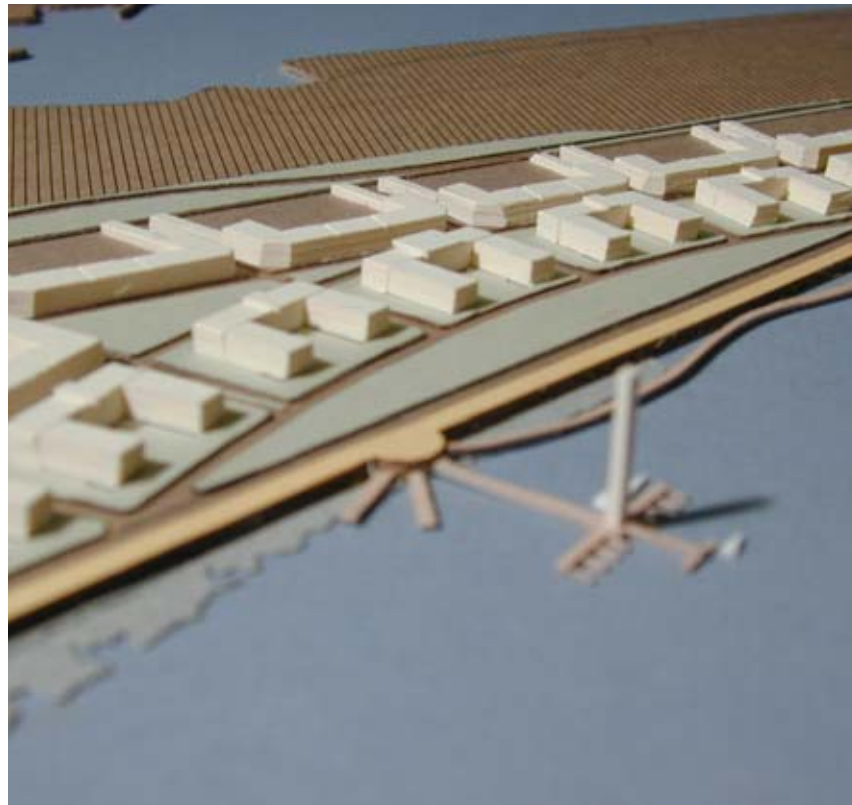


Section 4
RELATIONSHIP TO OTHER PLANS



4 – Relationship to Other Plans

Pursuant to *N.J.S.A. 40A:12A-7.a (5)*, a redevelopment plan shall include a discussion that examines:

Any significant relationship of the redevelopment plan to (a) the master plans of contiguous municipalities, (b) the master plan of the county in which the municipality is located, and (c) the State Development and Redevelopment Plan adopted pursuant to the “State Planning Act”, P.L.1985, c. 398 (C.52: 18A-196 et. seq.).

This section examines the relationship between the Peninsula’s redevelopment plan and the State Plan, the Hudson County Urban Complex Strategic Revitalization Plan and the Jersey City Master Plan. In each of these cases, the Peninsula at Bayonne Harbor Redevelopment Plan is substantially consistent.

4.1 New Jersey State Development and Redevelopment Plan (State Plan)

The New Jersey State Plan, first adopted in 1992 and updated in March 2001, is a comprehen-

sive statewide guide to municipal, county and regional planning. It contains vision statements, goals, strategies and policies. The overall goals of the State Plan were derived from the State Planning Act:

1. *Revitalize the State’s Cities and Towns.*
2. *Conserve the State’s Natural Resources and Systems*
3. *Promote Beneficial Economic Growth, Development and Renewal for All Residents of New Jersey*
4. *Protect the Environment, Prevent and Clean Up Pollution*
5. *Provide Adequate Public Facilities and Services at a Reasonable Cost*
6. *Provide Adequate Housing at a Reasonable Cost*
7. *Preserve and Enhance Areas with Historic, Cultural, Scenic, Open Space and Recreational Value¹*

The State plan has derived a series of policies from these goals. These policies are keyed to the State Plan Policy Map. The policy map identifies

¹ New Jersey State Planning Commission. March 2001. *The New Jersey State Development and Redevelopment Plan.* p.7

areas for growth, agriculture, open space and conservation. These areas are called planning areas, which are characterized as large masses of land in excess of one (1) square mile that share a common set of conditions. The State Plan planning areas are summarized as follows:

Metropolitan Planning Area: PA1

Provide for much of the state’s future redevelopment; revitalize cities and towns; promote growth in compact forms; stabilize older suburbs; redesign areas of sprawl; and protect the character of existing stable communities.

