives for the Metropolitan Planning Area as described in the State Plan. This document supports both the spirit and the intent of the State Development and Redevelopment in that it recommends revitalizing vacant and underutilized properties through consistently applied land use objectives.

ACQUISITION & RELOCATION PLAN

The 8th Street Station Rehabilitation Area Plan applies to numerous parcels within walking distance of the 8th Street Light Rail Station. The entire area is designated as an Area in Need of Rehabilitation. Some of the parcels have also been designated within Areas in Need of Redevelopment. The City will seek to implement the Rehabilitation Plan in cooperation with the existing property owners, interested stakeholders and/or any future owner who may acquire the property in fee simple. Furthermore, the City does not intend to utilize eminent domain to acquire any of the parcels referenced as Areas in Need of Redevelopment in this plan in furtherance of this Rehabilitation Plan or any approved Redevelopment Plans. Consequently, there is no need for relocation of residents or businesses within the Rehabilitation Area at this time.

PERMITTED DEVELOPMENT ACTIONS

The following actions may be taken to implement the 8th Street Station Rehabilitation Area Plan and to address the conditions that contribute to the underutilization and need for rehabilitation and redevelopment.

- Undertake redevelopment/rehabilitation projects and, for this purpose, issue bonds in accordance with the provisions of Section 29 of P.L. 1992, c.79 (N.J.S.A. 40A:12A-29).
- Provide infrastructure improvements necessary to support new development as well as rehabilitation improvements necessary to support new development including but not limited to roadway, bulkhead, water and sewer service, drainage, streetscape improvements and environmental controls.
- Undertake site remediation in compliance with NJDEP and City requirements.
- Demolish existing structures, rehabilitate existing structures and construct new structures in furtherance of the Rehabilitation Plan.
- Provide financial assistance incentives in support of rehabilitation and redevelopment including short- and long-term tax incentives.
- Take other actions necessary for implementation of the Rehabilitation Plan subject to authorization of the approving body.

ADMINISTRATION OF DEVELOPMENT PLAN

The following administrative provisions shall apply to the 8th Street Station Rehabilitation Area Plan:

- All development within the Rehabilitation Area shall be consistent with the provisions of the Rehabilitation Plan or the underlying zoning including but not limited to permitted uses, bulk requirements and special development requirements set forth herein.
- All development within the Rehabilitation Area shall be consistent with the existing underlying zoning or with the requirements of Section 40A:12A-8 of the Local Redevelopment and Housing Law for the effectuation of rehabilitation or redevelopment plans.
- The City or its designated redevelopment entity may enter into agreements, leases, deeds and other instruments with a redeveloper(s) or developer(s) for the purpose of effectuating the Rehabilitation Plan consistent with the requirements of N.J.S.A. 40A:12A-9 of the Local Redevelopment and Housing Law.
- A site plan, subdivision plan, architectural plan and other information typically required as part of the City's development application checklist (Section 33-11 of the Planning and Development Ordinance) shall be submitted by the redeveloper(s) and developer(s) for Planning Board review and approval prior to commencement of new construction or rehabilitation of an existing structure in order to determine compliance with the adopted Rehabilitation Plan. Site plan and subdivision review shall be conducted by the Planning Board in accordance with the Municipal Land Use Law (N.J.S.A. 40:55D-1 *et seq.*) No permits shall be issued without prior review and approval of the Planning Board where the Board has jurisdiction as per the Municipal Land Use Law.
- The Planning Board may grant relief from the bulk, parking and sign requirements of the adopted Rehabilitation Plan as well as the design standards contained herein where there is a hardship or the granting of such relief will promote the purposes of said plan consistent with the standards established in N.J.S.A. 40:55D-70(c). In no event shall relief be granted by the Planning Board to provide a use or facility that is not permitted by the Rehabilitation Plan or the underlying zoning.
- All applications for development or redevelopment within the Rehabilitation Area except for single-family homes or duplexes on individual lots shall provide for public notice in accordance with Section 40:55D-12 of the Municipal Land Use Law.
- Any designated developer(s) or redeveloper(s) shall pay the cost of professional services incurred by the City for administration, review of projects, preparation of any redevelopment plan and implementation of redevelopment projects including but not limited to legal, engineering, planning, environmental, real estate, traffic/parking and urban design services. Said services shall be paid through escrow accounts established in accordance with Section 33-12 of the City Planning and Development Ordinance by agreement with the City.
- The Rehabilitation Plan shall be in effect for a period of 20 years from the date of ordinance adoption by the City Council. The Rehabilitation Plan may be amended and renewed by authorization of the City Council and review of the Planning Board in accordance with 40A:12A-7 of the Local Redevelopment and Housing Law.
- Any redevelopment agreement and/or financial agreement may be prepared and executed upon the City's designation of a developer(s) or redeveloper(s) for the implementation of

the 8th Street Station Rehabilitation Area Plan. The City may designate a redeveloper(s) or developer(s) to effectuate the Rehabilitation Plan. No development may be undertaken by an entity other than the designated redeveloper for the areas so designated without approval of the City.

- Any designated developer(s) or redeveloper(s) shall have a maximum of two (2) years from the date of signing and execution of the redevelopment agreement and/or financial agreement to commence site development in accordance with the Planning Board approval and applicable construction permits. The project shall be completed and a Certificate of Occupancy (CO) shall be obtained within four (4) years of Planning Board approval inclusive of all phases.
- The terms and conditions of all prior approvals granted by the Planning Board, City Council and other governmental entities with jurisdiction shall remain in full force and effect.

DEFINITION OF TERMS

The use and understanding of terms shall be consistent with the definitions listed in N.J.S.A. 40A:12A-3 of the Local Redevelopment and Housing Law, Sections 40:55D-3 to 7 of the Municipal Land Use Law and Subsections 33-2.2 of the City Planning and Development Ordinance.

APPENDIX I—Focus Group Report

*Bayonne 8th Street Station Area Plan
Focus Groups Meeting Summary
March 23, 2013
Bayonne Museum*



*Hosted by
Mayor Mark
Smith & John
Fussa, P.P., City
Planner*



*Facilitated by
NJ Department of Community Affairs
Local Planning Services*



New Jersey Department of Community Affairs
Local Planning Services
101 South Broad Street
Trenton, New Jersey 08625
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Introduction

Local Planning Services (LPS) is assisting the City of Bayonne in preparing an 8th Street Station Area Plan and Overlay Zoning Ordinance for a defined area within a half-mile radius of the Bergen Hudson Light Rail Station stop at 8th Street. The Station Area Plan will establish a community vision for the area, identify and address land use issues, promote appropriate transit-oriented development, incorporate neighborhood preservation strategies and provide implementation measures including zoning amendments.



In order to develop the community vision, goals and recommendations for the Station Area Plan, the City and the LPS team planned a day of “focus group” sessions to encourage stakeholders from the 8th Street Station Area community to participate in the planning process. Residents and stakeholders were invited to attend the meeting via public notices (located in the Appendix) distributed to area businesses, through the mail and posted on the City’s website. Approximately 30 stakeholders gathered at the Bayonne Museum on March 23, 2013, to provide community input for the Station Area Plan. The day’s agenda is located in the Appendix.

Focus Group Sessions

The day started with introductory remarks by John Fussa, City Planner, a description of the project by Bob Tessier from LPS and welcoming remarks by Council President Terry Ruane and Council members Agnes Gillespie and Debra Czerwienski. The participants then gathered into three focus groups based on geography, each with two facilitators from LPS to assist them. Background material on each of the three focus areas was provided to the participants when they registered in order to introduce topics and generate ideas for discussion. The background material is located in the Appendix.

Each of the focus groups had the opportunity to discuss existing community conditions (strengths and weaknesses) and proposed goals/recommendations to achieve a desired future. The results of these exercises can be found in the Appendix, arranged by focus group.

The individual focus groups then developed a list of top recommendations to be shared with the entire group. The top recommendations from each focus group were displayed and all participants were then given an opportunity to “cast votes” by placing five stickers next to the recommendations that they felt were most important to implement. Participants had the choice to place the stickers on five different recommendations or place five stickers on the one recommendation they felt the strongest. Afterward, the participants reconvened all together and a spokesperson from each focus group presented their focus group’s top recommendations.

Focus Group Topics

Before the focus group meeting, LPS recommended that the focus groups be broken up into geographic areas surrounding the 8th street light rail station. The three focus groups and the facilitators for each group were as follows:

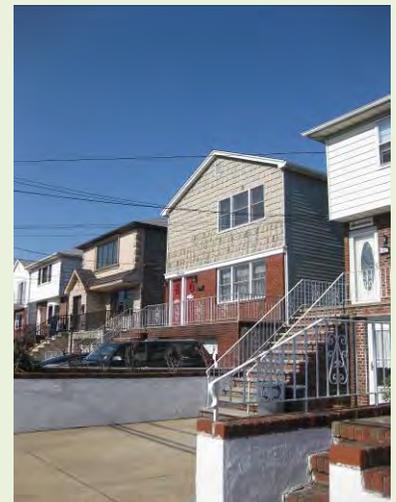
- **Broadway Business District Areas (Ramond Joseph and Jef Buehler):** This area includes both sides of Broadway Avenue from 5th Street to 14th Street. This focus group had the task of investigating and recommending strategies and tactics to enhance and sustain commerce and community in this mixed use district.



- **8th Street Station & Adjacent Redevelopment Areas (Bob Tessier and Jim Requa):** This area includes the immediate environs around the 8th street station as well as three designated redevelopment areas: (1) the former A&P shopping center; (2) a vacant lot next to the Rite Aid by the station; and (3) a vacant lot owned by PSE&G. This focus group had the task of investigating and recommending strategies for rehabilitation and redevelopment of these areas.



