



BIRDSALL SERVICES GROUP

**DRAFT ENVIRONMENTAL ASSESSMENT**

City of Bayonne Fire Department Fire Station  
Peninsula at Bayonne Harbor  
P/O Lot 1, Block 731  
City of Bayonne, Hudson County, New Jersey

**Prepared For:**

The Barberi Group  
260 Broadway  
Bayonne, New Jersey 07002

**Prepared By:**

LGA Engineering, Inc. – A Birdsall Services Group Company  
750 Vassar Avenue  
Lakewood, New Jersey 08702

(BSG # 501968000100)

August 18, 2010

M:\Lakewood\Jobs\Barberi Group\501968000100\Reports\PDEA.docx



BIRDSALL SERVICES GROUP

TABLE OF CONTENTS

**1.0 INTRODUCTION.....7**

1.1 BACKGROUND AND PROJECT LOCATION .....7

1.2 PURPOSE AND NEED.....7

**2.0 ALTERNATIVES CONSIDERED.....7**

2.1 ALTERNATIVE 1 - NO ACTION.....8

2.2 ALTERNATIVE 2 – PROPOSED ACTION.....8

**3.0 AFFECTED ENVIRONMENTS AND POTENTIAL IMPACTS AND ALTERNATIVES CONSIDERED .....9**

3.1 LAND USE AND VISUAL RESOURCES..... 10

3.2 AIR QUALITY..... 11

3.3 NOISE ..... 11

3.4 GEOLOGY AND SOILS ..... 12

3.5 WATER RESOURCES ..... 13

3.6 BIOLOGICAL RESOURCES..... 14

3.7 CULTURAL RESOURCES ..... 15

3.8 SOCIOECONOMICS AND ENVIRONMENTAL JUSTICE..... 15

3.9 UTILITIES ..... 16

3.10 TRANSPORTATION..... 17

3.11 WASTE MANAGEMENT ..... 17

3.12 CUMULATIVE IMPACTS..... 18

3.13 COORDINATION AND PERMITS..... 18

**4.0 PUBLIC INVOLVEMENT & AGENCIES CONSULTED ..... 18**

**5.0 CONCLUSIONS.....20**

**6.0 WORKS CITED.....20**

**FIGURES**

**APPENDIX A RELEVANT EXCERPTS FROM THE PENINSULA AT BAYONNE HARBOR BLRA REDEVELOPMENT PLAN**

**APPENDIX B BAYONNE FIRE STATION DEVELOPMENT PLAN**

**APPENDIX C FLOOD INSURANCE RATE MAP AND FLOOD INSURANCE STUDY EXCERPT**

**APPENDIX D EXISTING TOPOGRAPHIC CONDITIONS MAP**

**APPENDIX E EXCERPTS REGARDING SOIL CONTAMINATION INFORMATION FROM (EXCEL ENVIRONMENTAL RESOURCES, INC., 2006)**



**BIRDSALL SERVICES GROUP**

**APPENDIX F CERCLA COVENANT BETWEEN US GOVERNMENT AND BAYONNE LOCAL REDEVELOPMENT AUTHORITY**

**APPENDIX G ENDANGERED SPECIES CONSULTATIONS**

**APPENDIX H CULTURAL RESOURCES CONSULTATIONS**

**APPENDIX I NJDEP MASTER WATERFRONT DEVELOPMENT PERMIT FOR REDEVELOPMENT OF THE PENINSULA AT BAYONNE HARBOR**

**APPENDIX J EXCERPT FROM (DMJM+HARRIS / EDWARDS & KELCEY, 2003)**



## BIRDSALL SERVICES GROUP

### 1.0 INTRODUCTION

#### 1.1 BACKGROUND AND PROJECT LOCATION

The City of Bayonne Fire Department, with \$3.56M of financial assistance from the Federal Emergency Management Association's (FEMA) ARRA Fire Station Construction Grant (SCG) Program, proposes to construct a new, permanent fire station within the City limits. Specifically, the project will be constructed on an approximately 1.6 acre vacant parcel on the Peninsula at Bayonne Harbor (the Peninsula). The Peninsula is a former federal military base known as the Bayonne Military Ocean Terminal (MOTBY), which was transferred to the Bayonne Local Redevelopment Authority (BLRA) in 2002 as an economic development conveyance. Since the conveyance, the BLRA has engaged in redevelopment of the site with port, industrial, recreational, and residential uses. Illustrations of the project location and its prior use are presented in Figures 1 through 5.

The proposed fire station will replace a temporary, fabric tent station that is being operated as an interim facility on the Peninsula property. Upon construction of the new, permanent facility, the temporary station will be removed, and the property will be prepared for redevelopment.

#### 1.2 PURPOSE AND NEED

The purpose of this Environmental Assessment is to evaluate project alternatives and assess the potential environmental impacts of the proposed Federal action, in accordance with the National Environmental Policy Act (NEPA). The FEMA regulations, which establish FEMA's process for implementing NEPA, are set forth in 44 CFR Subpart 10. As part of this NEPA review, the requirements of other environmental laws and executive orders are addressed. This document is utilized to inform the public of the proposed federal action and solicit review comments from the public and stakeholder government agencies.

The necessity for the proposed Fire Station is to replace an existing, temporary fabric tent station and supporting trailers that are currently being utilized to house the City of Bayonne Fire Department for service to the Peninsula at Bayonne Harbor and the City proper. The interim facilities were erected in 2008, after the City Fire Department's access to a former Military fire station was terminated due to Port redevelopment. Consequently, the Department currently services on-site industrial and residential uses, as well as similar off-site facilities, from the temporary structures. The proposed structure will provide a permanent home for the resident fire fighters, will help to reduce response times, improve fire coverage, provide space for training, and provide for the health and well-being of the fire fighters.

### 2.0 ALTERNATIVES CONSIDERED

Prerequisites for the consideration of alternatives considered the following fundamental parameters:

- **Fire Response** – The new station must be located within the existing, temporary fire station's response area and have efficient and reliable transportation access that will not appreciably impact response times relative to existing conditions.
- **Property Availability** – The City of Bayonne is a densely populated and heavily developed municipality. The fire station property must be in a location where an approximately 1.5+ acre parcel is available (preferably City-owned), is adequately zoned, and does not negatively impact surrounding property values.



## BIRDSALL SERVICES GROUP

- **Environmental Considerations** – The proposed fire station parcel must be in a location where environmental impacts and site remediation requirements are minimized.
- **Economic Considerations** – The proposed fire station parcel must be sited in a location where it positively impacts the economics of the community, has a positive impact upon redevelopment potential, and does not decrease surrounding property values.

Considering these fundamental parameters, the City screened available properties. Due to the fact that the City is densely developed, the only feasible alternatives were found to lie on the Peninsula at Bayonne Harbor. The Peninsula is an approximately 450 acre, predominantly vacant property, which is being prepared for redevelopment. As part of the redevelopment, a Redevelopment Plan (Bayonne Local Redevelopment Plan, 2006) was prepared and adopted to serve as the local land use zoning for the property. The Redevelopment Plan, which was prepared with requisite public involvement, identifies certain parcels for “civic use,” inclusive of a fire station. A particular parcel, known as “HS-17,” was designated as the only civic parcel with adequate size and zoning controls (impervious coverage limits, etc.) necessary for accommodation of a fire station.

### 2.1 ALTERNATIVE 1 - NO ACTION

The No Action Alternative consists of continuing to perform fire station operations from the interim, fabric tent structure. This option is deemed infeasible for the following reasons:

- *Living Conditions* : The firefighters utilizing the existing temporary quarters respond to approximately one quarter of the City’s fire runs. Despite this heavy workload, the quarters are cramped, poorly conditioned, and subject to weather impact (flooding, high wind damage, etc.). Continued operations from these temporary quarters is unacceptable.
- *Property Availability / Zoning* : The interim structure lies on Peninsula lands that are only available on a temporary basis. These lands are designated, pursuant to the Peninsula at Bayonne Harbor Redevelopment Plan (Bayonne Local Redevelopment Authority, 2008), for private redevelopment activities and are anticipated to be sold in the future.
- *Traffic / Response Time* - The location of the interim structure is immediately adjacent to a new four-lane intersection with New Jersey State Highway Route 440. The proximity of the interim station to the intersection creates a dangerous ingress/egress situation; therefore, fire responses are required to leave the site through a rear driveway, and circle back to the intersection before leaving the site.

Upon completion of a permanent fire station, the facilities will be removed from the site and returned to the respective Owners (tent – BLRA; trailers – leasing company). Utility connections will be terminated and capped, in anticipation for future redevelopment of the site.

### 2.2 ALTERNATIVE 2 – PROPOSED ACTION

The proposed alternative is to construct a new fire station on an approximately 1.8 acre parcel on the Peninsula at Bayonne Harbor. Specifically, the station will be constructed within a block designated as “HS-17” within the Peninsula at Bayonne Harbor Redevelopment Plan (see Appendix A for relevant excerpts). The Redevelopment Plan, which serves as the governing local zoning for the Peninsula property, was developed through an intensive public involvement process, and designates allowable land uses for each of the property’s development parcels. HS-17 was envisioned as a “civic use” parcel that would accommodate public buildings such as the fire station. In addition, HS-17 lies central to the Fire Station’s on-site and off-site fire service area,



## BIRDSALL SERVICES GROUP

and features convenient access to the two bridges and two highway intersections that connect the Peninsula to the City proper.

The proposed site is entirely disturbed and clear of vegetation (see Figures 2 and 5). It is a filled water's edge site (see Figure 4), having been created by placement of dredged material in the 1940's. Since its creation, the site has never supported forested vegetation, and its historic military use was limited to recreation and a roadway.

The proposed development will be a one story structure, occupying approximately 15,000 square feet of footprint (see Appendix B). The balance of the site will include adequate ingress/egress, parking, and landscaping. The site's triangular shape requires roads on three sides. The roadway on the property's frontage is complete, and has adequate utility installations. The Bayonne Local Redevelopment Authority, concurrent to the Fire Station project, will construct the balance of roads on the northeast and southeast faces of the property. Since 2007, the BLRA has been redeveloping the site's utility infrastructure in anticipation of future development, and water, sewer, electric, natural gas, CATV, and stormwater utilities are proximate to the site.

There are no existing water-related recreational resources or facilities at the site; however, the reconstruction is being performed for purposes of developing a public park on the pier.

### **3.0 AFFECTED ENVIRONMENTS AND POTENTIAL IMPACTS AND ALTERNATIVES CONSIDERED**

The following table summarizes the potential impacts analyzed for the major areas of concern in the following section.

**Table 1.** Summary of Potential Impacts

<b>Section</b>	<b>Topic</b>	<b>Alternative 1 (No Action) Impact</b>	<b>Alternative 2 (Proposed Project) Impact</b>
3.1	Land Use & Visual Resources	No	No
3.2	Air Quality	No	No
3.3	Noise	No	No
3.4	Geology and Soils	No	No
3.5	Water Resources	No	No
3.6	Biological Resources	No	No
3.7	Cultural Resources	No	No
3.8	Socioeconomics and Environmental Justice	No	No
3.9	Utilities	No	No
3.10	Transportation	No	No
3.11	Waste Management	No	No
3.12	Cumulative Impacts	No	No



## BIRDSALL SERVICES GROUP

### 3.1 LAND USE AND VISUAL RESOURCES

#### 3.1.1 Affected Environment

*General.* The Peninsula at Bayonne Harbor encompasses approximately 450 upland acres of property, with land zoning governed by the Peninsula at Bayonne Harbor BLRA Redevelopment Plan (Bayonne Local Redevelopment Authority, 2008). The Redevelopment Plan calls for a mixed use development of the Peninsula, incorporating residential, recreational, commercial, and port uses.