Suburban Planning Area: PA2

Provide for much of the state’s future development; promote growth in Centers and other compact forms; protect the character of existing stable communities; protect natural resources; redesign areas of sprawl; reverse the current trend toward further sprawl; and revitalize cities and towns.

Fringe Planning Area: PA3

Accommodate growth in Centers; protect the Environs primarily as open lands; revitalize cities and towns; protect the character of existing stable communities; protect natural resources; provide a buffer between more developed

Metropolitan and Suburban Planning Areas and less developed Rural and Environmentally Sensitive Planning Areas; and confine programmed sewers and public water services to Centers.

Rural Planning Area: PA4, and the Rural/Environmentally Sensitive Planning Area: PA4B

Maintain the Environs as large contiguous areas of farmland and other lands; revitalize cities and towns; accommodate growth in Centers; promote a viable agricultural industry; protect the character of existing stable communities; and confine programmed sewers and public water services to Centers.

Environmentally Sensitive Planning Area: PA5, and the Environmentally Sensitive/Barrier Island Planning Area: PA5B

Protect environmental resources, through the protection of large contiguous areas of land; accommodate growth in Centers; protect the character of existing stable communities; confine programmed sewers and public water services to Centers; and revitalize cities and towns.²

The Peninsula at Bayonne Harbor redevelopment area lies within the Metropolitan Planning Area PA1, the area designated to bear the highest share of New Jersey’s redevelopment. PA1

² New Jersey State Planning Commission. March 2001. *The New Jersey State Development and Redevelopment Plan*. p.151

includes the State’s older, developed cities, towns and urban centers, such as Bayonne and Hudson County, many of which are in need of reinvestment where most of the necessary infrastructure is already in place. As indicated, the State Plan intends this area to accommodate much of the State’s redevelopment while revitalizing cities and towns, promoting growth in compact forms and protecting the character of established communities. The Peninsula at Bayonne Harbor plan is consistent with these objectives and with the specific policies applicable to the Metropolitan Planning Area.

Statewide Policies

The State Plan includes 19 Statewide Policies that are intended to improve planning and coordination of public policies through county, municipal and regional government. The statewide polices address specific land use issues that are of particular importance within New Jersey. These are:

1. *Equity*
2. *Comprehensive Planning*
3. *Public Investment Priorities*
4. *Infrastructure Investments*
5. *Economic Development*
6. *Urban Revitalization*
7. *Housing*
8. *Transportation*
9. *Historic, Cultural and Scenic Resources*

10. *Air Resources*
11. *Water Resources*
12. *Open Lands and Natural Systems*
13. *Energy Resources*
14. *Waste Management, Recycling and Brownfields*
15. *Agriculture*
16. *Coastal Resources*
17. *Planning Regions Established by Statute*
18. *Special Resource Areas*
19. *Design³*

The State Plan applies these policies to each of the planning areas in a manner particular to the specific area. The following statewide policies are applicable to the Peninsula at Bayonne Harbor redevelopment plan.

Revitalize the State’s Cities and Towns

The State Plan encourages the revitalization of cities and towns. In the case of Hudson County, the entire county has been identified in the State Plan as an Urban Complex through the development of an Urban Complex Strategic Revitalization Plan. The Peninsula at Bayonne Harbor plan is consistent with the large-scale urban revitalization strategies of the State Planning Commission that encourage inter-municipal

³ New Jersey State Planning Commission. March 2001. *The New Jersey State Development and Redevelopment Plan*. p.84

coordination and cooperation. The Peninsula at Bayonne Harbor Redevelopment Plan is consistent with the Hudson County Urban Complex Strategic Revitalization Plan and is, therefore consistent with the Statewide Goal to revitalize urban areas. The State Plan also identifies local redevelopment plans, such as the Peninsula at Bayonne Harbor plan, as an appropriate tool for the revitalization of urban areas.

Comprehensive Planning

The State Plan calls for the undertaking of comprehensive planning in order to implement State planning goals. The Peninsula at Bayonne Harbor redevelopment plan is comprehensive in that it provides for the detailed redevelopment of the Peninsula on several levels, including land use, vehicular circulation, utilities, open space, recreation, natural resource management, public transportation, architecture and design. It is also consistent with local and regional plans.