- **Bergen Point/Centerville Communities (Alice D'Arcy and Maria Connolly):** The Bergen Point Community and Centerville Community are residential neighborhoods located south and north of the 8th Street Station, respectively. This focus group had the task of investigating and recommending strategies for neighborhood preservation in and around the Bergen Point and Centerville Communities.



Focus Group Voting Results

After the meeting, Local Planning Services tallied the votes, which are summarized below. The results show that 113 votes were cast by approximately 30 participants.



This report presents a summary of the three focus groups results, including the priority recommendations from each focus group as well as the detailed contributions from each focus group.

Top Recommendations by Focus Group

The following are the top recommendations from each group. The numbers in parentheses represent the number of votes that recommendation received within the group. For the Broadway Business District, the numbers in parentheses represent the number of votes within the group followed by the number of votes from the combined groups.

Broadway Business District Area Focus Group

- More business-friendly municipal policies/relations (4/combined 13):
 - Create a one-stop shop mini office to assist businesses & developers (3)
 - Incentive program to landlords to convert upper stories into lofts and offices (2)
 - Apply for Sandy recovery grant for streetscape improvements (2)
 - Increase planning staff to fast-track development approvals (1)
 - Improve Chamber/municipal relations/communication (1)
- Create restaurant row with BYOB allowed by ordinance (6/combined 8)
 - Activate the street with outdoor dining and street furniture (2)
- Make more developer-friendly (4/combined 7):
 - Lift the height restriction (2)



Tier property tax assessment on vacant properties (1)

- Small business training from Chamber of Commerce (3)
- Coordinate façade design, e.g. Bergen Point (2)
- Get rid of the growth share ordinance in the Broadway Corridor (2)
- Create business association for the point district (1)
- Create public/private vision for corridor (1)

8th Street Station & Adjacent Redevelopment Areas

- Attract high density and high end development (8)
- Improve visual impacts around station related to dry cleaners, park and vacant parcels (5)
- Emphasize the history of Bayonne (5)
- More advertisement of events in coordination with local businesses (2)
- Maximize the area as a destination (1)



Bergen Point/Centerville Communities Focus Group

- Promote identity of Bayonne in positive terms, such as signage for Centerville/Bergen Point communities, promoting the Bayonne Flyer and advertisements on trains (12)
- Reuse closed Catholic school buildings, possibly for vocational school or branch of a college (9)
- Bring developers in - what are you looking for to come to our neighborhood? (7)
- Increase and improve parks such as 8th & North Street park, get grants, tie in the park(s) to the station; across from station install tables to break up concrete; get 7-11 and Dunkin Donuts involved to control litter, install garbage cans (4)
- Provide grant money or low-interest loans to incentivize restaurants to rehabilitate and for small businesses to locate here; a parking garage would help with this(4)
- More parks (4)
- Encourage new developers and make it easy to get through the process (1)



Conclusion

The day of focus group sessions with the residents and stakeholders of the 8th Street Station Area was successful in many ways. The focus group members exhibited a strong sense of community and purpose and their input will be used to guide the preparation of the 8th Street Station Area Plan.

Appendix

Detailed Results and Recommendations by Group

Below are the detailed notes taken by each group during the focus group sessions. The notes include all suggestions made by the focus group members pertaining to existing conditions (strengths/weaknesses), future vision of the downtown (goals) and action items to achieve the goals (recommendations).

Broadway Business District Area Focus Group

STRENGTHS/ASSETS

- Bayonne Museum
- Façade improvements between 5th and 7th Streets
- Art exhibits/shows
- Transportation/Light Rail Train Station
- Demographics/density and income are above average
- Lawyers' row/ historic buildings
- Historic underground tunnels
- More pedestrian flow because of Light Rail
- Trend toward higher density developments
- Proximity to New York City
- Interest from foreign firms/developers
- On path of gentrification trend/wave
- Rent Control expired
- Bergen Point District
- Good school system
- Bayonne Bridge raising tourism
- Low rents can draw priced-out New Yorkers
- Architecturally distinct buildings from second story up

- Lack of parking an asset for redevelopment

WEAKNESSES / CHALLENGES

- Lack of quality stores
- No destination draw
- Nothing stands out/plain
- Dirty, not clean
- Residents and shoppers don't dispose of trash properly
- Over-saturation of low-value businesses
- Rents are too low (\$10/square feet)
- Crime is a problem/robbery/property crime
- Lack of parking supply and management
- No existing loft district
- Not enough college graduates
- Corridor District is too long (3 mile shopping district)
- Lack of marketing number one problem
- Rent control properties
- No business management entity
- Out-of-town criminals making it a dangerous place
- All of the valuable businesses left
- Route 440 blamed as reason for business flight
- No comprehensive vision for corridor
- Many properties owned by absentee landlords
- Not enough residential uses to sustain businesses
- Perception of corridor is negative
- BYOB not permitted
- Lack of market study to determine what works in corridor

RECOMMENDATIONS

- Incentive program to landlords to convert upper stories into lofts and offices
- Small business training from Chamber of Commerce

- Activate the street with outdoor dining and street furniture
- More business friendly municipal policies/relations
- Make more developer-friendly
- Improve Chamber/municipal relations/communication
- Create a one-stop shop mini office to assist businesses & developers
- Create public/private vision for corridor
- Create restaurant row
- Ordinance change to allow BYOB
- Perform a corridor market study
- Create separate business improvement district for C-1 and ORS zone
- Increase planning staff to fast-track development approvals
- Apply for Sandy grant for streetscape improvements
- Lift the height restriction
- Tier property tax assessment on vacant properties
- Create business association for the point district
- Coordinate façade design, e.g., Bergen Point
- Get rid of the growth share ordinance in the Broadway Corridor

8th Street Station & Adjacent Redevelopment Areas Focus Group

STRENGTHS/ASSETS

- Bayonne is a community that wants to raise kids.
- Increased foot traffic to light rail stop is positive.
- Visitors from other towns are attracted to Bayonne.
- Most areas are safe and desirable.
- Quiet suburban atmosphere exists.
- More people are a positive for the city.
- Area is accessible by car, train, bus or foot.
- Camelot site is an excellent location.
- In general, business is stable (restaurants, retail and offices).
- Single family homes are a draw versus the apartments and condos in Hoboken and Jersey City.

- Muslim Association is active in the community with over 3,000 members.
- High level interests in skateboarding and rollerblading – a good retail shop already exists for these interests and this sector can expand.
- Views of the harbor

WEAKNESSES/CHALLENGES

- Broadway is in decline.
- Bayonne has much less value per square foot versus Hoboken, for example.
- Many businesses are just “hanging on.”
- It is difficult to attract retailers.
- Higher end retail is needed with amenities.
- Height and density is needed to support retail – “20 floor” buildings are needed to support amenities.
- Was too difficult to get approvals from the last city administration.

RECOMMENDATIONS

- Recreational opportunities for youth need to be expanded.
- Memorial playground and park at former Pagano site (in memory of Connecticut school tragedy) is proposed. Bayonne was chosen to compete for a \$50,000 grant. Outdoor community events can also be held there.
- Services are needed around the 8th Street station (barbershop/hair salon/ dry cleaner/ laundromat/sit down café/ ATM machine/ flower and produce stands, etc.) – similar to South Orange and Hoboken Stations.
- Need safer pedestrian crossings in the area.
- 9th Street park improvements would enhance use and visual appeal.
- Places of worship, a community center and Mosque are needed in Bayonne.
- Expand skateboarding area – a popular activity with local youth.
- A ferry service or water taxi to NYC would greatly enhance Bayonne’s appeal for commuters to NYC.
- RA 2 Commercial Recreation – big box or complete reuse – as a destination site
- Walkway/bikeway/skateboard access to downtown areas.

- Expand and continue bike and walking paths to Texaco site.
- Sidewalk improvements and streetscape improvements.
- Attract more visitors.
- Residential drives retail.
- Locking bike racks.
- Additional residential.
- Need to study parking issues further.
- High density redevelopment is required with low parking requirements.

DESIRED FUTURE

- 300/500 units per acre
- Ferry from Brady's dock to Manhattan
- A great place to raise your kids
- Need an informational kiosk at 8th Street train station
- Need high-end renters in the city to help save Broadway
- More advertisement about business on Broadway is needed.