The proposed fire house site, identified as “HS-17” in the redevelopment plan is zoned for principal allowable uses that include cultural, civic, educational / quasi-public, and open space. Surrounding properties are zoned for open space, residential, and commercial uses. The closest existing residential facility is the recently constructed “Alexan at Bayonne Bay.” This development consists of approximately 450 multi family units contained within two mid-rise buildings located approximately 1,000 feet east of the development site. No state or national parks, forests, or conservation areas are located on or within several miles of the property. Recreation areas are proposed to be constructed throughout the site, including a soccer field on an immediately adjacent property.

*Floodplains.* Executive Order (EO) 11988 requires federal agencies to take action to minimize occupancy and modification of the floodplain. Specifically, EO 11988 prohibits Federal agencies from funding construction in the 100-year floodplain and 500-year floodplain for critical facilities, such as fire stations, unless there are no practicable alternatives. FEMA’s regulations for complying with EO 11988 are promulgated in 44 CFR Part 9.

The City of Bayonne participates in the National Flood Insurance Program. The Hudson County Flood Insurance Study and Flood Insurance Rate Map (FIRM) Community Panel #34017C0111D were reviewed to determine the relationship of the sites to the flood zones (see Appendix C). Based upon these references, the 100- and 500-year flood elevations are +8.6 feet and +10.8 feet (NAVD), respectively. Although the current FIRM shows portions of the site are affected by the floodplain, the BLRA has raised the site out of the floodplain over the last several years utilizing imported fill such that all new access roads and development lots on the Peninsula are now above the floodplain. Appendix D is a recent topographic of the Fire Station parcel, indicating that the entire site is above the 100-year floodplain and most of the site is above the 500-year floodplain. Additional filling and grading of the site that will occur as part of the Fire Station site development will ensure that the station is entirely raised above the 500-year elevation. It is noted that this filling has been approved as part of the Peninsula’s overall redevelopment site plan, and will occur irrespective of the fire house’s construction.

#### 3.1.2 Environmental Consequences

##### **Proposed Action**

The proposed location of the Fire Station Project is a site currently cleared and zoned for civic uses. The construction of a new building would change the current visual landscape; however, the proposed landscape will be consistent with the planned aesthetics of the Redevelopment Plan. The planned Fire Station will be located above the 100- and 500-year floodplain elevations.

Grading, excavation, and site development activities could cause soil erosion and compaction. To minimize the potential for adverse impacts on soils, the use of best management practices, including



## BIRDSALL SERVICES GROUP

erosion prevention and sediment control measures, would be implemented by the City as part of their construction storm water permit(s) and site-specific Soil Erosion and Sediment Control Plan.

### **No Action Alternative**

There would be no changes in land use under the No Action Alternative. Other planned and ongoing redevelopment of the site would continue to occur.

## **3.2 AIR QUALITY**

### **3.2.1 Affected Environment**

Based on measured ambient air pollutant concentrations, the USEPA classifies areas of the United States according to whether they meet the NAAQS. Those areas demonstrating compliance with the NAAQS are considered “attainment” areas, while those that are not are known as “non-attainment” areas. Those areas that cannot be classified on the basis of available information for a particular pollutant are “unclassifiable” and are treated as attainment areas until proven otherwise.

The proposed Fire Station is located in the City of Bayonne, Hudson County. The County is currently a non attainment area for 8-hour Ozone and Particulate Matter pollutants ( U.S. Environmental Protection Agency, 2010). As the USEPA has the most comprehensive and consistent emission data for each county in the United States, it allows for a consistent, meaningful, and generally accepted NEPA analysis.

### **3.2.2 Environmental Consequences**

#### **Proposed Action**

*Construction Emissions.* Construction emissions associated with the proposed Project would result in short-term air quality impacts such as dust generated by grading activities, exhaust emissions from gas and diesel powered construction equipment, and vehicular emissions associated with the commuting of construction workers. Construction would last approximately 12 months. Impacts would be short-term, temporary and localized. Impacts on particulate matter due to grading will be minimized by best management practices including dust control, vegetation, and speed control of on-site vehicles.

*Operational Emissions.* The proposed fire station’s operation would have a de minimus net operational emission due to heating/cooling of the enclosed space and the use of electric site lighting. Operational emissions are anticipated to be substantially equivalent to those of the temporary facility that it will replace.

#### **No Action Alternative**

If no action would occur, there would be no new emissions or changes in air quality over current operations.

## **3.3 NOISE**

### **3.3.1 Affected Environment**

Ambient noise at the site is primarily associated with adjoining land uses that include New Jersey State Highway Route 440, port industry, and on-site traffic and construction activities. Residents of



## BIRDSALL SERVICES GROUP

the Alexan at Bayonne Bay development, as well as residents of future development on the Peninsula, would be the primary receptors of noise. Construction and operational noises associated with the Fire Station Project will be subject to the City of Bayonne noise ordinance.

### 3.3.2 Environmental Consequences

#### Proposed Action

*Construction Noise.* Construction noise associated with the Project includes variable pitch and volumes from vehicles and equipment that involved in site grading, pile driving, construction of engineered structures, and exterior finish work. Construction noise is anticipated to cause a temporary increase to the ambient sound environment, mitigated by the fact that the closest residence is approximately 1,000 feet from the site. Construction activities would be limited to daylight hour and would be expected to last approximately 12 months. Workers associated with the construction activities would be required to wear hearing protection, consistent with the requirements of Occupational Safety and Health Act of 1970.

*Operational Emissions.* Operation of the Fire Station is not expected to impact the surrounding residents or the employees working inside the facility. Due to the proximity of the existing and proposed fire stations, there would be no new external sources of noise (e.g. fire sirens) that would be introduced by the Project.

#### No Action Alternative

If no action would occur, there would be no new noise or changes in noise over current operations.

## 3.4 GEOLOGY AND SOILS

### 3.4.1 Affected Environment

*General.* The Peninsula at Bayonne Harbor is a man-made property, having been created in the 1930's by placement of dredged fill. Within the area of the proposed Fire Station, the site geology is described as follows, excerpted from (Schnabel Engineering North, LLC, 2006):

*The geologic stratigraphy consists of Stratum A, the artificial fills placed to grade the site. The Stratum B dredge spoils are believed to be the hydraulic fills placed in the 1930s to build the Peninsula. Below the dredge spoils are alluvial deposits or the former bottom sediments of the Hudson River, designated as Stratum C. Below the alluvial deposits, the site is underlain by granular and cohesive natural soils, from the Pleistocene age, known as the Glacial Lake Bayonne deposits, and designated as Strata D1 and D2, respectively.*

*Contamination.* As part of the conveyance of the Peninsula from the U.S. Government to the BLRA, extensive environmental investigations of the site's environmental condition were conducted. These studies identified areas of contamination based upon analysis of historic uses and sediment sampling results. The proposed Fire Station project site was found to be free of soil contamination (Excel Environmental Resources, Inc., 2001) (Excel Environmental Resources, Inc., 2006). Appendix E includes excerpts from the latter citation, documenting this finding. This finding is further memorialized in the New Jersey Department of Environmental Protection's (NJDEP) Deed Notice for the Site (New Jersey Department of Environmental Protection, 2006) and the CERCLA Covenant between the US Government and the BLRA (United States of America, 2007). The latter is attached as Appendix F.



## BIRDSALL SERVICES GROUP

### 3.4.2 Environmental Consequences

#### Proposed Action

Based upon the existing geologic and soil conditions, there are no major impediments or hazards to construction or operation activities associate with the Fire Station Project. Geologic conditions are adequate to support the proposed structure using a standard friction pile foundation. Soils are generally stable and acceptable for standard construction requirements.

Grading, excavation, and site development activities could cause soil erosion and compaction. To minimize the potential for adverse impacts on soils, the use of best management practices, including erosion prevention and sediment control measures, would be implemented by the City as part of their construction storm water permit(s) and site-specific Soil Erosion and Sediment Control Plan.

#### No Action Alternative

If no action would occur, there would be no impacts to soils and geology.

## 3.5 WATER RESOURCES

### 3.5.1 Affected Environment

The Peninsula at Bayonne Harbor is located in the Arthur Kill Watershed. The watershed is entirely tidal, and all stormwater and groundwater on the property is connected to the adjoining Upper New York Harbor.

*Groundwater.* Groundwater on the property is located at approximately the -4 foot elevation (NAVD), with a flow direction toward the adjoining tidal water bodies.

*Surface Hydrology.* Surface water that does not infiltrate into the existing soils is capture by a stormwater conveyance and treatment system in the adjoining roadway. All captured stormwater is treated for suspended solids removal with mechanical cyclonic devices in accordance with NJDEP Stormwater Management Rules, prior to being discharged to the MOTBY South Channel, located approximately 1,000 feet south of the project site.

### 3.5.2 Environmental Consequences

#### Proposed Action

*Groundwater.* Shallow groundwater on the site is tidally influenced; therefore, proposed increases in impervious coverage and the corresponding reduction in groundwater recharge will not impact the ground water table elevation.

*Surface Hydrology.* Stormwater generated from proposed impervious surfaces will be collected and treated in accordance with NJDEP Stormwater management regulations. The adjoining public collection and treatment system was designed and constructed in anticipation of development of the Project Site, and has adequate capacity. Protection of groundwater and surface water resources from facility operations would be achieved by following best management practices, mandated by the operation's development and implementation of a site-specific Storm Water Pollution Prevention Plan (SWPPP).



## BIRDSALL SERVICES GROUP

### **No Action Alternative**

If no action would occur, there would be no new water quality impacts above existing operations.

## **3.6 BIOLOGICAL RESOURCES**

### **3.6.1 Affected Environment**

The proposed site is entirely cleared of vegetation, and its adjoining properties are also disturbed. No wetlands exist on the Project Site; however, they exist within approximately 1,000 feet north and south of the site. No threatened or endangered species are known to exist on the site (see Appendix G); however, least tern, black crowned night heron, and atlantic sturgeon are known to exist in the tidal waters and shorelines adjacent to the Peninsula. All of these species have specific habitat requirements that limit their occurrence. No suitable habitat for the listed species exist on the Project Site.

### **3.6.2 Environmental Consequences**

#### **Proposed Action**

The proposed fire station parcel is currently disturbed and construction of the new facility would have no adverse impact upon biological resources. No listed threatened or endangered species or critical habitat are present on the areas that would be disturbed for the Project development. Operational impacts upon biological resources are most likely limited to stormwater discharge to the adjoining tidal waters. Best management practices, consistent with the operation's SWPPP, will minimize stormwater impacts of the operation.

#### **No Action Alternative**

No adverse impacts on biological resources or changes in baseline conditions would occur as a result of the No Action Alternative.