Public Investment Priorities

The State Plan envisions that public investments will be used to guide growth in centers. The plan for The Peninsula sets the stage for both public and private investment within the Hudson County Urban Complex. The State Plan ranks Urban Complexes high with respect to the provision of State funding for the purposes of infrastructure maintenance and repair, capacity expansion and planning resources.

Urban Revitalization

The State Plan places significant focus on the revitalization of New Jersey's urban areas, which are key in the maintenance of the existing centers in the State. The Peninsula's redevelopment is consistent the State Plan policies on urban revitalization:

- *The plan has been developed with input and coordination among various stakeholders.*
- *The plan seeks to develop public facilities, including public transportation components, that will encourage growth and investment.*
- *Design guidelines for the Peninsula promote the development of a mixed-use village that will be visually appealing and spatially functional. The design criteria will enhance the waterfront areas, gateways, streets and neighborhoods.*
- *The proposed design of the Peninsula will result in the development of a compact, mixed-use village, which thoughtfully extends the city and embraces the waterfront.*
- *The Peninsula's plan contains density controls and other land use regulations to ensure that the revitalization effort is successful.*
- *The Peninsula's plan will include transportation improvements that will provide enhanced access to existing highways, light rail and marine facilities. These improvements will link the new village with the rest of Bayonne, sur-*

rounding communities within Hudson County and regional destinations.

- *The Peninsula's plan includes a community center that will serve the residents of the village.*
- *The Peninsula's plan includes several housing types, including low-rise townhouses, mid-rise apartments and high-rise housing.*
- *The Peninsula's plan includes the provision of neighborhood parks and active recreational facilities. Educational and cultural facilities are also included in the plan.*

Transportation

The Peninsula's plan includes detailed transportation plans that are consistent with the State Plan policies regarding transportation. Substantial improvements are planned to enhance vehicular service to, and within the Peninsula. There will be pedestrian access from the two existing light rail stations. Street car service will be provided on the Peninsula and facilities to support water transportation will be developed. Streets on the Peninsula are designed to reflect a hierarchy of use and character.

Open Space and Coastal Resources

The State Plan seeks to provide adequate recreational and open space and to maintain and improve and encourage public waterfront access. The Peninsula's plan is consistent with the State

Plan in that it continuous public access to the waterfront will be provided through an extension of the Hudson River Waterfront Walkway. Parks, open spaces and sidewalks will intersect the Walkway. The Peninsula’s plan also includes a site that is designated for active recreational uses associated with a new school.

Design

The State Plan encourages well-designed places that are aesthetically pleasing and contribute to a good quality of life. This includes mixing of uses, use of design guidelines, creating places with distinct identities, establishing interconnected circulations systems, creating civic buildings and spaces, using special design elements and reducing the visual impact of the automobile. The Peninsula’s Plan is consistent with these policies: it is the plan for a high-density mixed-use village that will be developed according to a layout that will support a high quality of life. Redevelopment of Peninsula will also be governed by detailed design guidelines for streets and architecture.

Centers

The State Plan contains a series of policies that are related to the areas classified as centers. Centers are defined as:

...a compact form of development with one or more Cores and residential neighborhoods. Centers range in scale from an Urban Center,

*to a Regional Center, Town Center, Village, and Hamlet.*⁴

The entire County of Hudson has been designated as an Urban Complex, which emphasizes that within Hudson County, there are several interconnected communities that share public services and facilities. The Urban Complex was designated after the adoption of the Hudson County Urban Complex Strategic Revitalization Plan, which contains a shared set of goals and policies for the complex. The State Planning Commission formally endorsed that plan on January 27, 1999.

As an Urban Complex, the State Plan policies relating to centers are applicable. Urban centers are the entities that are slated to receive the highest percentage of the State’s growth and redevelopment. The Peninsula plan is consistent with the State Plan policies regarding centers:

The Peninsula plan includes mixed-use village core and several distinct residential neighborhoods within an area of 449 acres. The plan will accommodate a significant amount of residential and commercial growth within the Hudson County Urban Complex.

The Peninsula plan contains a modified grid street layout that maximizes connectivity, estab-

lishes a comfortable pedestrian environment and maximizes the sense of enclosure using build-to lines and multi-story buildings at street edges.

The Peninsula plan includes passive and active public open spaces within the network of streets. Public open space is also provided along the waterfront.