Bergen Point/Centerville Communities Focus Group

STRENGTHS/ASSETS

- Excellent fire and police
- Great schools
- Walking distance to schools
- Well-kept homes; stable neighborhood
- Diverse houses of worship
- Residents identify with Bergen Point
- Public transportation: buses, light rail
- Safe
- Ample health facilities; hospital
- Waterfront

WEAKNESSES/CHALLENGES

- No supermarket
- Unknown impact of bridge construction
- 8th Street park is run down—weeds, dirty, outdated
- Underpass is dirty—bird droppings
- Former Pagano's is an eyesore—sidewalks broken, not kept up, disrepair
- Parking—everything is downtown but no parking
- No entertainment for kids
- Vacant cleaners is eyesore, will need remediation—no heat, chemicals are an environmental issue
- Need more trees
- Old A&P/Brassworks area not kept up
- Litter
- Speeding along 4th Street between Avenue A and Broadway
- Illegal apartments

RECOMMENDATIONS

- Attract a supermarket—consider big box such as BJ's, Costco's or Sam's Club, or small supermarket on Pagano's site, entice a supermarket to come to the Texaco site, Waterford site or Best Foods site
- Increase and improve parks such as 8th & North Street park, get grants, tie in the park(s) to the station; across from station install tables to break up concrete; get 7-11 and Dunkin Donuts involved to control litter, install garbage cans
- Recognize/play up historical significance of area around Kennedy Blvd. and Avenue C—make it a historical area, provide signage, involve the historical commission
- Signage for Centerville/Bergen Point—promote identity of Bayonne in positive terms; demographics are changing, which is not a bad thing; diversity is good if it is quality and balanced diversity; encourage more small businesses (Starbucks or similar); promote the Bayonne Flyer; advertise on trains

- Create a vocational school or college branch to stimulate other businesses, attract younger population to live here; reuse Catholic schools that have closed (With Hudson County Community College there had been a problem with funding)Diverse houses of worship
- Install chicken wire on underpasses (can't affect JFK because it's a county road); install stop signs or speed bumps along 4th Street east from Avenue A; improve crosswalks
- Encourage new developers and make it easy to get through the process
- Grant money to incentivize restaurants to rehabilitate, small businesses to locate here; low-interest loans; parking garage
- Bring developers in—what are you looking for to come to our neighborhood? Amnesty for illegal apartments. Any development is good.
- Summer activities for children—promoting local businesses to participate in community activities
- Local neighborhood groups and merchant associations
- Adopt a park program—local businesses
- Zone managers—complaints, quality of life issues
- Entice employees of corporations to move here—lower rents than in Jersey City or Hoboken



DEPARTMENT OF MUNICIPAL SERVICES
DIVISION OF PLANNING AND ZONING

City of Bayonne

630 AVENUE C • BAYONNE, NJ 07002-3898
TEL. (201) 436-5088 • FAX (201) 858-6185



Mark Smith, Mayor

John D. Fussa, P.P., City Planner

8th Street Station Area Plan

Public Workshop and Focus Group Strategy Session

City of Bayonne and N.J. Department of Community Affairs/LPS

Date: March 23, 2013

Location: Bayonne Community Museum

Time: 9:45 AM to 2:00 PM

9:45 – 10:15 Registration and Focus Group Assignment

10:15 – 10:35 Joint Session – Introduction, Remarks from Elected Officials, Background, Procedures, Ground Rules

BREAK OUT INTO 4 FOCUS GROUPS (6 to 12 participants per group)

1. Station Area and Redevelopment Areas
2. Bergen Point Residential Area
3. Centerville Residential Area
4. Broadway Business District Area

10:35 – 11:20 Focus Groups Session – Existing Conditions and Issues (Strengths, Weaknesses)

11:20 – 11:55 Focus Groups Session – Actions Needed for Desired Future (Actions, Goals and Objectives)

11:55 – 12:30 Focus Groups Session – Top Recommendations (Short and Long Term Strategies for Implementation)
(Select Spokesperson)

12:30 – 1:15 Joint Session – Presentation of Focus Group Recommendations and Concluding Remarks

1:15 – 2:00 Priority Rankings, Informal Discussion and Open House

PUBLIC NOTICE

Public Workshop Meeting for the 8th Street Station Area Plan

WHEN: Saturday, March 23, 2013; 10 AM – 2 PM

WHERE: Bayonne Community Museum, 229 Broadway, Bayonne, NJ 07992

BAYONNE, N.J. - The City of Bayonne in concert with the New Jersey Department of Community Affairs (NJDC) Local Planning Services is working on the preparation of a Station Area Plan for the NJ Transit 8th Street Station and surrounding areas within a half-mile radius of the station. The Station Area Plan will establish a consensus vision for the area, identify and address land use issues, promote appropriate transit-oriented development, incorporate neighborhood preservation strategies and provide implementation measures including zoning amendments.

The purpose of the Public Workshop Meeting is to invite public comment and participation regarding the community vision, land use issues, development potential and neighborhood preservation strategies in the 8th Street Station Area. The Workshop Meeting will include a project overview, focus group sessions and presentation summarizing the findings of the focus groups. This is the first of several public meetings and the Plan is scheduled for completion in Summer, 2013.



As a resident and/or stakeholder in the City of Bayonne, you are invited to participate in the Public Workshop Meeting to provide comments, insight and your opinion about how to further improve the 8th Street Station Area. Particular attention will be given to the challenges, opportunities and redevelopment potential arising from the opening of the train station in 2011. The information obtained at the Public Workshop Meeting will help the City and NJDC Local Planning Services develop a Station Area Plan to guide future growth and development around 8th Street Station.

There will be five (5) discussion/focus group topics at the Public Workshop Meeting: the Station Area, Redevelopment/ Rehabilitation Areas, Bergen Point Residential Area, Centerville Residential Area and the Broadway Business District Area.

In order for the 8th Street Station Area Plan project to be successful, community participation is essential and welcomed. Your input on the

topics to be presented will be an integral component of the Station Area Plan and is critical to the overall success of the project.

Please join the City of Bayonne and NJDC for the Public Workshop Meeting on Saturday, March 23, 2013 at 10 AM in the Bayonne Community Museum. Residents interested in attending, please RSVP to Lillian Glazewski at 201-858-6182 or lglazewski@baynj.org.



Bayonne
Community
Museum

Focus Group Handouts

City of Bayonne
8th Street Station Plan & Proposed Zoning
Bergen Point Community Focus Group
Background Material
March 23, 2013

Background:

The City of Bayonne is a peninsula located in Hudson County situated with Jersey City to the north, Newark Bay to the west, the Kill van Kull to the south and the New York Bay to the east. The Bayonne Bridge connects Bayonne and Staten Island. Bayonne encompasses 11.1 square miles and had a population of 63,024 people in 2010. This reflects an increase in population of 1,182 from 2000 (+1.9%).

Based on 2010 U.S. Census Bureau data, the number of people per square mile was 10,858, which is similar to other urban cities in New Jersey like Trenton, Perth Amboy and New Brunswick. Bayonne has significantly more people per square mile as compared to the State (which has an average density of 1,195 people per square mile). Traditional manufacturing, distribution, and maritime activities remain important assets to Bayonne’s economy.



The 8th Street HBLT station:

The 8th Street Station is the southernmost [station](#) on the [Hudson–Bergen Light Rail](#) (HBLR) Line located at Avenue C and West 8th Street in [Bayonne, New Jersey](#). The station opened in 2011 and is the southern [terminus](#) for the route traveling northbound towards Hoboken Terminal. The station sees approximately 1,200 average riders per weekday. The term “Station Area” typically refers to the half-mile radius around the station, about 500 acres in size. Thus the 8th Street Station Area is the 500 acres area around the 8th Street Station, which is delineated in yellow on the map. At the request of the City, the area being studied is limited to the extent delineated in red on the map. This study area contains portions of two neighborhoods (Centerville and Bergen Point), three redevelopment/rehabilitation designations and a portion of the Broadway Business District, and is the focus of the City’s housing and employment growth efforts.



Bergen Point Community:

The Bergen Point Community is located south of the 8th Street Station. Although the area known as Bergen Point extends south to the Kill Van Kull, the 8th Street Station Planning area focuses on the lands south of the station to the north side of West 5th Street, to Broadway to the east and the area around Avenue A to the west. Bergen Point presents as a stable residential neighborhood with mostly single family homes, occasional apartment complexes, scattered retail and a few industrial uses, most notably the Ideal Window Company and a car dealership.

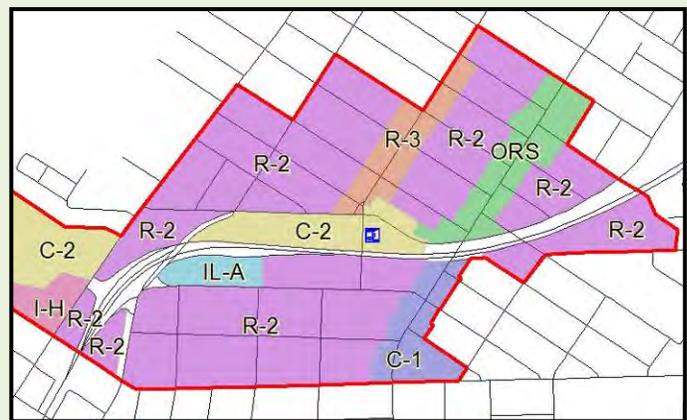
There appears to be little turnover as evidenced by very few for sale signs. The homes in the area are well-maintained.

There are three zones in the Bergen Point community study area. These include:

R-2 – This is by far the predominant zoning in Bergen Point. Referred to as the Detached/Attached Residential District, permitted uses include single family detached units, two-family detached dwellings, one-family and two-family attached townhomes, home occupations, family day care homes and essential services. Religious institutions, schools, hospitals, community residences for the developmentally disabled, fraternal organizations, lodges, community centers, and fraternal organizations are permitted as conditional uses. The minimum lot size required is 3,000 square foot for interior single-/two-family dwellings and townhouses on corner lots, and 4,000 square foot for single-/two-family dwellings on corner lots. Maximum height for permitted principle structure is 35 feet or 2.5 stories and 15 feet or 1.5 stories for accessory uses. Accessory uses include sheds, garages, and swimming pools.

IL-A -- Light Industrial District: Permitted uses in the IL-A District include business, executive, or administrative offices, fully enclosed light manufacturing establishments, e.g., food processing and pharmaceutical and cosmetics, bus terminals, research laboratories, fully enclosed heavy commercial establishments, e.g., building material and lumber yard and electrical and plumbing sales and contracting, automobile service stations, car wash facilities and auto dealerships. Minimum lot area is 7,500 square feet and maximum height is 50 feet or 4 stories.

I-H – Heavy Industrial District: Permitted uses in the I-H District include all permitted uses in the IL-A and IL-B Light Industrial districts. In addition, general industrial uses involving primary production from raw materials such as metals, botanic and other man-made or natural products, chemical and



petrochemical refining manufacturing, and tank farms and bulk storage of materials other than flammable and combustible liquids.