### **3.6.3 Executive Order 11990 – Wetlands**

The proposed project is entirely cleared and does not lie within 1,000 feet of existing wetlands. Pursuant to Section 5 of Executive Order 11990, the proposed project has no adverse effect on the survival and quality of the wetlands. Factors considered in making this determination include the following:

- a) Impacts of the Project upon public health, safety and welfare, including water supply, quality, recharge, and discharge; pollution; flood and storm hazards; and sediment and erosion;
- b) Maintenance of natural systems, including conservation and long term productivity of existing flora and fauna, species and habitat diversity and stability, hydrologic utility, fish, wildlife, timber, and food and fiber resources; and
- c) Other uses of wetlands in the public interest, including recreational, scientific, and cultural uses.



## BIRDSALL SERVICES GROUP

### 3.7 CULTURAL RESOURCES

#### 3.7.1 Affected Environment

As illustrated in Figure 4, the Peninsula at Bayonne Harbor is a man-made property constructed in the 1930's with hydraulically placed dredged material. Subsequent land use of the proposed Fire Station site was for recreational and roadway uses. As part of the State regulatory approval process necessary for redevelopment of the site, the Bayonne Local Redevelopment Authority consulted with the New Jersey State Historic Preservation Office and the New Jersey State Museum to determine the presence of cultural resources on the site. The received responses (Appendix H) confirmed that no known archaeological resources are located on the Peninsula and that the property and its structures are not eligible for inclusion on the National Register of Historic Places.

#### 3.7.2 Environmental Consequences

##### **Proposed Action**

No cultural resources are known to exist on the proposed Fire Station site. If, during construction activities, an unanticipated discovery of cultural materials or sites is made, all excavation would cease in the immediate vicinity, and the Owner would contact the New Jersey State Historical Preservation Office. Appropriate consultation requirements would be initiated and completed prior to any additional disturbance of the discovery site area.

##### **No Action Alternative**

If no action would occur, there would be no impact on cultural resources.

### 3.8 SOCIOECONOMICS AND ENVIRONMENTAL JUSTICE

#### 3.8.1 Affected Environment

As of the census of 2000, there were 61,842 people, 25,545 households, and 16,016 families residing in the city. The population density was 10,992.2 people per square mile (4,241.1/km<sup>2</sup>). There were 26,826 housing units at an average density of 4,768.2/sq mi (1,839.7/km<sup>2</sup>). The racial makeup of the city was 78.64% White, 5.52% African American, 0.17% Native American, 4.14% Asian, 0.05% Pacific Islander, 7.46% from other races, and 4.02% from two or more races. Hispanic or Latino of any race were 17.81% of the population.

As of the 2000 census, the ancestry of Bayonne residents was: Italian (20.1%), Irish (18.8%), Polish (17.9%), German (6.1%), Arab (3.8%), United States (2.5%).[12]

There were 25,545 households out of which 28.3% had children under the age of 18 living with them, 42.8% were married couples living together, 15.1% had a female householder with no husband present, and 37.3% were non-families. 32.8% of all households were made up of individuals and 15.0% had someone living alone who was 65 years of age or older. The average household size was 2.42 and the average family size was 3.10.

In the city the population was spread out with 22.1% under the age of 18, 8.2% from 18 to 24, 30.7% from 25 to 44, 22.5% from 45 to 64, and 16.6% who were 65 years of age or older. The median age was



## BIRDSALL SERVICES GROUP

38 years. For every 100 females there were 89.9 males. For every 100 females age 18 and over, there were 86.3 males.

The median income for a household in the city was \$41,566, and the median income for a family was \$52,413. Males had a median income of \$39,790 versus \$33,747 for females. The per capita income for the city was \$21,553. About 8.4% of families and 10.1% of the population were below the poverty line, including 11.9% of those under age 18 and 11.0% of those age 65 or over.

### 3.8.2 Environmental Consequences

#### Proposed Action

*Environmental Justice.* Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, requires agencies to identify and address disproportionately high and adverse human health or environmental effects its activities may have on minority or low-income populations. Since no high and adverse human health impacts are anticipated as a result of the construction or operational phases of the proposed action, no such impacts on minority or low-income populations are expected. Moreover, no concentrations of protected populations were identified near the facility.

*Employment and Income.* The proposed construction project would have a substantial, but temporary affect upon employment, and would not represent a permanent change in local employment. New employment associated with the permanent facility, relative to the temporary facility, would be created in relation to the building's maintenance requirements and the potential for training operations at the site. Secondary employment benefits of the project are related to the permanent fire station acting as critical infrastructure for job-creating redevelopment of the Peninsula and the station's off-site service area.

*Population.* Based upon the number of anticipated jobs attributable to the project, no impact upon population will occur.

#### No Action Alternative

Under the No Action Alternative, there would be no change in anticipated population, employment, or income and no impact upon minority or low-income populations with the Project's region of influence.

## 3.9 UTILITIES

### 3.9.1 Affected Environment

The proposed development site is fully served by recently constructed existing utilities, provided by the Bayonne Municipal Utilities Authority (potable water, sanitary sewer), Public Service Electric and Gas (natural gas, electric), Cablevision (cable), and Verizon (phone). The capacity of these utilities was designed in anticipation of the redevelopment of the Peninsula; therefore, demand from the Fire Station will be accommodated without capacity upgrades.



## BIRDSALL SERVICES GROUP

### 3.9.2 Environmental Consequences

#### Proposed Action

No increases in utility capacity are required to service the site. The site will likely marginally increase utility usage compared to the No Action Alternative. The proposed Fire Station will be constructed according to current building codes, and will be substantially more energy efficient compared to the existing temporary structure.

#### No Action Alternative

If no action would occur, there would be no impact on utilities.

### 3.10 TRANSPORTATION

#### 3.10.1 Affected Environment

The Peninsula at Bayonne Harbor is accessible by road from four ingress/egress points. The three points located on the western boundary of the property include one existing intersection with State Highway Route 440 and two bridges that cross the highway and service Bayonne “proper.” One additional ingress/egress exists on the northern boundary of the property. It connects to Pulaski Street and the adjoining port/warehouse properties. The roadways within the Peninsula are a mix of newly constructed and historically present access routes.

The largest portion of traffic generated by the Peninsula is related to ongoing commercial and shipping activities. Generally, traffic is light; however, substantial traffic is present on days when the Cape Liberty Cruise Port is in operation.

Existing parking associated with the temporary facility is provided on site.

#### 3.10.2 Environmental Consequences

##### Proposed Action

No increase in traffic is anticipated as a result of the Proposed Action, relative to the No Action Alternative. Employee parking would be provided on-site.

##### No Action Alternative

If no action would occur, there would be no impact on traffic

### 3.11 WASTE MANAGEMENT

#### 3.11.1 Affected Environment

The existing Fire Station generates waste materials that are consistent with residential and commercial uses, and includes waste associated with light maintenance of the fire response vehicles. Non-hazardous waste is collected and disposed of by the City. Hazardous waste is handled according to applicable regulations and shipped off-site by a third party contractor for reclamation or recycling.



## BIRDSALL SERVICES GROUP

### **3.11.2 Environmental Consequences**

#### **Proposed Action**

Marginal waste generation increases are anticipated by the Proposed Action, relative to the No Action Alternative. No new waste streams are anticipated; however, volumes may increase marginally.

#### **No Action Alternative**

If no action would occur, there would be no impact on waste management.

### **3.12 CUMULATIVE IMPACTS**

Cumulative impacts are those that may result from the incremental impacts of an action considered additively with the impacts of other past, present, and reasonably foreseeable future actions. Cumulative impacts are considered regardless of the agency or person undertaking the other actions (40 CFR 1508.7; CEQ 1997) and can result from the combined or synergistic effects of actions that are minor when considered individually over a period of time.

No past, present, or reasonably foreseeable future actions that are considered pertinent to the analysis of cumulative impacts for the proposed Fire Station Project have been identified at this time. The cumulative contribution of impacts that development of the property would make on the various environmental resources is expected to be minor.

### **3.13 COORDINATION AND PERMITS**

The redevelopment of the Peninsula at Bayonne Harbor is governed by the Bayonne Local Redevelopment Authority (BLRA), which has engaged in an intensive public process to plan and permit the redevelopment of the property. The proposed project is in compliance with the local zoning, as dictated by the Peninsula's Redevelopment Plan (Bayonne Local Redevelopment Authority, 2008). Further, the development is in compliance with a "master" NJDEP Waterfront Development Permit (New Jersey Department of Environmental Protection, 2005), obtained for the Peninsula's redevelopment (Attached as Appendix I). The Waterfront Development Permit effectively ensures that the project is in compliance with both State regulations and represents the consistency determination for federal Coastal Zone Management Policies. Additional land use permits to be secured include 1) a Soil Erosion and Sediment Control Permit from the Hudson Essex Passaic Soil Conservation District, and 2) a courtesy "Capital Review" from the City of Bayonne Planning Board.

### **4.0 PUBLIC INVOLVEMENT & AGENCIES CONSULTED**

The proposed Fire Station is part and parcel of the redevelopment of the Peninsula at Bayonne Harbor. The redevelopment planning and permitting included an extensive public involvement process that included public hearings for the following efforts:

- Federally-Sponsored Transportation and Land Use Study – This study, which served as the basis for development of the Redevelopment Plan, included an extensive public relations plan. A summary of the outreach, as excerpted from (DMJM+Harris / Edwards & Kelcey, 2003) is included as Appendix J.



## BIRDSALL SERVICES GROUP

- Peninsula at Bayonne Harbor BLRA Redevelopment Plan – This zoning document was prepared within input from the public received at public meetings of the Bayonne Local Redevelopment Authority, the City of Bayonne Planning Board, and the City of Bayonne Council. The Redevelopment Plan was originally adopted as the local zoning document for the Peninsula’s redevelopment by means of a City Council Resolution dated November 23, 1999 and has been subsequently modified and amended by Council resolutions, with a most recent Resolution date of September 2008.
- NJDEP Master Waterfront Development Plan – In the course of considering the permit application, NJDEP held a public hearing regarding the development proposal in 2005.

In accordance with the National Environmental Policy Act, this Draft Environmental Assessment (EA) will be made for a 15-day public review and comment period. This DEA reflects the evaluation and assessment of the Federal Government, the decision-maker for the federal action. A public notice of document availability will be advertised in the Jersey Journal. A copy of the EA will be available at the City of Bayonne, Clerk’s Office, 630 Avenue C, Bayonne, NJ 07002. An electronic copy of the EA will be available for download from the FEMA website at <http://www.fema.gov/plan/ehp/envdocuments/ea-region2.shtm>. The public is invited to submit written comments by mail to Megan Jadrosich, Regional Environmental Officer, FEMA Region II, Mitigation Division, RM1337F, 26 Federal Plaza, NY, NY 10278 or via email to [Megan.Jadrosich@dhs.gov](mailto:Megan.Jadrosich@dhs.gov). If no substantive comments are received from the public and/or agency reviewers the EA will be adopted as final and a Finding of No Significant Impact will be issued by FEMA. If substantive comments are received, FEMA will evaluate and address comments as part of Final Environmental Assessment documentation.

Copies of the EA will be sent to:

- City of Bayonne – City Clerk
- City of Bayonne – Office of the Mayor
- City of Bayonne – Division of City Planning
- City of Bayonne – Environmental Commission
- Hudson County – Division of Planning
- Hudson County – Environmental Commission

The following agencies will receive notices of availability of the Environmental Assessment:

U.S. Fish and Wildlife Service  
New Jersey Field Office  
927 N. Main Street  
Heritage Square  
Building D  
Pleasantville, NJ 08232

The following is a list of federal, state, and local agencies that were consulted regarding the Peninsula’s redevelopment project. Relevant coordination letters are presented in Appendices G & H.