4.2 Hudson County Strategic Plan

The County’s Strategic Revitalization Plan outlines a coordinated approach for community and economic development within the Hudson County Urban Complex, which is comprised of all twelve of the municipalities that make up Hudson County. The Strategic Plan identifies key issues regarding growth and development in the County and provides goals, action strategies and an implementation plan for addressing these issues.

Within the Strategic Revitalization Plan, five Planning Areas are delineated within the County based on the major physical features in the County. The Peninsula site is located within the County’s Waterfront Planning Area, which encompasses the land between the Palisades ridgeline and the Hudson River at the northeastern end of the County, and the properties

⁴ New Jersey State Planning Commission. March 2001. *The New Jersey State Development and Redevelopment Plan*. p.289

that line the Hudson River, Kill Van Kull and Newark Bay at the southern end of the County. In the action agenda outlined for the Waterfront Area, three strategies are highlighted as the most important for revitalization of this area:

- *Completion of the Hudson-Bergen Light Rail Transit system;*
- *Improving access and infrastructure along the waterfront; and*
- *Support for redevelopment and clean up of former railyards and industrial properties.*

The proposed redevelopment of the Peninsula is entirely consistent with and supports these County development strategies for the waterfront area. The proposed Redevelopment Plan for the Peninsula site incorporates pedestrian access to the Hudson-Bergen light rail service at the 34th Street and 45th Street stations, as well as providing substantial improvements in the local street system, connections to regional streets and bridges, and provisions for water transportation that will facilitate access and circulation through this area. Public access to the waterfront is an all important goal of the redevelopment plan, with continuous public access provided around all portions of the peninsula, except the Maritime Industrial District, through a system of parks, open spaces and sidewalks. In addition to providing for a variety of commercial and residential development, the redevelopment

plan also includes a planned Maritime Industrial District on the north side of the peninsula that will support continued industrial activity in this section of the waterfront.

More generally, the proposed Redevelopment Plan for the Peninsula is consistent with and supports the overall goals of the County's Strategic Revitalization Plan regarding land use, circulation, economic development, production of housing opportunities, provision of community facilities including recreational and park facilities, provision of utilities and infrastructure, and conservation of resources including the preservation of scenic vistas.

4.3 Hudson County Master Plan

Hudson County is comprised of 12 municipalities, including Bayonne. On March 28, 2002, the Hudson County Board of Chosen Freeholders adopted a comprehensive master plan to plan for future growth and development within the County. It contains policies regarding land use, circulation, community facilities and conservation of natural and scenic resources, as well as, recommendations for the implementation of those policies. The redevelopment plan for the Peninsula is substantially consistent with the Hudson County Master Plan, particularly as it relates to the City of Bayonne.

Specific action strategies within the Hudson County Master Plan that are relevant to the Peninsula include:

- *Improve access and infrastructure to special development areas, particularly redevelopment areas, in order for them to develop to a reasonable potential.*
- *Encourage redevelopment that utilizes transit-friendly design practices and capitalizes on existing and planned transportation improvements.*
- *Encourage the construction of a coordinated waterfront walkway along the County's waterfronts.*
- *Encourage the development of marinas and ports, where appropriate.*
- *Integrate waterfront development with adjacent neighborhoods by assuring strong physical linkages and appropriate infill development.*
- *Improve the developability of industrial areas through measures such as infrastructure and access improvements.*
- *Support efforts to provide additional hotel space and a convention center in Hudson County.*
- *Promote the viability of commercial districts by retaining first floor retail sales and services.*

- *Encourage the development of complementary land uses in proximity to commercial areas.*
- *Establish design and aesthetic controls in commercial areas to create and maintain attractive shopping areas.*
- *Promote land use policies which maximize the use of existing and proposed transportation infrastructure by concentrating development activity in areas served or to be served by mass transit.*
- *Promote revisions to local land use ordinances that encourage transit and pedestrian friendly land uses and discourage the use of automobiles.*
- *Promote the completion of the Hudson River Waterfront Walkway.*
- *Encourage development patterns that take advantage of the HBLRT System...*
- *Support measures to protect scenic views.*

The Hudson County Master Plan identifies the Peninsula as an area of *Future Development Activity*, specifically for mixed use development. The redevelopment plan for Peninsula contains a combination of regulations that will control the nature and physical form of new development. The effect of these regulations will be the creation of a series of dense neighborhoods containing a mixture of several types of residential housing, varying intensities of commercial uses,

lodging, entertainment uses, educational facilities, marine cargo and transportation facilities. These facilities will be located within a hierarchical network of streets and public open spaces. A public street car circuit, with pedestrian connections to the Hudson Bergen Light Rail system, the Hudson River Waterfront Walkway and a commuter ferry terminal will promote an environment that encourages bicycling and walking, rather than automobile travel. This is consistent with the vision presented in the Hudson County Master Plan.