Purpose:

In community planning, the word Focus Group refers to a collaborative session in which a group of stakeholders drafts a solution to a problem. There will be multiple sessions today where focus groups will be working on recommendations for the different areas within the 8th Street Station Area. Each focus will present its work to the full group at the end of the day as material for future dialogue or implementation. The objective of these efforts is to quickly define issues and generate possible solutions while integrating the aptitudes and interests of a diverse group of people.

The focus group promotes a joint ownership of solutions and attempts to defuse typical confrontational attitudes between various parties. All participants of the focus groups are encouraged to participate and ALL comments and suggestions made in the focus groups will be recorded for later use. Although the focus groups working today may not represent all the stakeholders nor have the moral authority to represent them, they will provide valuable insight into issues and strategies for the 8th Street Station Area. Those who do participate will get early input into the planning process.

The Bergen Point Community Focus Group has the task of investigating and recommending strategies for neighborhood preservation in and around the Bergen Point Community.

Attached, you will find material to help generate ideas and spark discussion. The results of today's sessions will be used by the group of professional planners from the NJ Department of Community Affairs working with the City's Planning Department to produce the 8th Street Station Area Plan, including transit-oriented design (TOD) zoning changes to guide future growth and development around 8th Street Station.

This is a collaborative effort where stakeholder ideas are sought and valued. Your ideas will help form the foundation for a stronger community within the vicinity of the 8th Street Station. Some topics to consider during the course of the break out session:

Suggested Discussion Topics:

- 8th Street Station Area: What do you think and feel when you arrive at or depart from the 8th Street Station? What would you like to see in the station area (e.g., more retail and services, types of retail and services, etc.)?
- Parking: Do you find parking difficult in the Bergen Point Community? Suggested solutions?
- Community and Safety: Any suggestions to improve safety?
- Zoning and density: Any suggested zoning changes to the Bergen Point community?
- Neighborhood Preservation: Rehabilitation of deteriorated properties?
- Community identity: Do you identify the Bergen Point area as a discreet area within the City of Bayonne? What steps could be taken to forge a neighborhood identity?
- Streetscape improvements, e.g., tree planting, new sidewalks, community gardening projects.

What are Redevelopment and Rehabilitation?

Redevelopment and rehabilitation are commonly recognized as processes governed by the Local Redevelopment and Housing Law undertaken in accordance with a redevelopment plan adopted by the municipality.

The first step in the process is the designation of areas to be studied by the Planning Board as qualifying for redevelopment or rehabilitation. Once a study has been undertaken to determine eligibility, then the area is designated by the governing body and a redevelopment or rehabilitation plan is adopted. The plan acts as the zoning ordinance and can offer design standards for the designated redevelopment area. The redevelopment plan can address building size, use, parking, design and integration into the neighborhoods.

Redevelopment designation can include eminent domain powers whereas rehabilitation designation does not. Municipalities may also limit condemnation powers to forestall concerns from existing property owners when designating redevelopment areas. The municipality may solicit redevelopers to implement redevelopment plans and offer both long term (for redevelopment areas only) and short term tax abatements as well as preapproved development plans. Redevelopers may be existing building owners, community residents, tenants or local developers who share in the vision of the redevelopment area and have the ability to capitalize on the redevelopment.



Focus Group Schedule:

10:35 – 10:45 Focus group introductions

10:45 – 11:15 Assess existing conditions in the Bergen Point Community (strengths and weaknesses)

11:15 – 11:20 5 minute break

11:20 – 11:50 Discuss desired futures for Bergen Point Community (opportunities, solutions, visions, goals)

11:55 – 12:30 Develop implementation strategies to achieve goals set forth above (recommendations, action plan)

Whole Group Schedule:

12:30 – 1:15 Lunch break

1:15 – 2:00 Each focus group presents recommendations to entire group

2:00 – 2:30 Rank/set priorities and concluding remarks

Pictures of Bergen Point Community:





City of Bayonne
8th Street Station Plan & Proposed Zoning
Centerville Community Focus Group
Background Material
March 23, 2012

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Based on 2010 U.S. Census Bureau data, the number of people per square mile in the City was 10,858, which is similar to other urban cities in New Jersey like Trenton, Perth Amboy and New Brunswick. Bayonne has significantly more people per square mile as compared to the State (which has an average density of 1,195 people per square mile). Traditional manufacturing, distribution, and maritime activities remain important assets to Bayonne's economy.



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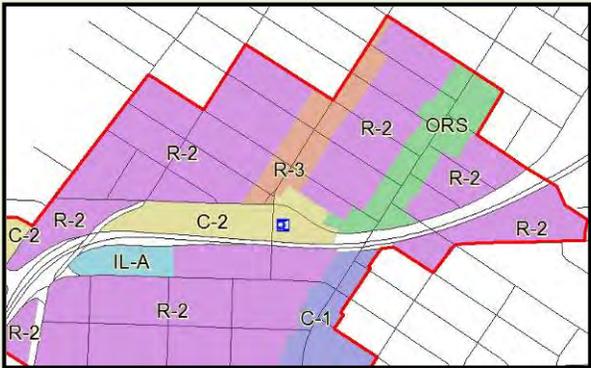


Centerville Community:

The Centerville Community is located north of the 8th Street Station. The Bergen Point, Constable’s Hook, Saltersville and Centerville Communities were formed when Bayonne was incorporated into a Township in 1861. At the time, Centerville contained one of three stores in the entire municipality. Now, Centerville presents a stable residential neighborhood with mostly single family homes, occasional apartment complexes, and some retail uses on Avenue C and Kennedy Boulevard. There appears to be little turnover as evidenced by very few for sale signs. The homes in the area are well-maintained.

The following are the zoning designations within Centerville:

1. R-2 – This is by far the predominant zoning in Centerville. Referred to as the Detached/Attached Residential District, permitted uses include single family detached units, two-family detached dwellings, one-family and two-family attached townhomes, home occupations, family day care homes and essential services. Religious institutions, schools, hospitals, community residences for the developmentally disabled, fraternal organizations, lodges, community centers, and fraternal organizations are permitted as conditional uses. The minimum lot size required is 3,000 square foot for interior single-/two-family dwellings and townhouses on corner lots, and 4,000 square foot for single-/two-family dwellings corner lots. Maximum height for permitted principle structure is 35 feet or 2.5 stories and 15 feet or 1.5 stories for accessory uses. Accessory uses include sheds, garages, and swimming pools.



2. R-3 – Referred to as the Medium Density Residential District, permitted uses include: multiple family dwellings such as three- to six-family dwellings and low-rise apartment buildings, in addition to everything that is permitted both by-right and as a special use in the R-2 District. Maximum height and minimum lot requirements reflect that of the R-2 district for single- and two-family dwellings and townhouses. In addition, low-rise apartments building require a minimum of 1,000 square feet per unit not to exceed 40 feet or 3.5 stories.

Purpose:

In community planning, the word Focus Group refers to a collaborative session in which a group of stakeholders drafts a solution to a problem. There will be multiple sessions today where focus groups will be

working on recommendations for the different areas within the 8th Street Station Area. Each focus will present its work to the full group at the end of the day as material for future dialogue or implementation. The objective of these efforts is to quickly define issues and generate possible solutions while integrating the aptitudes and interests of a diverse group of people.

The focus group promotes a joint ownership of solutions and attempts to defuse typical confrontational attitudes between various parties. All participants of the focus groups are encouraged to participate and ALL comments and suggestions made in the focus groups will be recorded for later use. Although the focus groups working today may not represent all the stakeholders nor have the moral authority to represent them, they will provide valuable insight into issues and strategies for the 8th Street Station Area. Those who do participate will get early input into the planning process.

The Centerville Community Focus Group has the task of investigating and recommending strategies for neighborhood preservation in and around the Centerville Community.

Attached, you will find material to help generate ideas and spark discussion. The results of today's sessions will be used by the group of professional planners from the NJ Department of Community Affairs working with the City's Planning Department to produce the 8th Street Station Area Plan, including transit-oriented design (TOD) zoning changes to guide future growth and development around 8th Street Station.

This is a collaborative effort where stakeholder ideas are sought and valued. Your ideas will help form the foundation for a stronger community within the vicinity of the 8th Street Station. Some topics to consider during the course of the break out session:

Suggested Discussion Topics:

- 8th Street Station Area: What do you think and feel when you arrive at or depart from the 8th Street Station? What would you like to see in the station area (i.e., more retail and services and types of retail and services, etc.)?
- Parking: Do you find parking difficult in the Centerville Community? Suggested solutions?
- Community and Safety: Any suggestions to improve safety?
- Zoning and density: Any suggested zoning changes to the Centerville Community?
- Neighborhood Preservation: Rehabilitation of deteriorated properties?
- Community identity: Do you identify the Centerville area as a discreet area within the City of Bayonne? What steps could be taken to forge a neighborhood identity?
- Streetscape improvements, e.g., tree planting, new sidewalks, community gardening projects

What are Redevelopment and Rehabilitation?

Redevelopment and rehabilitation are commonly recognized as processes governed by the Local Redevelopment and Housing Law undertaken in accordance with a redevelopment plan adopted by the municipality.

The first step in the process is the designation of areas to be studied by the Planning Board as qualifying for redevelopment or rehabilitation. Once a study has been undertaken to determine eligibility, then the area is designated by the governing body and a redevelopment or rehabilitation plan is adopted. The plan acts as the zoning ordinance and can offer design standards for the designated redevelopment area. The redevelopment plan can address building size, use, parking, design and integration into the neighborhoods.