- New Jersey Department of Environmental Protection

**BSG ENGINEERING, SURVEYING & LANDSCAPE ARCHITECTURE, LLC**

1311 Mamaroneck Avenue | Suite 50 | White Plains, NY 10605 | Tel 914.686.1000 | Fax 914.686.1222 | [www.birdsall.com](http://www.birdsall.com)



## BIRDSALL SERVICES GROUP

- United States Army Corps of Engineers
- US Fish and Wildlife Service
- National Marine Fisheries Service
- City of Bayonne
- County of Hudson
- New Jersey Department of Transportation
- United States Coast Guard
- United States Department of Defense
- North Jersey Transportation Planning Authority

### 5.0 **CONCLUSIONS**

During the construction period, short-term impacts to soils, surface water, air quality, and noise are anticipated. Short-term impacts will be mitigated utilizing Best Management Practices, such as silt fences, proper equipment maintenance, and appropriate signage. Environmental impacts of construction will also be minimized per adherence to an NJDEP Waterfront Development Permit, a Soil Erosion Control Permit, and local controls.

At this time, it is anticipated that the proposed action, Alternative 2, will not have any significant impact upon the human environment. FEMA anticipates that a Finding of No Significant Impact (FONSI) will be issued upon closure of the public review period. The FONSI will be made available on the FEMA website.

### 6.0 **WORKS CITED**

- Bayonne Local Redevelopment Authority. (2008). *The Peninsula at Bayonne Harbor BLRA Redevelopment Plan*. Bayonne, NJ: Bayonne Local Redevelopment Authority.
- DMJM+Harris / Edwards & Kelcey. (2003). *The Peninsula at Bayonne Harbor Local Roadway Connector Study*. Trenton, NJ.
- Excel Environmental Resources, Inc. (2001). *Remedial Action Work Plan, Revision 1.0*. North Brunswick, NJ.
- Excel Environmental Resources, Inc. (2006). *The Peninsula at Bayonne Harbor Procedural Guidance Document for Post-Remediation Environmental Conditions, Rev. 1*. North Brunswick, NJ.
- New Jersey Department of Environmental Protection. (2006). *Deed Notice, Peninsula at Bayonne Harbor*. Trenton, NJ.
- New Jersey Department of Environmental Protection. (2005). *Master Waterfront Development Permit for Peninsula at Bayonne Harbor Redevelopment*. Trenton, NJ.
- Schnabel Engineering North, LLC. (2006). *Geotechnical Engineering Report, Rte. 440, Gould Street and South Harbor Drive, Peninsula at Bayonne Harbor, Bayonne, New Jersey*. West Chester, PA.
- U.S. Environmental Protection Agency. (2010). *Currently Designated Nonattainment Areas for All Criteria Pollutants as of June 15, 2010*. Accessed at <http://www.epa.gov/oar/oaqps/greenbk/anc13.html>.
- United States of America. (2007). *Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980 Covenant between the United States of America and the Bayonne Local Redevelopment Authority*. Washington, DC: United States of America.

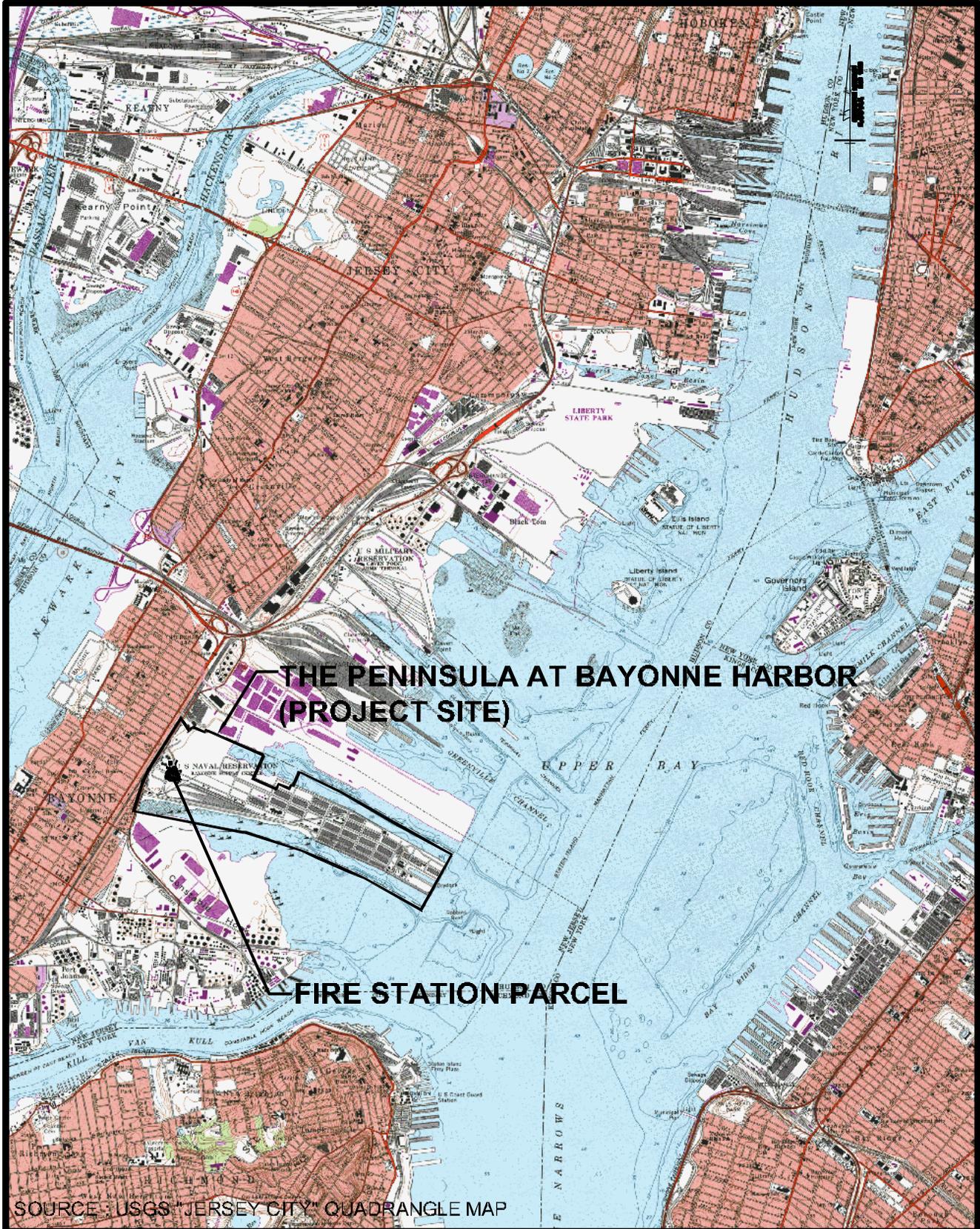


BIRDSALL SERVICES GROUP

---

## **FIGURES**

Plotted: 7/12/2010 3:24 PM, By: Raichle, Andrew W.  
 File: M:\Lakewood\Jobs\Barber\Group\50196800100\Draw\exhibits.dwg, ---> VICINITY MAP



SOURCE: USGS "JERSEY CITY" QUADRANGLE MAP

**FIGURE 1**  
**VICINITY MAP**  
**PENINSULA AT BAYONNE HARBOR**  
**PROPOSED FIRE STATION**

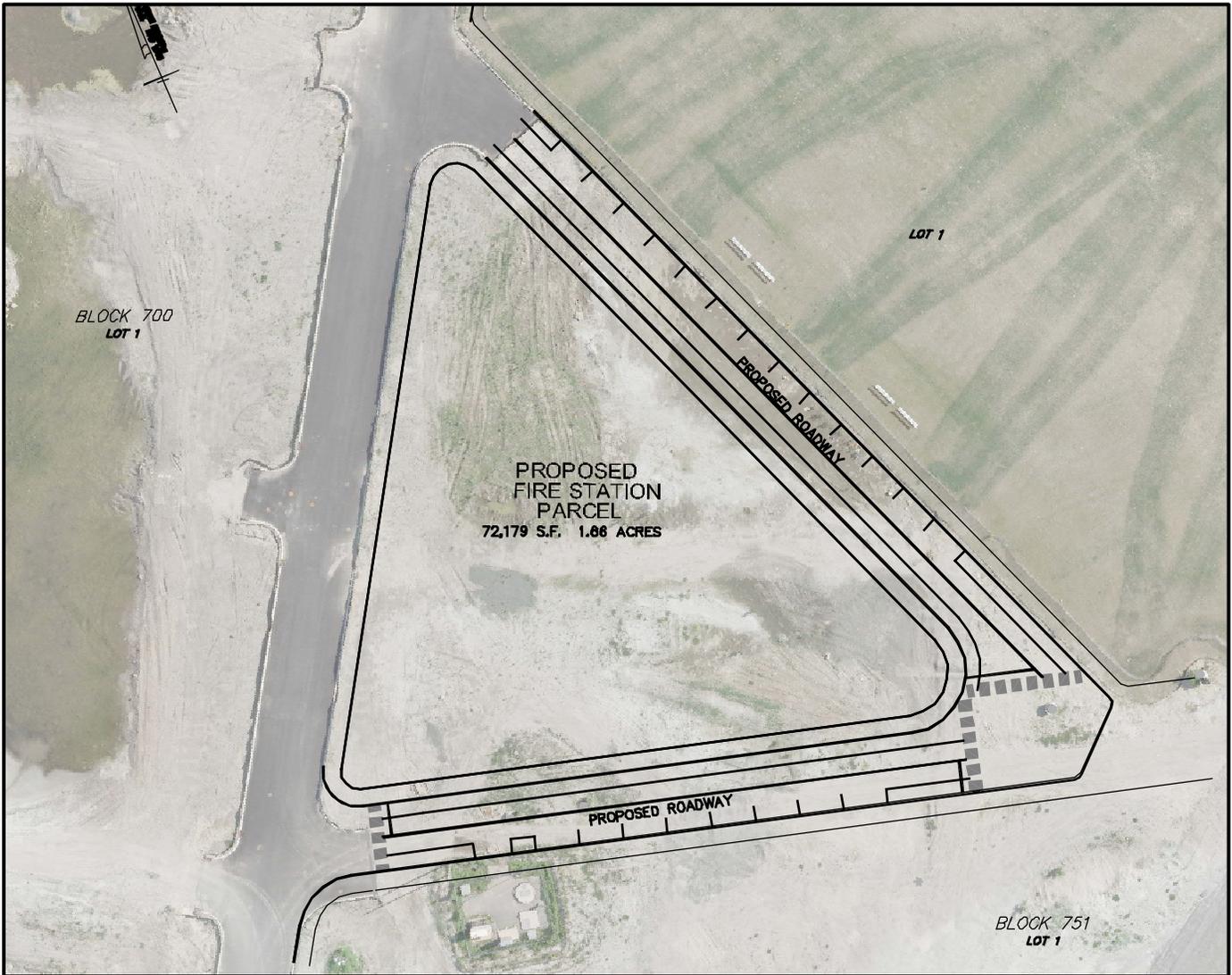
SITUATED IN  
**CITY OF BAYONNE, HUDSON COUNTY, NEW JERSEY**



LGA Engineering, Inc.  
 750 Cassar Avenue  
 Lakewood, NJ 08701  
 NJC certificate of authorization No. 24GA27999000