4.4 Bayonne Master Plan

In August 2000 Bayonne adopted a new Master Plan for the City. The concept of developing MOTBY (The Peninsula at Bayonne Harbor) as a mixed use community including port activity on the north side of the peninsula is clearly stated in the Master Plan. Following are excerpts from the Master Plan which illustrate this point:

Bayonne Master Plan Objectives Dealing with MOTBY¹

Land Use

- *Plan for and promote the redevelopment of underutilized or vacant commercial and industrial properties including MOTBY, the Texaco site and portions of Broadway.*

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

Circulate

- *Promote mass transit use by maximizing access to the HBLRTS, extending the HBLRTS to the Texaco site in Bergen Point, preserving existing levels of bus service and supporting ferry service from MOTBY and the Texaco site in Bergen Point to Elizabeth and New York City.*
- *Facilitate freight and goods movements by reconfiguring and improving freight rail service and providing increased freight rail service to Port Jersey. Support implementation of the New Jersey Department of Transportation Portway project. In addition, improve rail service to MOTBY.*
- *Provide for adequate east-west circulation that links the core area of the City to the east side, including MOTBY and the light rail system.*

Economic

- *Focus economic activity in the City's major economic centers including Broadway, MOTBY, the LeFante Highway/Route 169 corridor and Constable Hook industrial area. Recognize the unique character of each area and promote development that will strengthen and reinforce market niches.*

¹ City of Bayonne – August 2000. *2000 Master Plan* p. 1-2/1-6

- *Plan for and promote the mixed-use redevelopment of MOTBY in order to create employment, generate tax ratables and enhance the quality of life for residents and workers.*
- *Continue industrial retention and recruitment efforts with an emphasis on Constable Hook and Port Jersey peninsula as premier industrial locations in the region.*

Housing

- *Provide a balance of housing options to meet the needs of all residents including low and moderate income housing, middle-income and market rate or luxury housing.*
- *Encourage the development of transit-oriented higher density multi-family housing in close proximity to HBLRTS stations along Avenue E.*

Community Facilities

- *Plan for and provide new community facilities to serve large-scale redevelopment areas, especially MOTBY and Texaco.*
- *Provide permanent fire and police facilities at MOTBY in conjunction with the planned mixed-use development of the site.*

Parks, Recreation and Open Space

- *Implement plans for new parks, open space and recreation facilities including the “North 40” site on Newark Bay, the 16th Street boat*

launch, the waterfront park at MOTBY and the linear passive park between LeFante Highway/Route 169 and Avenue F

- *Support and promote the completion of the Hudson River Waterfront Walkway including planned segments at MOTBY, the South Cove shopping center and OENJ Cherokee Golf Course in Constable Hook.*

The Bayonne Master Plan Describes the proposed land use for MOTBY under Section 11-9 Harbor Mixed-Use District which is repeated below. Clearly the development objectives set forth in this Redevelopment Plan are consistent with the goals of the City’s Master Plan.

It is also recommended that redevelopment of the District incorporate a waterfront walkway in conformance with the N.J. Department of Environmental Protection’s Hudson River Waterfront Walkway regulations. This recommendation applies to redevelopment initiated by the private and public sector. The walkway will likely extend along the southern and eastern side of the peninsula and will provide access to a planned park in the northeast corner of the site. However, the extent an alignment of the walkway are contingent upon the mix and final location of uses developed in the site.²

² City of Bayonne – August 2000. 2000 Master Plan p.VIII-19

The development of a waterfront park on the northeastern portion of the site to capitalize on views of the Statue of Liberty, New York City and the harbor is also encouraged. Every effort should be made to maximize public access to the waterfront and provide walkway connections to the proposed golf course to the south and the core area of the City. Further, a portion of the area should be earmarked for open space/recreational use to address the recreation needs of City residents.