Redevelopment designation can include eminent domain powers where rehabilitation designation does not. Municipalities may also limit condemnation powers to forestall concerns from existing property owners when designating redevelopment areas. The municipality may solicit for redevelopers to implement redevelopment plans and offer both long term (for redevelopment areas only) and short term tax abatements as well as preapproved development plans. Redevelopers may be existing building owners, community residents, tenants or local developers who share in the vision of the redevelopment area and have the ability to capitalize on the redevelopment.



Focus Group Schedule:

10:35 – 10:45 Focus Group Introductions

10:45 – 11:15 Assess Existing Conditions in the Centerville Community (strengths and weaknesses)

11:15 – 11:20 5 minute break

11:20 – 11:50 Discuss Desired Futures for Centerville Community (opportunities, solutions, visions, goals)

11:55 – 12:30 Develop Implementation Strategies to achieve goals set forth above (recommendations, action plan)

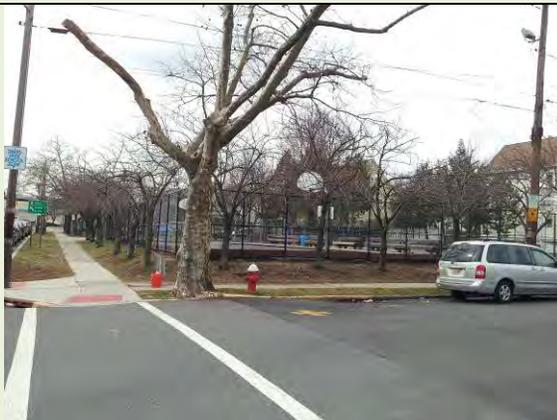
Whole Group Schedule:

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1:15 – 2:00 Each Focus Group presents recommendations to entire group

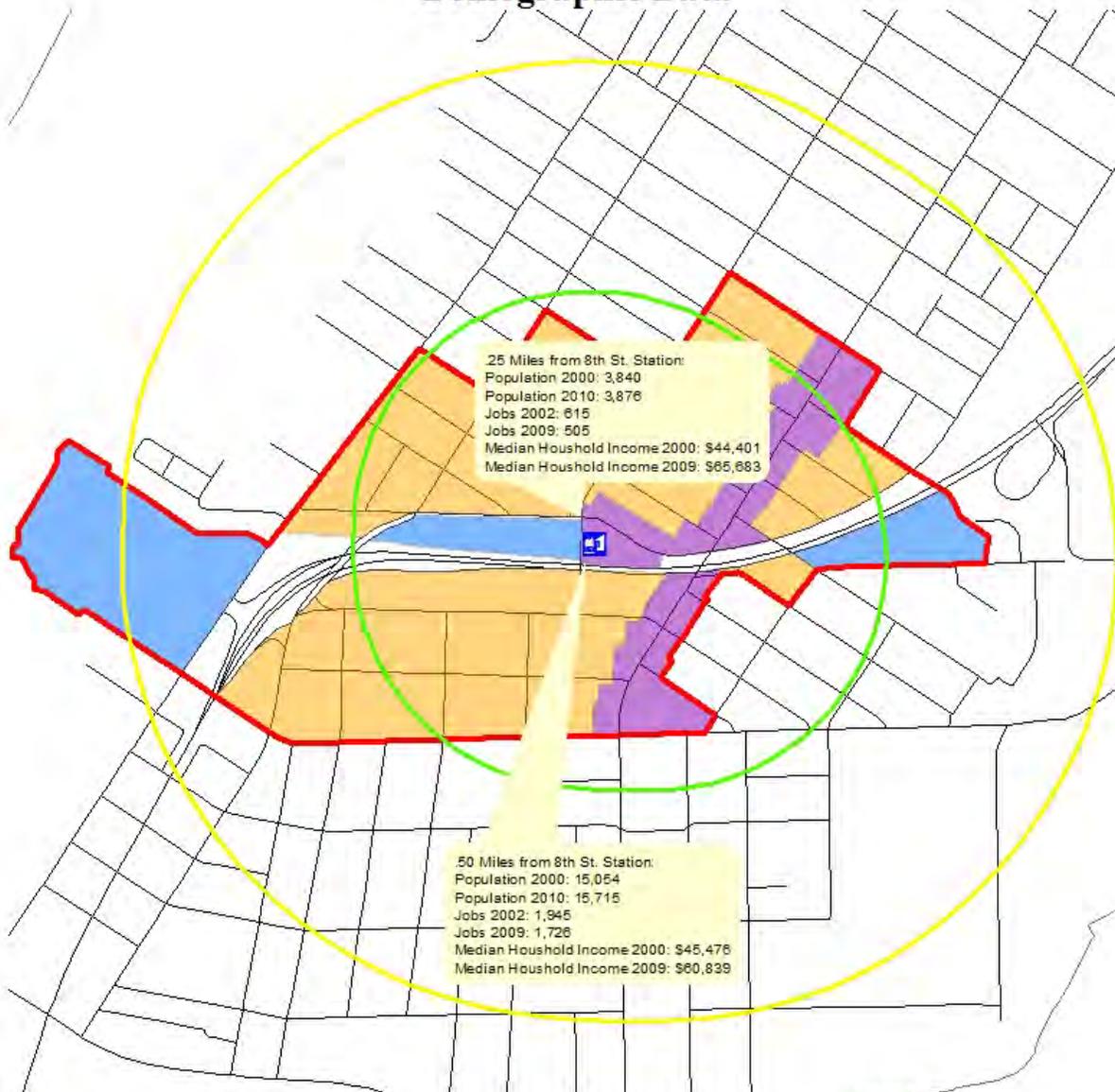
2:00 – 2:30 Rank/set priorities and Concluding remarks

Pictures of Centerville Community:





Bayonne 8th Street Station Demographic Data



25 Miles from 8th St. Station:
 Population 2000: 3,840
 Population 2010: 3,876
 Jobs 2002: 615
 Jobs 2009: 505
 Median Household Income 2000: \$44,401
 Median Household Income 2009: \$65,683

50 Miles from 8th St. Station:
 Population 2000: 15,054
 Population 2010: 15,715
 Jobs 2002: 1,945
 Jobs 2009: 1,726
 Median Household Income 2000: \$45,476
 Median Household Income 2009: \$60,839

Legend

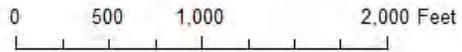
- 1/4 mile radius
- 1/2 mile radius
- Redevelopment Area Boundary
- Rehabilitation Zone
- Preservation Zone
- Redevelopment Zone



New Jersey
 Department of Community Affairs
 101 South Broad Street
 Trenton, New Jersey 08625

Data Sources: NJDEP, NJDCA, NJDOT, NJOPA
 Demographic Data: <http://toddata.cnt.org>

Map Prepared By: Department of Community Affairs/LPS/MC
 March 6, 2013



City of Bayonne
8th Street Station Area Plan & Overlay District Zoning
Broadway Business District Corridor Focus Group
Background Material
March 23, 2012

About the 8th Street Station Area

Figure 1. Bayonne 8th Street Station Area



The 8th Street Station is a [station](#) on the [Hudson-Bergen Light Rail](#) (HBLR) line located at Avenue C and West 8th Street in [Bayonne, New Jersey](#). It is the southern [terminus](#) for the route traveling northbound towards the Hoboken Terminal. The term “Station Area” typically refers to the half-mile radius around the station, about 500 acres in size. Thus the 8th Street Station Area is the 500 acres area around the 8th Street Station, which is delineated in yellow on the map in Figure 1. At the request of the City, the area being studied is limited to the extent delineated in red on the map in Figure 1. This study area contains three redevelopment designations and is the focus of the City’s quality of life, housing and employment growth efforts.

Current Conditions:

According to the 2000 Land Use Plan Element, the City called for limited station area plans (about 1000 foot north-south radius) for each train station except for the 22nd Street station (about a quarter mile radius). In addition, it considers the revitalization of the Broadway Corridor to be a major priority. The Broadway Corridor, which runs north to south from

the Jersey City border (West 55th Street) to the Kill Van Kull water body (1st Street), has historically functioned as the City’s primary shopping, entertainment and service destination. The Broadway Corridor is divided into four zoning districts, the Central Business District (CBD), the Neighborhood Commercial District (C-1), the Office/Retail Service District (ORS), and the Uptown Business District. Our focus group’s study area consists of the nine blocks between 5th Street and 14th Street on Broadway Avenue and falls within the Neighborhood Commercial District and the Office/Retail Service District.

This area is not currently part of the Special Improvement District, but is part of the Urban Enterprise Zone (UEZ). For our purposes we'll refer to this area as “the point” to both save time within discussions and serve as an example of potential future branding.

Figure 2. Broadway Business District Corridor



Figure 2 shows the visual representation of the district boundaries of the C-1 Neighborhood Commercial District and the ORS Office/Retail Service District.

Neighborhood Commercial District (C-1): This zoning district is designated as a smaller scale mixed use residential and commercial shopping district with the intent of meeting the daily needs of residents within the mixed use district and in the surrounding residential districts of Bergen Point and Centerville. Permitted uses in the C-1 District include ground floor retail commercial not to exceed 2,000 square feet, personal

service establishments, professional offices, business offices, neighborhood restaurants, government offices, bars and taverns, printing, desktop publishing or book binding, lodges, clubs and fraternal organizations, essential services, and above ground floor apartments. Funeral homes, places of worship, e.g. churches, educational uses, and motor vehicle repair garages are conditionally permitted in the C-1 zoning district. There is a three story or 35 feet height limit and a 60 percent maximum lot coverage requirement in the C-1 district.