Tel: 732.861.2162  
 Fax: 732.861.2163  
 WWW.BIRDSALL.COM

Job No. <b>501968000100</b>	Date <b>07/10/10</b>	Scale: (H) <b>1" = 500'</b> (V) NA	<b>1</b> OF
--------------------------------	-------------------------	---------------------------------------	-------------



AERIAL PHOTOGRAPHY COLLECTED JUNE 2010

SCALE : 1" = 100'

Plotted: 7/12/2010 3:29 PM, By: Raichle, Andrew W.  
 File: M:\Lakewood\Jobs\Barberl Group\501968000100\Draw\exhibits.dwg, ---> LOCATION MAP

**FIGURE 2**  
**LOCATION MAP**  
**PENINSULA AT BAYONNE HARBOR**  
**PROPOSED FIRE STATION**

SITUATED IN  
**CITY OF BAYONNE, HUDSON COUNTY, NEW JERSEY**



**BIRDSALL SERVICES GROUP**  
 ENGINEERS & CONSULTANTS

LGA Engineering, Inc.  
 759 Cassar Avenue  
 Lakewood, NJ 08701  
 NJ Certificate of Authorization No. 24GA27999000

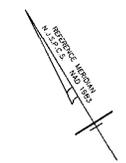
Tel: 732.861.2162  
 Fax: 732.861.2163  
 WWW.BIRDSALL.COM

Job No.  
**501968000100**

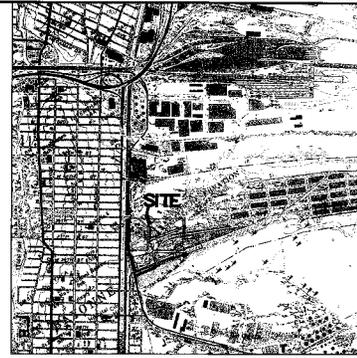
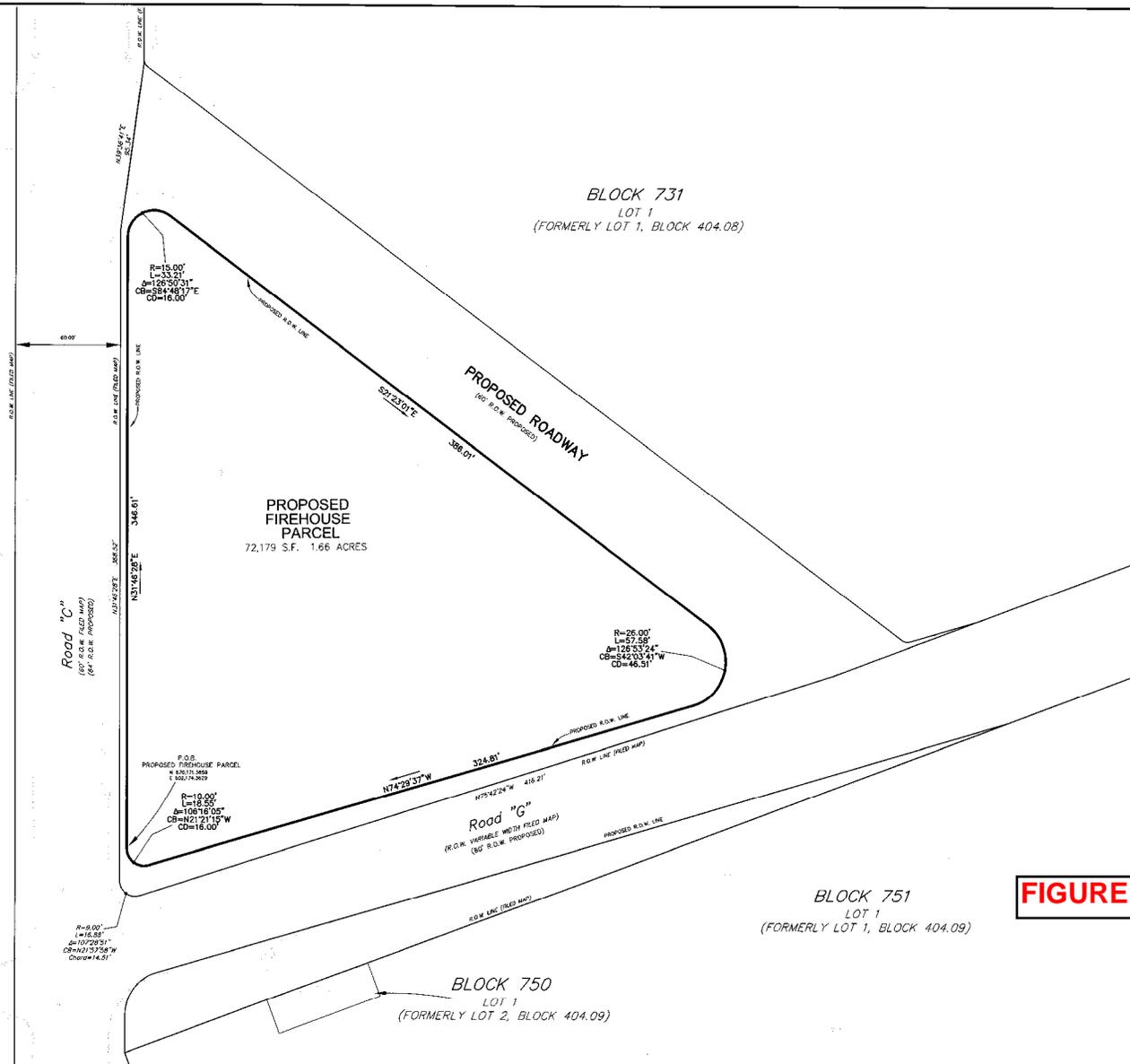
Date  
**07/10/10**

Scale: (H) **AS SHOWN**  
 (V) NA

**2** OF



BLOCK 700  
LOT 1  
(FORMERLY LOT 1, BLOCK 404.03)



KEY MAP  
SCALE 1"=2000'

NOTES

- LOT AND BLOCK NUMBERS SHOWN HEREON WERE APPROVED BY THE MUNICIPAL CLERK OF THE CITY OF BAYONNE AND ARE SHOWN ON A PLAN ENTITLED "RETA TAX MAPS 2009 THE PENINSULA AT BAYONNE HARBOR FORMERLY BLOCK 404, LOT 1 SITUATED IN THE CITY OF BAYONNE, HUDSON COUNTY, NEW JERSEY," PREPARED BY LGA ENGINEERING, INC., DATED NOVEMBER 1, 2005 AND BEING LATEST REVISED ON SEPTEMBER 10, 2009.
- ROAD NAMES AS SHOWN ON A MAP ENTITLED "AMENDED PRELIMINARY/FINAL SUBDIVISION PLAN THE PENINSULA AT BAYONNE HARBOR LOT 204, BLOCK 404 SITUATED IN CITY OF BAYONNE, HUDSON COUNTY, NEW JERSEY," PREPARED BY LGA ENGINEERING, INC., DATED JANUARY 30, 2007.
- HORIZONTAL DATUM = MAD 1985, AND BOUNDARY INFORMATION IS BASED ON THE MAP REFERENCED IN NOTE NO. 2 ABOVE.
- PROPOSED PARCEL HS-45 BEING A PORTION OF TAX MAP LOT 1, BLOCK 731, FORMERLY KNOWN AS LOT 1, BLOCK 404.08.
- REIDEMOGRAPHY SHOWN HEREON WAS OBTAINED FROM A MAP ENTITLED "TOPOGRAPHIC AND LOCATION PLAN PENINSULA AT BAYONNE HARBOR FORMERLY SHOWN AS MILITARY OCEAN TERMINAL SITUATED IN CITY OF BAYONNE, HUDSON COUNTY, NEW JERSEY, PREPARED BY LGA ENGINEERING, INC., DATED AUGUST 26, 2005; BEING LAST REVISED ON OCTOBER 13, 2006 AND BEING SUPPLEMENTED USING FIELD INSPECTIONS PERFORMED BY LGA ENGINEERING, INC. BETWEEN DECEMBER 2001 AND JANUARY 2009.

AREA OF PROPOSED FIRE HOUSE PARCEL  
AREA = 72,179 S.F. 1.66 ACRES  
TOTAL AREA OF TAX MAP LOT 1, BLOCK 731  
AREA = 549,441 S.F. 12.61 ACRES

**FIGURE 3**

**Bsg BIRDSALL SERVICES GROUP**  
ENGINEERING & CONSULTANTS

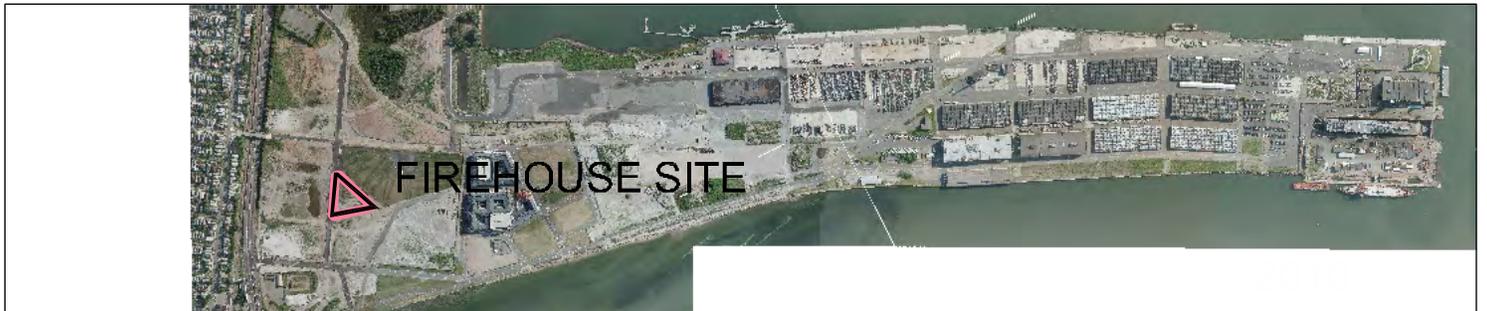
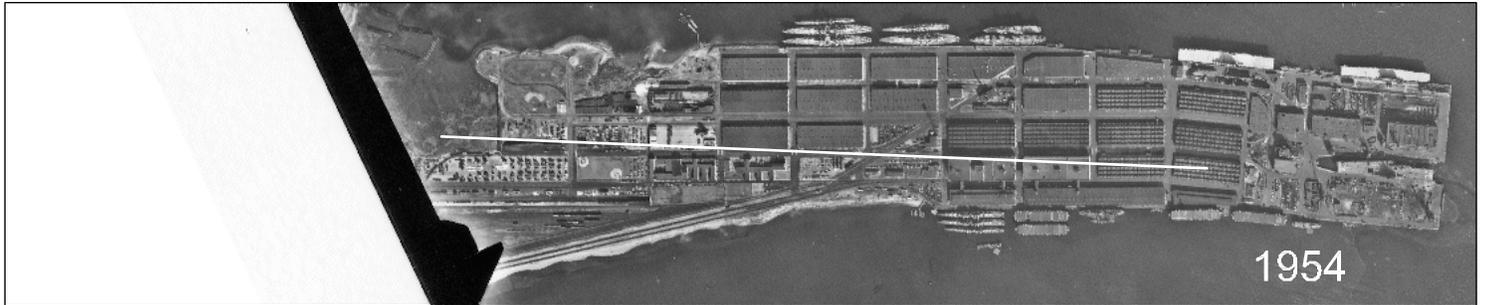
*Frank J. Barlowski* DATE: 3/11/11  
**FRANK J. BARLOWSKI, P.L.S.**  
PROFESSIONAL LAND SURVEYOR  
N.J. LIC. NO. 39725

LGA Engineering, Inc. 750 VANDER AVENUE, SUITE 200, BAYONNE, NJ 07002  
TEL: 732-961-2100 FAX: 732-961-2102  
WWW.BIRDSALL.COM

NO.	DATE	REVISION	DRAWN	CHK'D	FIELD
<b>PLAN OF PROPOSED FIREHOUSE PARCEL P/O LOT 1, BLOCK 731 PENINSULA AT BAYONNE HARBOR</b>					
SITUATED IN			CITY OF BAYONNE, HUDSON COUNTY, NEW JERSEY		

DATE: 03/30/10	SCALE: 1"=30'	DRAWN BY: J.S./CAD06	CHECKED BY: FLS	RELEASED BY: FLS	FILE NO.: 5-0086-0003-00	SHEET NO.: 175-036	TOTAL SHEETS: 1
----------------	---------------	----------------------	-----------------	------------------	--------------------------	--------------------	-----------------

THIS PLAN, SPECIFICATIONS, CONTRACT DOCUMENTS, AND ALL INFORMATION CONTAINED HEREIN ARE THE PROPERTY OF BIRDSALL SERVICES GROUP, INC. AND ARE NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF BIRDSALL SERVICES GROUP, INC.