It is anticipated that any redevelopment will require both off-site transportation improvements, although the extent of the improvements has not yet been determined. Off-site improvements may include traffic signalization upgrades, especially at the intersection of LeFante Highway/Route 169 and Prospect Avenue, and a direct roadway connection from the New Jersey Turnpike to LeFante Highway/Route 169. It may also include improvements proposed as part of the N.J. Department of Transportations Portway project, which will provide enhanced truck and freight rail access to port areas in the region.

The Hudson Bergen Light Rail Transit System (HBLRTS) is adjacent to the western edge of the area and will provide mass transit access to future redevelopment. A 525 space park-and-ride lot for the 34th Street HBLRTS Station is planned on the western portion of the site adjacent to LeFante Highway/Route 169.

There are several access roads to the Harbor Mixed-Use District. These include 32nd Street,

40th Street and 45th Street via the Center Street Bridge. It is recommended that 45th Street be analyzed to evaluate its future function as the major access street into the site from the existing City of Bayonne street network.

Future redevelopment of the area should be sensitive to creating linkages, where appropriate, between the District and the core areas of the City. In particular, a physical and visual connection to the Broadway Central Business District should be established. In the short-term, relatively simple methods such as a way-finding signage plan may prove effective. In the long-term, more extensive improvements in the streetscape, road network and land use pattern may accomplish this goal. Further, any circulation plan developed for the site should include a pedestrian overpass across LeFante Highway/Route 169 from the 34th Street HBLRTS Station in to the site.

On-site circulation is a key element of the District's redevelopment due to its size and configuration. An internal shuttle as part of mass transit service on the site is recommended. The extension of the HBLRTS into the site should be considered if redevelopment generates significant ridership as well as need for enhanced mass transit service. A full range of mass transit options, including ferry service and a heliport, should also be considered to meet the transportation demand generated by redevelopment of the MOTBY.

In summary, the Harbor Mixed-Use District has tremendous redevelopment potential that can provide significant benefits to the City. These benefits include a stable tax base, employment opportunities and amenities such as recreation facilities and access to the waterfront. It is recommended that the implementation of a coordinated land use plan address the following:

- *The mix of uses and their complementary inter-relationships.*
- *An on-site and off-site circulation system, including mass transit, which provides sufficient access, accommodates projected traffic volumes and supports intermodal freight and good movement.*
- *An infrastructure plan which provides adequate utility capacity without overburdening the existing City system.*
- *Open space and recreational amenities that address the needs of City residents.*

4.5 Bayonne Zoning Ordinance

The Bayonne Zoning Ordinance #0-01-19 adopted 03/21/01 provides a new zoning district in Section 18 (page 46) called Bayonne Metropolitan Harbor District (BMHD). The zoning ordinance does not provide any land use controls for this BMHD but rather states it is an ongoing redevelopment area. The land use and

density controls contained in the final redevelopment plan shall be the zoning regulations for the Bayonne Metropolitan Harbor District (BMHD). Revisions to BMHD land use and density controls shall be made by revising the Peninsula at Bayonne Harbor Redevelopment Plan as provided by law.

4.6 Jersey City Master Plan

The Peninsula site is located close to Bayonne's border with Jersey City. Under the Land Use Plan of the May 2000 Jersey City Master Plan, lands located on the northern portion of the Port Jersey peninsula are included within the Port Industrial land use district. This district contains the Global Marine Terminal, Auto Marine Terminal and Greenville Yards Industrial Park. The Master Plan notes that the Port Authority of New York and New Jersey has both short term plans to expand the Global Marine Terminal and long term plans to expand Port Jersey by 300 acres by filling the Greenville Channel and "squaring off" the peninsula.

The majority of the Port Industrial district is included within the Greenville Industrial Redevelopment Plan area. The Master Plan indicates that it is the intent of the City to capitalize on the presence of the port for economic development purposes, including projects that generate employment and tax ratables. The Master Plan also notes that the Redevelopment Plan may require further evaluation in light of current



proposals for the development of the deep-water port with enhanced road and rail access.

Recommendations of the Jersey City Master Plan regarding development in the Port Industrial district of relevance to the Peninsula at Bayonne Harbor Redevelopment Plan include improving the transportation infrastructure in the port industrial area and encouraging the NJ Department of Environmental Protection to provide alternative methods of access for the industrial area waterfront, such as through elevated viewing platforms. It is also recommended that an inland route through the Port Jersey peninsula be established for the Hudson River Waterfront Walkway, due to the presence of active industrial and maritime uses along the waterfront in this area.