Office/Retail Service District (ORS): The ORS zoning district starts where the Central Business District ends and is designated as a mixed use office, retail, and residential district. Development of office and retail service uses is encouraged through adaptive reuse, renovation, or new construction. Permitted uses in the ORS District include professional and business offices, government offices, lodges and clubs, retail commercial uses as in C-1, essential services, above ground apartments, townhouse developments, and fitness centers, health spas, gymnasiums and establishments offering sports and recreation instruction. Places of worship, e.g. churches, nursery schools and daycare centers, Major Mixed Use Development (MCRD), and Mixed Use Commercial Development (MXCD) are conditionally permitted in the ORS zoning district. There is a three story or 35 feet height limit and no maximum lot coverage requirement in the ORS district.

There are 118 properties located within Broadway Corridor’s “the Point” district. Of those properties 3.4 percent are vacant, 22 percent are residential, 0.8 percent is public, 72.9% is commercial, and 0.8 percent is multi-family apartments.

Purpose:

In community planning, the word Focus Group refers to a collaborative session in which a group of stakeholders drafts a solution to a problem. Our focus group will present its work to the rest of the participants at the end of the day, as material for future dialogue or implementation. The objective of these efforts is to quickly define issues and generate possible solutions while integrating the aptitudes and interests of a diverse group of people. The focus group:

- promotes a joint ownership of solutions;
- encourages all participants to make comments and suggestions;
- captures and retain comments for use in the final report; and
- provide valuable insight into issues and strategies for the Broadway Corridor portion of the 8th Street Station Area.

Participants will get early input into the planning process for this district.

Outcomes for Today's Session

The Focus Group has the task of investigating and recommending strategies and tactics to enhance and sustain commerce and community in this mixed use district. For example, we will cover improvements to the existing business mix, access and circulation issues, the safety and security of pedestrians and bicyclists, the quality of urban design and place-making efforts, management of parking and public spaces, the branding and marketing of the Broadway Corridor District study area, and the type and quality of transit-oriented development to target within the 8th Street Station Area.

This is a collaborative effort where stakeholder ideas are sought and valued. Your ideas will help form the foundation for a stronger community within the vicinity of the 8th Street Station. Here are some questions to consider during the breakout session:

- How do you feel about the appearance of the buildings along Broadway Avenue and that are in the 8th Street Station Area?
- How do you feel about the retail mix on Broadway Ave within the 8th Street Station Area?
- Do you find parking difficult on Broadway Avenue?
- Within the 8th Street Station Area, do you feel safe walking and/or riding your bike along Broadway Avenue?
- What are major planning and development challenges on Broadway Avenue and within the 8th Street Station Area?
- What are the kinds of things that you envision for this area?
- What do you think and feel when you arrive at or depart from the 8th Street Station?

Attached, you will find additional material to help generate ideas and spark discussion. The results of today's sessions will be used by the group of professional planners from the New Jersey Department of Community Affairs working with the City's Planning Department to produce the 8th Street Station Area Plan and Overlay Zoning.

Broadway Avenue Corridor Images



City of Bayonne
8th Street Station Plan & Proposed Zoning
Rail Station and Redevelopment Areas
Background Material
March 23, 2013

Background:

The City of Bayonne is a peninsula located in Hudson County situated with Jersey City to the north, Newark Bay to the west, the Kill van Kull to the south and the New York Bay to the east. The Bayonne Bridge connects Bayonne and Staten Island. Bayonne encompasses 11.1 square miles, 5.8 square miles of which is land, and had a population of 63,024 people in 2010. This reflects an increase in population of 1,182 from 2000 (+1.9%).

Based on 2010 U.S. Census Bureau data, the number of people per square mile in the City was 10,858, which is similar to other urban cities in New Jersey like Trenton, Perth Amboy and New Brunswick. Bayonne has significantly more people per square mile as compared to the State (which has an average density of 1,195 people per square mile). Traditional manufacturing, distribution, and maritime activities remain important assets to Bayonne's economy.

The 8th Street HBLT station:

The 8th Street Station is the southernmost [station](#) on the [Hudson–Bergen Light Rail](#) (HBLR) Line located at Avenue C and West 8th Street in [Bayonne, New Jersey](#). The station opened in 2011 and is the southern [terminus](#) for the route traveling northbound towards Hoboken Terminal. The station sees approximately 1,200 average riders per weekday. The term "Station Area" typically refers to the half-mile radius around the station, about 500 acres in size. Thus the 8th Street Station Area is the 500 acres area around the 8th Street Station, which is delineated in yellow on the map. At the request of the City, the area being studied is limited to the extent delineated in red on the map. This study area contains portions of two neighborhoods (Centerville and Bergen Point), three redevelopment/rehabilitation designations and a portion of the Broadway Business District, and is the focus of the City's housing and employment growth efforts.



What are Redevelopment and Rehabilitation?

The focus group will be looking at three redevelopment areas. Redevelopment and rehabilitation are commonly recognized as processes governed by the Local Redevelopment and Housing Law undertaken in accordance with a redevelopment plan adopted by the municipality.

The first step in the process is the designation of areas to be studied by the Planning Board as qualifying for redevelopment or rehabilitation. This has already been completed. Once a study has been undertaken to determine eligibility, then the area is designated by the governing body and a redevelopment or rehabilitation plan is adopted. The plan acts as the zoning ordinance and can offer design standards for the designated redevelopment area. The redevelopment plan can address building size, use, parking, design and integration into the neighborhoods.

Redevelopment designation can include eminent domain powers where rehabilitation designation does not. Municipalities may also limit condemnation powers to forestall concerns from existing property owners when designating redevelopment areas. The municipality may solicit for redevelopers to implement redevelopment plans and offer both long term (for redevelopment areas only) and short term tax abatements as well as preapproved development plans. Redevelopers may be existing building owners, community residents, tenants or local developers who share in the vision of the redevelopment area and have the ability to capitalize on the redevelopment.

Area around the 8th Street Station:



The 8th Street Station and the mixed use building across the street to the north present a great image to the arriving and departing riders of the light rail line.



The area across the street and north/west of the station does not have the same welcoming image for travelers. Yet just beyond poor streetscapes area are great Bayonne style neighborhoods masked from the station. The immediate area around the station is the opportunity to welcome people to Bayonne and is of critical importance to the fabric of the community around the station area.



Redevelopment Area 1 :

This property is located next to the train station and has already been designated as an Area in Need of Redevelopment and has a redevelopment plan adopted for a mixed use residential building. Nothing has moved forward with the project for a number of years and it could be time to rethink use and allow something that could attract the necessary capital.



Redevelopment Area 2 :

This shopping center has lost its major tenant and has been designated as an area in need of redevelopment. Revitalization or repurposing of this area will support the 8th Street Station Area.



Redevelopment Area 3 :

This parcel is vacant and owned by JCP&L. It is in walking distance from the 8th Street Station and should be developed to complement the neighborhood and station area.

Purpose:

In community planning, the word Focus Group refers to a collaborative session in which a group of stakeholders drafts a solution to a problem. There will be multiple sessions today where focus groups will be working on recommendations for the different areas within the 8th Street Station Area. Each focus will present its work to the full group at the end of the day as material for future

dialogue or implementation. The objective of these efforts is to quickly define issues and generate possible solutions while integrating the aptitudes and interests of a diverse group of people.

The focus group promotes a joint ownership of solutions and attempts to defuse typical confrontational attitudes between various parties. All participants of the focus groups are encouraged to participate and ALL comments and suggestions made in the focus groups will be recorded for later use. Although the focus groups working today may not represent all the stakeholders nor have the moral authority to represent them, they will provide valuable insight into issues and strategies for the 8th Street Station Area. Those who do participate will get early input into the planning process.

The Station and Redevelopment Areas Focus Group has the task of investigating and recommending strategies for the neighborhood around the station area and the three redevelopment areas located close to the station.

Attached, you will find material to help generate ideas and spark discussion. The results of today's sessions will be used by the group of professional planners from the NJ Department of Community Affairs working with the City's Planning Department to produce the 8th Street Station Area Plan, including new zoning ordinance to guide future growth and development around 8th Street Station.

This is a collaborative effort where stakeholder ideas are sought and valued. Your ideas will help form the foundation for a stronger community within the vicinity of the 8th Street Station. Some topics to consider during the course of the break out session:

Suggested Discussion Topics:

- 8th Street Station Area: What do you think and feel when you arrive at or depart from the 8th Street Station? What would you like to see in the station area (i.e., more retail and services and types of retail and services, etc.)?
- Parking: Do you find parking, pedestrian access or bicycle access difficult in at the 8th Street Station? Suggested solutions?
- Zoning and density: Any suggested zoning changes to the station area or the redevelopment areas? What kind of uses, density or height would you like to see?
- What areas are in need of habilitation or are deteriorated properties?
- Community identity: Do you identify the 8th street station area a discreet area within the City of Bayonne? What steps could be taken to forge an identity?
- Streetscape improvements, e.g., tree planting, new sidewalks, community gardening projects

Focus Group Schedule:

10:35 – 10:45 Focus Group Introductions

10:45 – 11:15 Assess Existing Conditions in the 8th Street Station and Redevelopment Areas (strengths and weaknesses)

11:15 – 11:20 5 minute break

11:20 – 11:50 Discuss Desired Futures (opportunities, solutions, visions, goals)

11:55 – 12:30 Develop Implementation Strategies to achieve goals set forth above (recommendations, action plan)

Whole Group Schedule:

12:30 – 1:15 Lunch Break

1:15 – 2:00 Each Focus Group presents recommendations to entire group

2:00 – 2:30 Rank/set priorities and Concluding remarks

Additional Photos:



APPENDIX II—Broadway District Design Standards

APPENDIX II-- Broadway District Design Standards

Storefront and facade guidelines for the Broadway Business District Corridor:

SECTION 1

General Requirements

(See section 2 for details)

1. All new buildings on Broadway are to have vertically proportioned windows and glass areas on storefronts.
2. Restoration of existing historical cornices is encouraged. New buildings should incorporate cornices with compound profiles and brackets or other shadow-casting elements.
3. New windows and storefronts should be treated with trim or otherwise made to look “framed” in order to create visual interest and the appearance of depth on the façade.
 - a. All new windows shall be inset in the masonry opening a minimum of three inches (3”) and shall be operable, except for storefront glazing.
 - b. The pattern or rhythm of fenestration shall be similar to that of the majority of the buildings within the block in which the building is located.
 - c. Glazing shall represent at least 40 percent of the total façade area of upper floors.
4. Transparency
 - a. A minimum of 70 percent of the street-facing building façade between two and eight feet in height must be comprised of clear windows that allow views of indoor space or product display areas.
 - b. The bottom of any window or product display window used to satisfy the transparency standard of paragraph (a) above may not be more than three (3) feet above the adjacent sidewalk.
 - c. Product display windows used to satisfy these requirements must have a minimum height of four (4) feet and be internally lighted.
5. Real or apparent columns of wood or steel should be used to divide sections of storefronts in order to create the previously mentioned vertical proportions.
6. Storefronts should have retractable awnings or, if cost-prohibitive, shed style awnings with an eight inch (8”) front valance and open sides. Awnings should project a minimum of three (3) feet over sidewalks.
7. Storefront bases and curbs should be honed stone (marble, granite or slate).

8. Inlaid stone or tile areas cut into sidewalk at store entries should be encouraged (as long as they meet municipal building code requirements for friction and load). Whenever possible, street level store entries should be recessed a minimum of three feet into the ground floor façade with doors swinging out. The resulting exterior floor surface should be tile or stone with adequate slip-resistance to meet building code requirements.

9. New and renovated storefronts should be of real brick and stone, tile, real stucco or painted wood or Hardiplank with real drop siding, trim and cornices. While painted wood requires regular maintenance, it is continuously freshened-up and will keep the street looking “spiffy.” Painted wood facades can also be color-changed and this ensures a healthy change in appearance over time.

- a. Materials to be used over at least 75 percent of the building façade above the ground floor (exclusive of the glass area required): Standard brick masonry and stone, e.g., brownstone, sandstone, limestone, and stucco
- b. Materials to be limited to less than 25 percent of the building façade above the ground floor: Wood
- c. Extensive use of clear glass on the ground floor is encouraged.
- d. Color selections should be made as follows: Traditional and durable colors like beige, terra cotta, brick red, dark green, black and various grays are natural or muted and work well with the brick and stone facades of existing historic buildings. Bright, garish colors are to be avoided. Generally, one or two colors should be selected. The base color is the predominant color applied to the walls and major surfaces. Accent color is used for trim, hardware, doors, etc. The use of too many colors should be avoided.

10. Signage should be limited to the following permitted types:

- a. Painted, printed lettering and graphics on awnings limited to one square foot for each linear foot of frontage.
- b. Painted or vinyl lettering and graphics on glass.
- c. Hanging solid-type signs suspended from poles mounted as above.
- d. Solid freestanding lettering mounted on facades. Freestanding letters may be wood, metal or plastic, subject to the restrictions indicated in item “e” below.
- e. All “c” and “d” sign types should be illuminated by energy-efficient incandescent or CFL/LED spotlights. All facades should have energy-efficient incandescent or CFL/LED lighting and this should be left on until at least 10 PM every night.

Note: Temporary signs are permitted for a maximum of thirty days. See section 2 for additional restrictions.

11. The following signs are prohibited:

- a. Neon signs of any type.
- b. Any exterior use of non-bulb fluorescent light.
- c. Internally illuminated signs except back-lit (solid non-translucent individual letters with the light source behind, so that the letters appear dark against light on the building façade). No translucent internally lit signs are permitted.
- d. Plastic signs except individual letters channel-set or stud-mounted.

- e. Waterfall awnings used as signs, whether internally lit or not.

12. Additional prohibitions include:

- a. Tinted glass of any type. Clear films on glass may be used to reduce radiation, but awnings should be designed to protect the windows.
- b. Synthetic materials including aluminum and vinyl siding, such as Dryvit or simulated masonry. Owners should be encouraged to restore existing facades to their original conditions on pre-1950's buildings.
- c. Exterior mounted security gates. All such gates should be inside the glass line and should be open-link type so those interiors are visible when gates are closed.
- d. Boarded-up or otherwise closed-in windows in existing facades.
- e. Mansard roofs of any type, except on buildings over 25 years old in which the mansard is an original part of the building.
- f. Simulated shakes or shingles (including metal and asphalt), except for Hardiplank or similar composite material without faux wood grain.

SECTION 2

Design Guidelines for Broadway

1. *Definition of architectural elements:*

The majority of commercial facades on Broadway consist of four architectural elements:

- a. The **cornice** at the top the façade. This is the ornamental molding, which crowns the façade and establishes a stopping point for the viewer's eye. Many historic buildings have had their cornices removed or covered over. These facades tend to look incomplete or unfinished. The degree of complexity of cornices varies with the style and period of the building, but some type of cornice on every building is necessary to provide a coherent street frontage along Broadway.
- b. The **upper stories**. These give the appearance of either a healthy, vibrant street or of a declining street; depending on whether they are occupied (windows, lights at night, etc.) or abandoned (filled-in windows or existing windows with dirty glass, broken blinds, etc.) The size and positioning of window openings give buildings a visual rhythm and help to establish balance and scale.
- c. The **ground-floor storefront**. This is the most important element on any commercial building on Broadway. The type of goods and services within are represented in the window displays. The architectural treatment of the storefront itself, including the lighting, creates a frame for the window displays. Poor quality materials or ill-maintained fronts create a negative impression, regardless of the quality of the goods within.
- d. **Signage**. Signs used on buildings are an integral part of the "presentation." Signage should be interesting and informative, without being harsh or aggressive.

2. Renovation, Rehabilitation and Restoration Guidelines

The key to the successful rehabilitation of a building is the selection of treatments that are sensitive to the character of the entire building. The first step in a rehabilitation project is to evaluate the building façade to determine:

- a. The period of the building
- b. Physical condition of the building
- c. Relationship of component parts
- d. Architectural features
- e. Materials and colors
- f. Relationship to surrounding buildings

Old photographs of many buildings on Broadway are available to show details of the original architecture. Materials greatly influence the perception of a building. Materials applied over the original façade of a building often destroy its integrity. Aluminum siding and stucco which have been added to cover up existing facades should be removed and original surface materials restored whenever possible.

Cornices

Where the cornice has been altered or removed it should be restored to its original condition. If it must be replaced, a new cornice should be designed and detailed in proportion to the overall mass and scale of the building.

Upper Stories

The role of the upper façade in the overall appearance of the building is critical. Architectural details should be retained or restored. These include window sizes and styles, materials used in sills and lintels as well as surrounding decorative stone, wood or brickwork. Original wall surfaces should be cleaned and repaired, and all extraneous materials such as unused electrical conduit and signage should be removed. When existing surfaces are unsatisfactory or when changes must be made to a building, new materials, textures and colors should be carefully chosen to complement the building façade and adjacent structures. The proportion, style and placement of windows contribute to the scale and rhythm of the façade and should complement the original.

Storefronts

All elements of the storefront should be coordinated with the building façade. Storefronts provide a unifying element within the block. Developing and maintaining a coherent “streetscape” is critical to the success of any commercial district. The introduction of design elements which fail to take into account the adjacent properties creates a jarring impression and undermines the appearance of the entire street. Although the identity of each building should be maintained, at times a single store may occupy more than one adjacent building. Signage, graphics, awnings and color may be used to provide a unified image. One building may include more than one store. Every effort should be made to have the storefronts harmonize with each other and with the façade. The sensitive placement and design of signs is critical in this respect

Display Windows

Display windows should be used to provide maximum exposure for the business(es) within the building and to enliven the street environment. These should never be filled in or covered even with temporary signs. Materials used to frame display windows should harmonize with the rest of the façade. Display windows should be subtly lighted to feature the merchandise but never to overpower.

Entrances

Entrance doors should contain generous glass panels to provide maximum visibility and safety. The style of the door and its hardware should be compatible with the overall design of the building. Whenever possible, street level store entries should be recessed a minimum of three feet into the ground floor façade with doors swinging out. The resulting exterior floor surface should be tile or stone with adequate slip resistance to meet building code requirements. An entrance to an upper story should be created as a secondary element and be compatible with the overall design of the storefront

Awnings

Awnings can be an important decorative element which add color and interest to the building façade. Awnings also provide protection from the weather and reduce glare on the display window glass, rendering displays more visible from the street. Awnings are a good location for signage. They should complement the materials, color and original architecture of the building without detracting or hiding architectural details. New bubble awnings are specifically prohibited. Storefronts should have retractable awnings or, if cost-prohibitive, angled (30 degrees from horizontal) awnings with an eight inch front valance and open sides. Awnings should project three feet over sidewalks. Lettering is also permitted on awnings provided that the letters do not exceed one square foot for each linear foot of frontage. Re-covering existing bubble awning frames is permitted; however the re-covered awnings must meet the following criteria:

1. Maximum of 18 inch high lettering.
2. Egg-crate and other soffit coverings must be removed and not replaced. The awning frame should be clean and open, so the area above the awning line must be maintained (cleaned and painted at a minimum).
3. No internal illumination is permitted inside the awning unless it is surface-mounted downlights. Any fluorescent or other non-approved lighting, except for CFLs and LED light bulbs, inside the existing bubble awning frame should be removed.