AERIAL PHOTO CHRONOLOGY - FIGURE 4



**FIGURE 5  
OBLIQUE AERIAL MAPS  
PENINSULA AT BAYONNE HARBOR  
PROPOSED FIRE STATION**

SITUATED IN  
CITY OF BAYONNE, HUDSON COUNTY, NEW JERSEY



**BIRDSALL SERVICES GROUP**  
ENGINEERS & CONSULTANTS

LGA Engineering, Inc.  
750 Vassar Avenue  
Lakewood, NJ 08701  
NJ Certificate of Authorization No. 24GA27999000

Tel.: 732.961.2100  
Fax.: 732.961.2105  
WWW.BIRDSALL.COM

Drawing Name:  
FIGURE 5.dwg

Drawn By:  
AWR

Designed By:  
AWR

Checked By:  
AWR

Released By:  
AWR

Job No.  
500556001102

Date  
07/10/10

Scale: (H) N/A  
(V) N/A

**5** OF



BIRDSALL SERVICES GROUP

---

**APPENDIX A** RELEVANT EXCERPTS FROM THE PENINSULA AT  
BAYONNE HARBOR BLRA REDEVELOPMENT PLAN

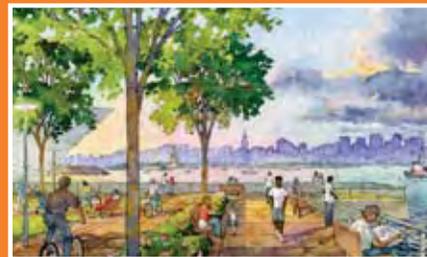
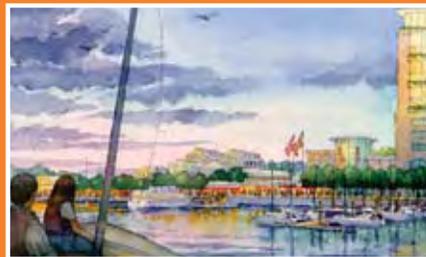


# The Peninsula at Bayonne Harbor



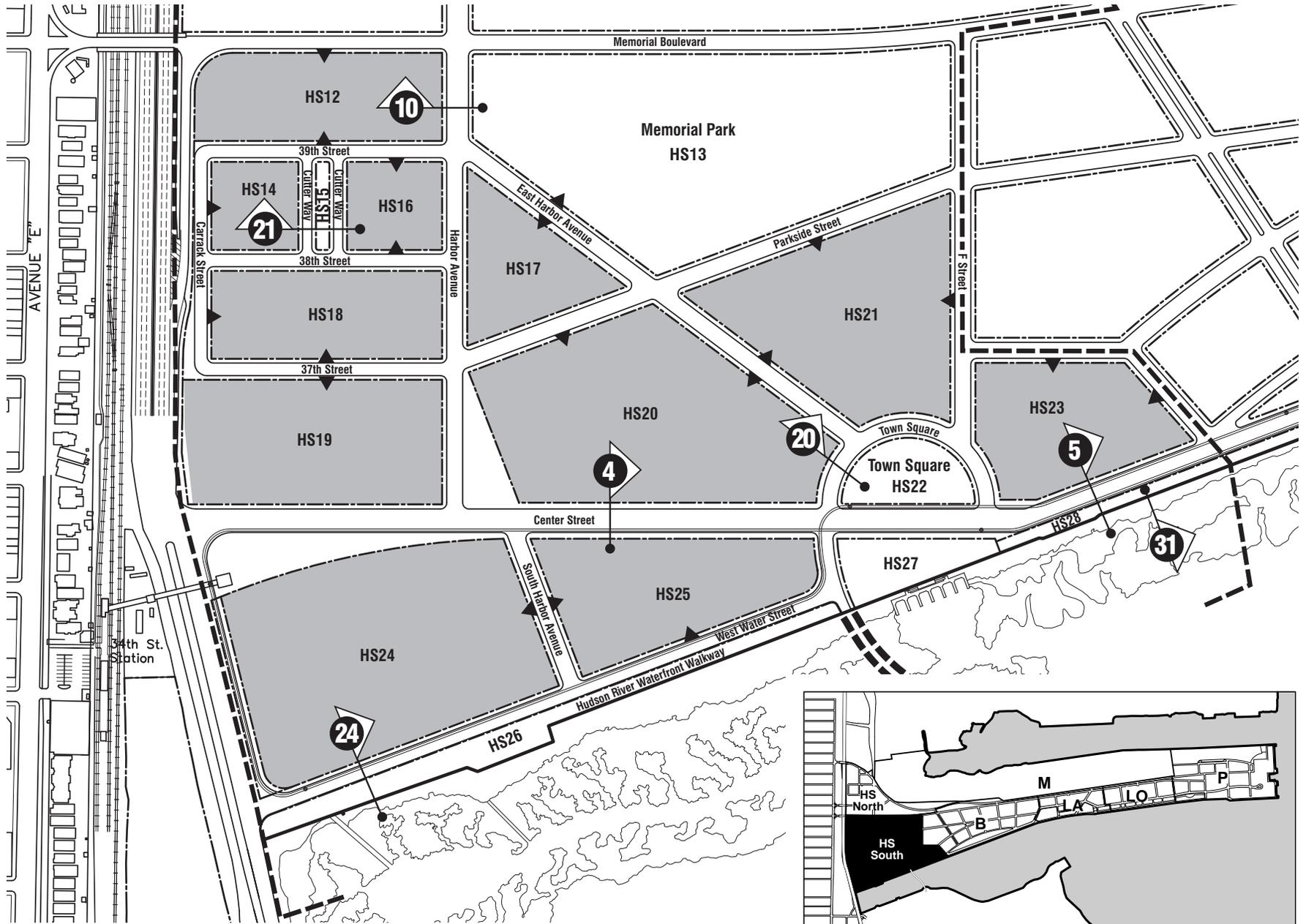
BLRA Redevelopment Plan

September 24, 2008



# 2.2 Harbor Station South

THOROUGHFARE STANDARDS



MAP 2.2.1 (HS south) Street Section Locations



# 2.6S Harbor Station South

USE REGULATIONS

TABLE 2.6S.1 Harbor Station Allowed Uses (South)

Harbor Station Allowed Uses South	HS-12	HS-13	HS-14	HS-15	HS-16	HS-17	HS-18	HS-19	HS-20	HS-21	HS-22	HS-23	HS-24	HS-25	HS-26	HS-27	HS-28
USE	BLOCK																
<b>PRINCIPAL USES</b>																	
Multi-family housing	X		X		X		X	X	X	X		X	X	X			
Townhouse, one-family	X		X		X		X	X	X	X		X	X	X			
Townhouse, two-family	X		X		X		X	X	X	X		X	X	X			
Personal sales and services	X				X		X	X	X	X		X	X	X			
Retail sales and services	X				X		X	X	X	X		X	X	X			
Grocery and produce store								X	X	X		X	X	X			
Restaurant and café								X	X	X	X	X	X	X		X	
Tavern and bar								X	X	X		X	X	X		X	
Commercial recreation								X	X	X		X	X	X		X	
Entertainment								X	X	X		X	X	X			
Multi-media production facility								X	X	X		X	X	X			
Marina																X	
Cultural use						X		X	X	X	X	X	X	X			
Hotel								X	X	X		X	X	X			
Financial institution								X	X	X		X	X				
Office / Research & Development								X	X	X		X	X	X			
Child care center								X					X				
Educational and quasi-public use						X		X	X	X		X	X				
Civic	X	X				X		X			X		X				
Open space		X		X		X					X				X	X	X
<b>ACCESSORY USES</b>																	
Parking facility		X	X		X	X	X	X	X	X		X	X	X		X	
Plaza		X		X					X		X		X		X	X	X

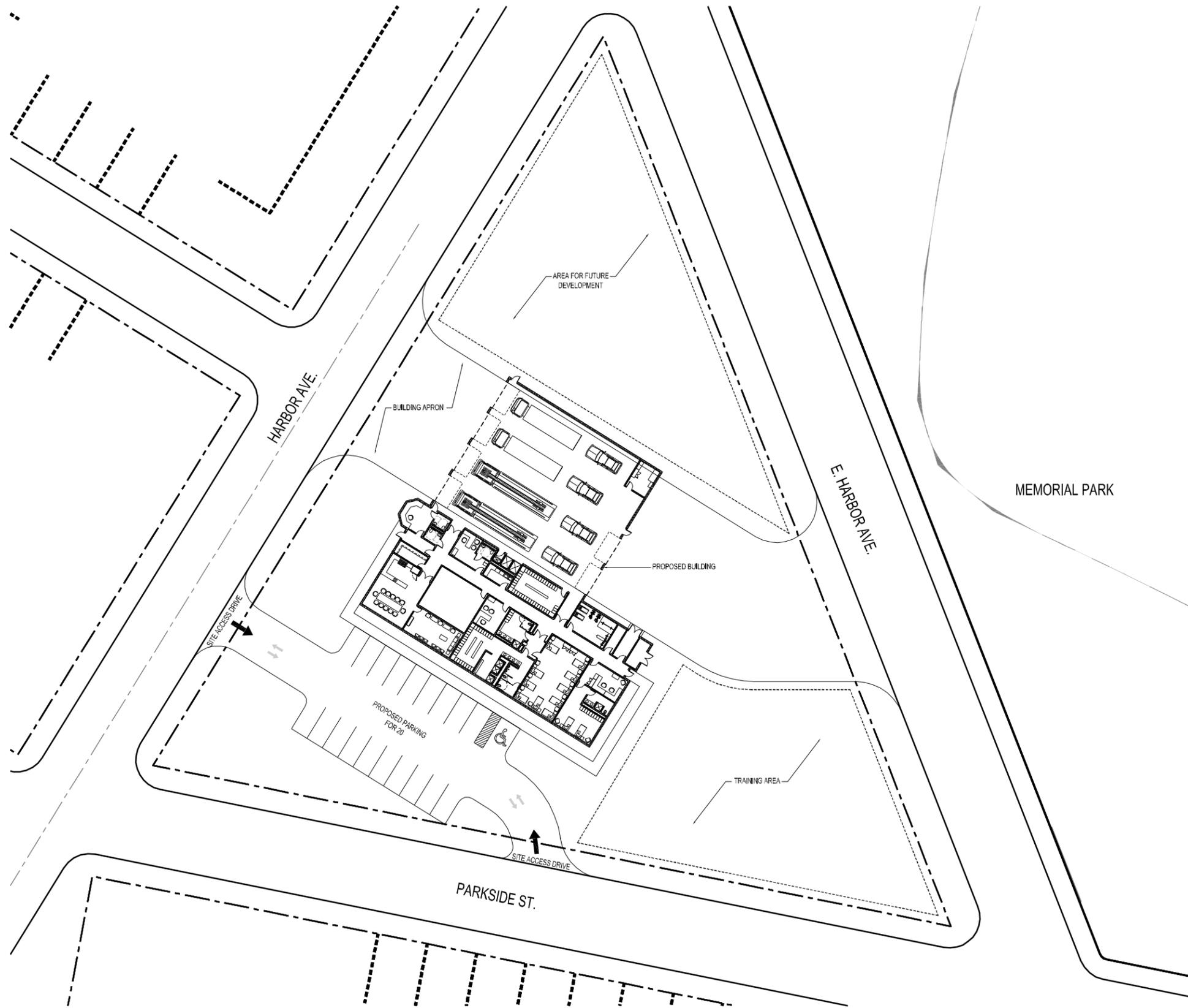
X = Allowed use in the block.