The proposed development of a Maritime Industrial District under the Peninsula at Bayonne Harbor Redevelopment Plan that would face maritime and industrial uses along Port Jersey is consistent with the proposed port industrial use of this area under the Jersey City Master Plan. Coordination of proposed improvements related to transportation and public access within the Port Jersey area and within the Peninsula at Bayonne Harbor Redevelopment Plan area will help to increase consistency between municipal planning objectives for these areas.

4.7 Peninsula at Bayonne Harbor Redevelopment Area Regulatory Requirements

Implementation of the Peninsula at Bayonne Harbor Redevelopment Plan requires approval from **LOCAL**, **STATE**, and **FEDERAL** entities that exercise jurisdiction over the site. Following is a listing of applicable approval requirements.

LOCAL

Entity	Regulated Activities	Notes
Bayonne Planning Board	All Redevelopment	Site Plan and Subdivision Approvals
Bayonne Municipal Utilities Authority	Water, sewer, and stormwater service	
Bayonne Department of Community Development	All Construction activities	Construction Permits, Road Opening Permits
Bayonne Dept. of Health & Welfare	Solid waste facility disruption, Hazardous site remediation	
Hudson County Planning Board	All Redevelopment	Site Plan and Subdivision Approvals
Hudson, Essex, Passaic, and Sussex, Soil Erosion Conservation District	Earth Disturbance	Soil Erosion and Sediment Control Plan Approval; Stormwater Discharge Authorization

STATE OF NEW JERSEY

The State of New Jersey regulates construction activity through a multitude of programs. The following is a listing of applicable approval requirements anticipated for the Peninsula at Bayonne Harbor Redevelopment Plan. Required approvals may not necessarily be limited to the following list.

Permit	Regulated Activities	Lead State Agency
Waterfront Development Permit	All development, including dredging, at or below the mean high water line, and within 500 feet landward of the mean high water line.	NJDEP
Freshwater Wetlands Permit	Most activities located in and around wetlands and associated transition areas.	NJDEP
Water Quality Certification	Discharge of dredged or fill material into state waters or wetlands.	NJDEP
Site Remediation (ISRA) Compliance	Transfer of contaminated properties. Site remediation.	NJDEP
Underground Storage Tank Permit	Installation, substantial modification, and closure of underground storage tanks.	NJDEP
Treatment Works Approval	Construction and operation of sanitary sewer system.	NJDEP
New Jersey Pollutant Discharge Elimination System Permit	Discharge of pollutants to surface or ground waters of the State (i.e. stormwater outfall, industrial outfall, etc.)	NJDEP
New Jersey Pollutant Discharge Elimination System /Discharge to Ground Waters Permit	Discharge of pollutants to ground waters of the State	NJDEP
Dewatering Permit	Temporary diversion of groundwater for construction purposes (thresholds apply).	NJDEP
Public Water Works Approval – Water Extension Permit	Construction and operation of potable water system.	NJDEP
Disruption of Solid Waste Land Disposal Area Approval	Disruption of deposited material from an active, terminated, or closed sanitary landfill.	NJDEP
Street Intersection Permit	Construction of a new street access to a State highway.	NJDOT

Permit (Cont'd)	Regulated Activities	Lead State Agency
Street Improvement Permit	Changes to an existing street access to a State highway.	NJDOT
Lot Consolidation / Subdivision Permit	Consolidation or subdivision of a lot having access to a State highway.	NJDOT
Drainage Permit	Installation or modification of stormwater drainage facilities on or adjacent to a State highway.	NJDOT
Highway Occupancy Permit	Temporary or permanent use of a State highway right of way.	NJDOT
Utility Opening Permit	Installation of utilities within a State highway right of way.	NJDOT

New Jersey Department of Environmental Protection Waterfront Development Regulations require that public access be provided to the waterfront. The design standards for the public access facilities are described in Hudson River Waterfront Walkway Design Standards November 1989. This document is reproduced in Appendix 3 and made a part of this redevelopment plan.

FEDERAL

All construction activities occurring in navigable waters or wetlands within 100 feet of the mean higher high water line require permits from the U.S. Army Corps of Engineers New York District. Regulated activities include, but are not limited to:

- *Dredging / Filling;*
- *Shoreline Stabilization;*
- *Docks, Piers and Relieving Platforms;*
- *Stormwater Outfalls; and,*
- *Disruption of Wetlands*