Rear and Side Elevations

The appearances of all visible facades of a building are important to maintaining the overall appearance of Broadway. Wall surfaces should be clean and in good repair. Attractive materials should always be used. Landscaping should be provided to enhance these areas.

Signs

Signage requirements are as per New Construction/In-fill Guidelines- see below.

New Construction/In-fill Guidelines

Vacant lots, parking lots fronting the street and demolition of existing structures provide the opportunity for new construction. In-fill development can strengthen or weaken the

streetscape, depending on how well it is designed. New structures should blend with the existing buildings on Broadway and should continue the fundamental design characteristics of Broadway's existing architecture. There are no simple rules for determining the ideal aesthetic relationships; however, appropriate design decisions require a careful analysis of the existing context. Important elements of successful new construction are height, mass, scale, proportions, setbacks, materials, colors and overall façade organization.

Building Height and Mass

The height and mass of in-fill buildings should be compatible with the average dominant building height of three stories up to a maximum of five stories. In a row of abutting buildings, any new structure should be wall-to-wall and fill the space defined by adjacent buildings. It should be similar in height to the adjoining buildings. The building mass should be broken into components that correspond to the scale and mass of existing buildings.

Vertical Articulation

Vertical demarcations are required no less than every 50 linear feet of street façade. These may be achieved by a change of color or material, by a stack of bay windows or balconies, or by a vertical line created by the application of a different material or by the variation in the surface of a façade (Minimum variation of eight inches (8")).

Horizontal Articulation

Horizontal demarcations are required for any building taller than two stories. Demarcations include elements such as a cornice line, a course of brick or stone which projects or is differently colored or laid, a floor (such as the ground floor) which has a different material from the main façade, or balconies located on only one floor across the façade.

Setbacks and Parking

New development should replicate the setback of existing buildings to create a consistently developed edge. Where side yards exist, the side-yard setback should echo the rhythm of spacing between existing buildings. If adjoining buildings have parking in the rear, parking for new construction should also be located behind the building. Parking lots facing onto Broadway are discouraged. They introduce a gap in the streetscape and disrupt the flow of shopping. They are also potentially dangerous to pedestrians and interrupt street traffic flow. In cases where existing or new lots have to front on Broadway, every effort should be made to restrict curb cuts and to provide landscape and fence screening to help reinforce the street-wall.

Materials and Color

The proper choice of materials and color contributes to the unity of the street environment. Materials selected should be of high quality and be compatible with materials used in surrounding buildings. Aluminum and vinyl siding and synthetic stucco should be avoided. Many of the buildings on Broadway retain their original colors. Traditional and durable colors such as beige, terra cotta, brick red, dark green, black and various grays are natural or muted and work well with the brick and stone facades of existing historic buildings. Bright, garish colors should be avoided. Generally, one or two colors should be selected. The base color is the predominant color applied to the walls and major surfaces. Accent color is used for trim, hardware, doors, etc. The use of too many colors should be avoided.

Storefront and Windows

See section 1.

Signs: Signs define the character and quality of Broadway. Poorly designed signage causes clutter and visual chaos. Well-designed and well-placed signs add variety and a positive, coherent image to the street. The key to successful signage is simplicity such as the use of understandable graphics presented in a legible style and the controlled use of color work. Plastic, translucent back-lit or illuminated waterfall awning signs are specifically prohibited. Signage should fit within the overall frame and pattern of the building façade and should not be indiscriminately applied over architectural elements. Placement and illumination of signs must be compatible with the architecture of the building. It is suggested that a professional sign maker be retained.

Sign Placement: Signs should be placed to complement the design of the building façade. The natural location for signs on historic commercial buildings is the lintel or sign frieze that caps the storefront and separates it from the upper façade. Signs should be sized and placed so that they conceal the least amount of architectural detail. Wherever possible, signs should be located at heights similar to those signs on adjacent buildings in order to create a more unified sign band. Another traditional location for signs is the storefront window. Signs placed in windows should be painted with pressure-sensitive letters on the glass and should not obscure the view into the interior.

Number of Signs: Each business is permitted one sign for each public entrance, except that corner properties are permitted a second sign on the side façade.. Additional lettering is permitted on windows detailing such things as hours of operation as long as the lettering does not exceed six inches in height. Overall window signage may not exceed 30 percent of the window area to which the sign is affixed. Lettering is also permitted on the valance of awnings, provided that the letters do not exceed six inches in.

Size of Signs: The size of signs should be proportioned to fit the storefront and building façade as a whole. Generally, the size of a sign cannot exceed one square foot for every linear foot of store frontage, In addition, one dimension (either vertical or horizontal) cannot exceed thirty inches.

Temporary Signs: Temporary signs advertising special sales, etc. are permitted for a maximum duration of 30 days. The size of a temporary sign cannot exceed one square foot for every linear foot of store frontage. In addition, one dimension (either vertical or horizontal) cannot exceed thirty inches.

Materials and Finish: The major considerations in selecting sign materials are compatibility with the architecture of the building and the quality and appearance of the sign itself. Wood is often the preferred material, although other materials, such as metals, are acceptable. Plastic, backlit or illuminated bubble awning signs are specifically prohibited. Signs should have a matte or dull finish to reduce glare and enhance visibility.

Color: Color in signs creates variety and enhances the vitality of the street environment. Too many colors, however, create visual chaos and diminish the ability of signs to effectively communicate. Sign colors should be limited in number and should be compatible with the building façade and with other nearby signs.

Illumination: Excessively bright illumination is prohibited. The preferred method for lighting a sign is indirect lighting. The intensity of the lighting should be as low as possible. The light source should not be visible to pedestrians or vehicular traffic.

Recycling Plan

Storage and Projection Standards:

Storage of trash outside of buildings along Broadway is strictly prohibited, except at the rear of buildings when screened by shed-like enclosures. No unscreened dumpsters are permitted. Wherever practical, trash should be stored inside until ready for pick-up.

**APPENDIX III—Resolution Designating Bayonne as an
Area in Need of Rehabilitation**

MUNICIPAL COUNCIL OF THE CITY OF BAYONNE

RESOLUTION NO. 98-02-04-040

WHEREAS, the most recent assessment of the Housing stock within the City was conducted in conjunction with the Housing Element and Fair Share Plan, prepared by Edward J. Beniot of Stull & Benoit Associates, Inc., and Peter Tolischus, City Planner, dated May 1996, which Plan was approved by the New Jersey Council of Affordable Housing in December of 1996; and

WHEREAS, this Plan includes, among other things, an inventory of the municipal housing stock by age, condition, purchase or rental value and occupational characteristics and type; and

WHEREAS, based upon this inventory, it has been determined that over 80% of the City's housing stock was constructed prior to 1960, and 50% was constructed prior to 1940; and,

WHEREAS, according to the Hudson County Consortium's Housing Affordability Strategy Plan, "available housing stock is deteriorating as the preservation of aging units becomes more costly and financial resources become more limited"; and

WHEREAS, the above referenced Plan further sets as the Consortium's number one priority the rehabilitation and preservation of its existing housing inventory to met the housing needs of the County, stating that "rehabilitation provides the most efficient solution to extending the useful life of existing units"; and

WHEREAS, the City of Bayonne has undertaken significant efforts to facilitate the rehabilitation of low and low-to-moderate income families through Community Development Block Grant funds with proposed new construction using Federal and State Grants; and

WHEREAS, these efforts do not fully address the needs of many homeowners, a majority of whom are 55 years of age or older and who are or will soon be, living on fixed incomes; and

WHEREAS, the added real property assessment incurred when a dwelling undergoes significant improvement is a disincentive for these homeowners to maintain and improve their properties; and

WHEREAS, the legislature has determined that permitting municipalities to grant five-year tax exemptions from taxation in areas in need of rehabilitation has been effective promoting rehabilitation of residential, commercial and industrial structures in areas threatened with problems of deterioration and decay; now, therefore, be it

RESOLVED, the Municipal Council of the City of Bayonne makes the following findings:

- a. A significant number of dwellings within the City predate 1940 and over 80% predate 1960. While not all of these structures are in need of rehabilitation, substantial numbers of the City's aging housing stock, together with other buildings and structures, are in a deteriorated or substandard condition.
- b. There is a continuing pattern of under utilization of these properties within the City of Bayonne.
- c. The Tax Collector has advised that while tax arrearage has decreased over the past three years, there remains a persistence arrearage of property tax payments with the City.
- d. A program of rehabilitation may be expected to prevent further deterioration and promote the overall development of the community and be it further

RESOLVED, that the Municipal Council of the City of Bayonne, in order to encourage private and voluntary rehabilitation, finds pursuant to N.J.S.A. 40A:12A-14 that the entirety of the City of Bayonne would benefit from rehabilitation and hereby declares the entirety of the area to be in need of same and eligible for the tax incentives provided for in the above statute and in Article VIII of the New Jersey Constitution; and be it further

RESOLVED, prior to final passage by the Municipal Council this resolution shall be submitted to the Planning Board for its review and recommendations; and be it further

RESOLVED, that, subsequent to final passage , any appropriate programs or tax incentives will be determined and implemented by Ordinance of this Municipal Council.

I, ROBERT F. SLOAN, City Clerk of the City of Bayonne, in the County of Hudson and State of New Jersey, DO HEREBY CERTIFY that the foregoing is a true copy of resolution adopted by the Municipal Council of the City of Bayonne at a meeting held February 4, 1998 as the same is taken from and compared with the original now remaining on file and of record in my office.

IN WITNESS WHEREOF, I have set my hand and affixed the corporate seal of the City of Bayonne, this 5th day of October, 2009.



Robert F. Sloan
City Clerk