BIRDSALL SERVICES GROUP

---

**APPENDIX B**      **BAYONNE FIRE STATION DEVELOPMENT PLAN**



# Bayonne HS17-Firehouse Site Plan Option 2

July 7th, 2009



SCALE: 1" = 20'-0"





BIRDSALL SERVICES GROUP

---

**APPENDIX C** FLOOD INSURANCE RATE MAP AND FLOOD  
INSURANCE STUDY EXCERPT

**NOTES TO USERS**

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations (BFEs)** and/or **floodways** have been determined, users are encouraged to consult the **Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations** tables contained within the Flood Insurance Study report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

**Coastal Base Flood Elevations** shown on this map apply only landward of 0.0' North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations tables in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations tables should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was New Jersey State Plane FIPSZONE 2900. The **horizontal datum** was NAD 83, GRS80 spheroid. Differences in datum, spheroid, projection or State Plane zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at <http://www.ngs.noaa.gov> or contact the National Geodetic Survey at the following address:

Spatial Reference System Division  
National Geodetic Survey, NOAA  
Silver Spring Metro Center  
1315 East-West Highway  
Silver Spring, Maryland 20910  
(301) 713-3191

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242, or visit its website at <http://www.ngs.noaa.gov>.

**Base map** information shown on this FIRM was provided in digital format by the State of New Jersey Office of Information Technology. This information was derived from digital orthophotos produced at a scale of 1:2,400 with 1-foot pixel resolution from photography dated April 2002.

**Corporate limits** shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

Contact the **FEMA Map Service Center** at 1-800-358-9616 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study report, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-358-9620 and its website at <http://www.msc.fema.gov>.

If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call 1-877-FEMA MAP (1-877-336-2627) or visit the FEMA website at <http://www.fema.gov>.



**LEGEND**

- SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD
- The 1% annual flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.
- ZONE A** No Base Flood Elevations determined.
- ZONE AE** Base Flood Elevations determined.
- ZONE AH** Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
- ZONE AO** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
- ZONE AR** Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
- ZONE A99** Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
- ZONE V** Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
- ZONE VE** Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.
- FLOODWAY AREAS IN ZONE AE
- The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.
- OTHER FLOOD AREAS
- ZONE X** Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.
- OTHER AREAS
- ZONE X** Areas determined to be outside the 0.2% annual chance floodplain.
- ZONE D** Areas in which flood hazards are undetermined, but possible.
- COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS
- OTHERWISE PROTECTED AREAS (OPAs)
- CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.
- 1% annual chance floodplain boundary
- 0.2% annual chance floodplain boundary
- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
- Base Flood Elevation line and value; elevation in feet\*
- Base Flood Elevation value where uniform within zone; elevation in feet\*
- \* Referenced to the North American Vertical Datum of 1988
- Cross section line
- Transect line
- 87°07'45", 32°22'30"
- 76°00'N
- 600000 FT
- DX5510 x
- M1.5
- River Mile

MAP REPOSITORY  
Refer to listing of Map Repositories on Map Index

EFFECTIVE DATE OF COUNTY-WIDE FLOOD INSURANCE RATE MAP  
AUGUST 16, 2006

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your Insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 500'

250 0 500 1000 FEET  
150 0 150 300 METERS

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0111D

**FIRM**  
FLOOD INSURANCE RATE MAP

HUDSON COUNTY,  
NEW JERSEY  
(ALL JURISDICTIONS)

PANEL 111 OF 118  
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
BAYONNE CITY OF	340218	0111	D
JERSEY CITY CITY OF	340223	0111	D

Notice to User: The Map Number shown below should be used when placing map orders. The Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER  
34017C0111D

EFFECTIVE DATE  
AUGUST 16, 2006

Federal Emergency Management Agency

# FLOOD INSURANCE STUDY



## HUDSON COUNTY, NEW JERSEY (ALL JURISDICTIONS)

Hudson County



**COMMUNITY NAME**  
BAYONNE, CITY OF  
EAST NEWARK, BOROUGH OF  
GUTTENBERG, TOWN OF  
HARRISON, TOWN OF  
HOBOKEN, CITY OF  
JERSEY CITY, CITY OF  
KEARNY, TOWN OF  
NORTH BERGEN, TOWNSHIP OF  
SECAUCUS, TOWN OF  
UNION CITY, CITY OF  
WEEHAWKEN, TOWNSHIP OF  
WEST NEW YORK, TOWN OF

**COMMUNITY NUMBER**  
340218  
340219  
340220  
340221  
340222  
340223  
340224  
340225  
340226  
340058  
340228  
340229

AUGUST 16, 2006



Federal Emergency Management Agency

FLOOD INSURANCE STUDY NUMBER  
34017CV000A

## Hackensack River

For the Hackensack River, the tidal-frequency data as developed for the FIS for the Hackensack Meadowlands District was adopted for this study (FEMA). The tide-frequency data as developed for the Hackensack River also pertains to Bellmans, Cromakill and Penhorn Creeks.

A summary of the tidal elevation frequency relationships is shown in Table 2, "Summary of Stillwater Elevations."

TABLE 2 - SUMMARY OF STILLWATER ELEVATIONS

<u>FLOODING SOURCE AND LOCATION</u>	<u>ELEVATION (feet NAVD 88)</u>			
	<u>10-PERCENT</u>	<u>2-PERCENT</u>	<u>1-PERCENT</u>	<u>0.2-PERCENT</u>
<b>UPPER NEW YORK BAY</b>				
At the confluence of the Hudson River	5.9	7.8	8.4	10.8
Eastern shoreline of the City of Bayonne	6.3	8.1	8.6	10.8
<b>NEWARK BAY</b>				
At the confluence of the Passaic River	6.3	8.3	8.9	9.9
Approximately 0.5 mile downstream of the Newark Bay Bridge	6.0	7.3	8.4	9.5
At Shooters Island	5.3	6.8	7.2	8.6
<b>KILL VAN KULL</b>				
At the confluence of the Upper New York Bay	6.3	8.1	8.6	10.8
Approximately 2.0 miles upstream of the Bayonne Bridge	5.8	7.4	9.9	9.8
Approximately 0.7 mile upstream of the Bayonne Bridge	5.3	6.8	7.2	8.6
At the confluence with Newark Bay	5.3	6.8	7.2	8.6
<b>HUDSON RIVER</b>				
Entire shoreline of West New York, Weehawken, and Guttenberg	6.3	7.8	8.6	10.7
Entire shoreline of North Bergen	6.1	7.7	8.3/11.1 <sup>1</sup>	9.9
<b>HACKENSACK RIVER</b>				
In the vicinity of Bellmans Creek	5.5	6.9	7.5	8.0
In the vicinity of Cromakill Creek	5.5	6.9	7.6	8.0
In the vicinity of Penhorn Creek	2.2	3.3	3.8	4.2

<sup>1</sup>Surge Stillwater Elevation/Maximum Wave Crest Elevation

<sup>2</sup>Surge Stillwater Elevation

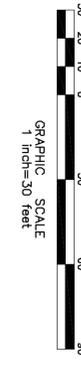
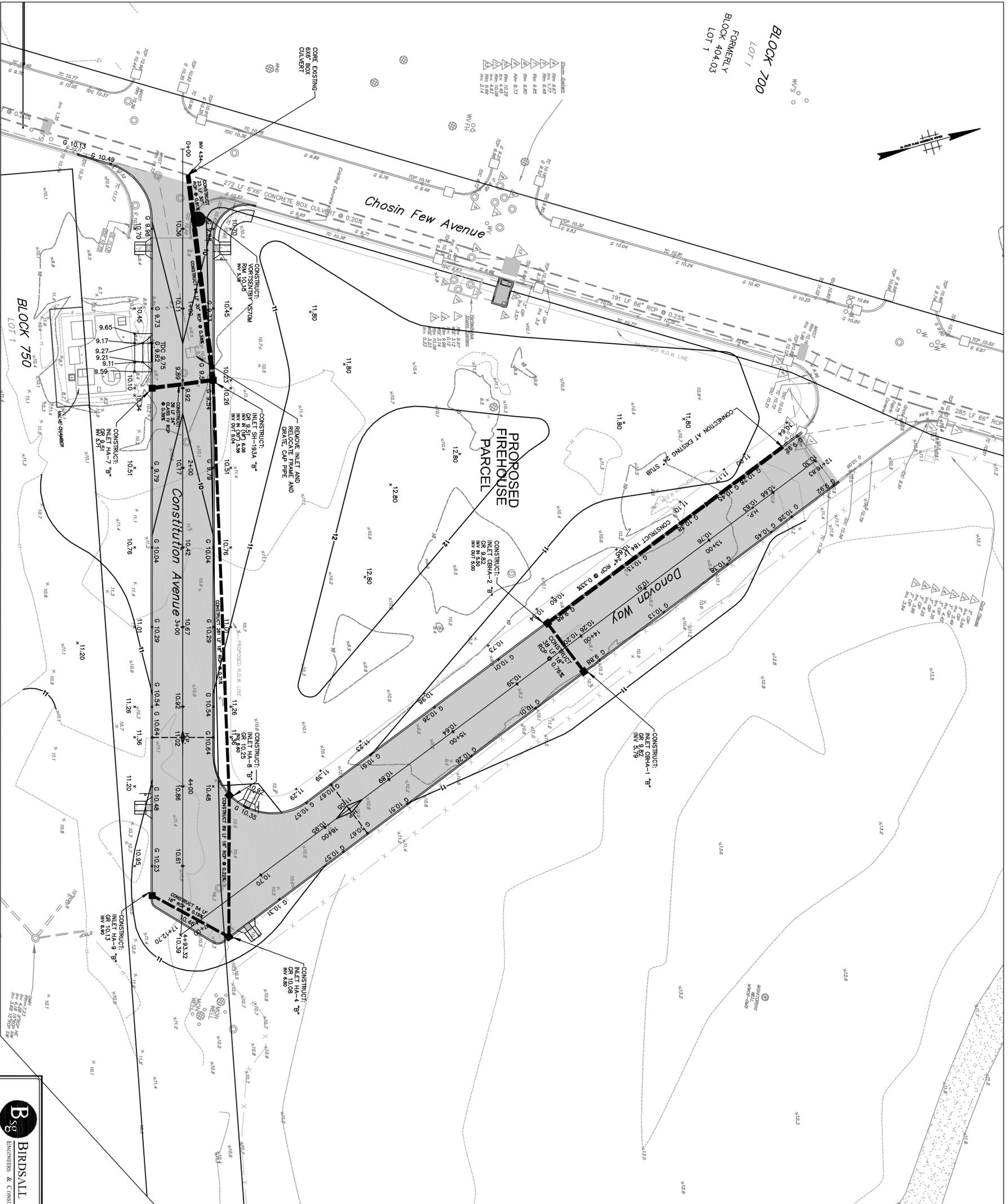


BIRDSALL SERVICES GROUP

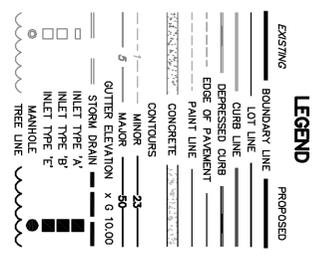
---

**APPENDIX D**      **EXISTING TOPOGRAPHIC CONDITIONS MAP**

BLOCK 700  
 LOT 1  
 FORMERLY  
 BLOCK 404.03  
 LOT 1



- GENERAL PLAN NOTES:**
1. THE EXISTING SITE BOUND BY THE THREE SURROUNDING ROADS IS CURRENTLY A ROUGHLY GRADED SLOPE MEANT TO DRAIN WATER TO THE WEST AND SOUTH. THE EXISTING DRAINAGE SYSTEM IS AN UNDESIRABLE SYSTEM WITH THE EXISTING STORMWATER AND SEWERAGE IN THE WESTERN PORTION OF THE LOT.
  2. HORIZONTAL CONTROL FOR THIS SURVEY HAS BEEN ESTABLISHED IN FEET WITHIN THE NEW JERSEY STATE PLANE COORDINATE SYSTEM - NORTH AMERICAN DATUM OF 1983 (EPOCH 2002). VERTICAL CONTROL HAS BEEN ESTABLISHED IN THE NORTH AMERICAN VERTICAL DATUM OF 1988.
  3. THE CONTRACTOR SHALL VERIFY ALL GRADES, DIMENSIONS, UTILITIES, AND SITE ANGLETS BEFORE CONSTRUCTION COMMENCES AND PROVIDE RECORD TO THE ENGINEER. ANY DISCREPANCIES OR APPARENT CONFLICTS SHALL BE BROUGHT TO THE ENGINEER'S ATTENTION FOR INTERPRETATION AND RESOLUTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMITS NECESSARY FOR CONSTRUCTION IN ACCORDANCE WITH EXISTING LOCAL, COUNTY, OR STATE REGULATIONS, OR ANY OTHER AGENCY HAVING JURISDICTION IN THESE MATTERS.
  4. EXISTING UTILITY INFORMATION HAS BEEN COLLECTED FROM VARIOUS SOURCES. THE RESULTS OF WHICH ARE SHOWN ON THE DRAWINGS AND ARE NOT GUARANTEED AS TO THEIR ACCURACY. THE CONTRACTOR SHALL NOT ASSUME THAT ALL UNDERGROUND UTILITIES HAVE BEEN SHOWN ON THE DRAWINGS. THE CONTRACTOR SHALL VERIFY ALL UTILITIES BEFORE CONSTRUCTION COMMENCES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMITS NECESSARY FOR CONSTRUCTION IN ACCORDANCE WITH EXISTING LOCAL, COUNTY, OR STATE REGULATIONS, OR ANY OTHER AGENCY HAVING JURISDICTION IN THESE MATTERS.
  5. CONTRACTOR SHALL BE PROVIDED WITH ELECTRONIC AUTOCAD DRAWING OF PROPOSED PLANS FOR CONSTRUCTION IN RECORD. CONTROL POINTS WILL BE PROVIDED BY THE ENGINEER FOR LAYOUT PURPOSES.



**BIRDSALL SERVICES GROUP**  
 ENGINEERS & CONSULTANTS

**B**  
 BIRDSALL SERVICES GROUP

LGA Engineering, Inc.  
 7301 Vassar Avenue  
 Suite 200  
 Bayonne, NJ 07002  
 Tel: 732.961.2162  
 Fax: 732.961.2163  
 WWW.BIRDSALL.COM

DATE: \_\_\_\_\_

Checked By: \_\_\_\_\_  
 Drawn: \_\_\_\_\_  
 Design: \_\_\_\_\_  
 Selected: \_\_\_\_\_  
 Date: \_\_\_\_\_

NO.	DATE	REVISION	DRAWN	CHECKED

**EXISTING CONDITIONS / GRADING PLAN**  
**PROPOSED FIRE STATION**  
**PENNSULA AT BAYONNE HARBOR**

SITUA FIELD  
 7301 Vassar Avenue  
 Bayonne, NJ 07002  
 Tel: 732.961.2162  
 Fax: 732.961.2163  
 WWW.BIRDSALL.COM

City of Bayonne, Hudson County, New Jersey

Drawn: \_\_\_\_\_  
 Checked: \_\_\_\_\_  
 Date: \_\_\_\_\_



BIRDSALL SERVICES GROUP

---

**APPENDIX E**      **EXCERPTS REGARDING SOIL CONTAMINATION**  
**INFORMATION FROM (EXCEL ENVIRONMENTAL RESOURCES, INC., 2006)**

# The Peninsula At Bayonne Harbor

**PROCEDURAL GUIDANCE DOCUMENT  
FOR MANAGEMENT OF POST-REMEDIATION  
ENVIRONMENTAL CONDITIONS  
Revision 1.0**

**Prepared for:**

**Bayonne Local Redevelopment Authority  
The Peninsula at Bayonne Harbor  
51 Port Terminal Boulevard, Suite 21  
Bayonne, New Jersey 07002**

**Excel Project Number 02461  
March 2006**

### 3.1 Harbor Station

As shown on Figure 6 and summarized in Table 5, there are no post-remediation environmental conditions, and therefore no restrictions associated with soil quality, in any of the following Blocks within the Harbor Station Redevelopment District:

- Blocks HS1 and HS2;
- Blocks HS4 and HS5;
- Block HS12;
- Blocks HS14 through HS19; and
- Blocks HS26 through HS28.

As shown on Figure 6 and summarized in Table 5, the following Blocks within the Harbor Station Redevelopment District are characterized by post-remediation environmental conditions:

- Block HS3;
- Blocks HS6 through HS11;
- Block HS13; and
- Blocks HS20 through HS25.

The following summarizes the post-remediation environmental conditions within each of these Blocks:

**Block HS3:** As shown on Figure 6A, the Engineering Controls and Deed Notice area for OU 9/North Fill Area extends across the central and eastern portions of Block HS3.

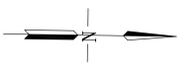
- The area covered by the Engineering Controls and Deed Notice is approximately 28,931 sf.
- As shown on Table 5, the soil contaminants of concern for OU 9/North Fill Area include PAHs, PCBs, and the metals arsenic, beryllium, cadmium, lead, and zinc from a depth of approximately 0.0 to greater than 6.0 feet bgs.

**Block HS6:** As shown on Figure 6A, the Engineering Controls and Deed Notice area for OU 9/North Fill Area extends across the central and eastern portions of Block HS6.

- The area covered by Engineering Controls and Deed Notice is approximately 33,230 sf.
- As shown on Table 5, the soil contaminants of concern for OU 9/North Fill Area include PAHs, PCBs, and the metals arsenic, beryllium, cadmium, lead, and zinc from a depth of approximately 0.0 to greater than 6.0 feet bgs.

**Block HS7:** As shown on Figure 6A, the Engineering Controls and Deed Notice area for OU 9/North Fill Area extends across the eastern end of Block HS7.

- The area covered by Engineering Controls and Deed Notice is approximately 45,745 sf.



- LEGEND:**
- PROPERTY BOUNDARY
  - SHORELINE
  - - - REDEVELOPMENT DISTRICT BOUNDARY
  - PROPOSED REDEVELOPMENT BLOCK
  - P13 OPEN SPACE BLOCK
  - P9 EXTENT OF ENGINEERING CONTROLS
  - EXTENT OF DEED NOTICE
  - MARITIME DISTRICT BOUNDARY
  - COAST GUARD PARCEL
  - EXISTING STRUCTURES AND FEATURES

- KEY:**
- HS1-HS9 BLOCKS WITHIN THE HARBOR STATION REDEVELOPMENT DISTRICT
  - B1-B13 BLOCKS WITHIN THE BAYONNE BAY REDEVELOPMENT DISTRICT
  - LD1-LD10 BLOCKS WITHIN THE LANDING REDEVELOPMENT DISTRICT
  - L1-L11 BLOCKS WITHIN THE LOFT REDEVELOPMENT DISTRICT
  - P1-P18 BLOCKS WITHIN THE BAYONNE POINT REDEVELOPMENT DISTRICT

**NOTES:**

1. AREAS OF ENGINEERING CONTROLS AND DEED NOTICE ARE BASED ON EXISTING SOIL ANALYTICAL RESULTS AND ARE SUBJECT TO CHANGE BASED ON FINAL AS-BUILT DRAWINGS AND FINAL DEED NOTICE DOCUMENTS.



**EXCEL Environmental Resources, Inc.**

PROJECT: **MILITARY OCEAN TERMINAL BAYONNE (MOTBY)**  
 BAYONNE, NEW JERSEY

DESCRIPTION: **FIGURE A-5  
 FACILITY MAP SHOWING PROPOSED REDEVELOPMENT PLAN  
 WITH ENGINEERING CONTROLS AND DEED NOTICE AREAS**

DRAWN BY: KS	SCALE: 1" = 300'	DATE: 12/12/05
CHECKED BY: RAH	REVISION:	PROJECT # 01330



BIRDSALL SERVICES GROUP

---

**APPENDIX F**      **CERCLA COVENANT BETWEEN US GOVERNMENT  
AND BAYONNE LOCAL REDEVELOPMENT AUTHORITY**

000005294 04/13/2007 07:57A  
RECEIVED WILLIE L. FLOOD  
AND HUDSON COUNTY  
REGISTERED REGISTER OF DEEDS  
DEE Receipt No. 382870

**CERCLA COVENANT**

KNOW ALL MEN BY THESE PRESENTS THAT:

WHEREAS, the United States of America conveyed certain property (hereinafter referred to as the "Property") to the Bayonne Local Redevelopment Authority by quitclaim deed dated December 11, 2002 and recorded in Book 7012 at Page 211 in the Hudson County Register of Deeds, Jersey City, New Jersey, on January 24, 2003 (hereinafter referred to as the "Deed"); and

WHEREAS, the provision of the covenant otherwise required in said Deed by section 120(h)(3)(A)(ii)(I) of the Comprehensive Environmental Response, Compensation, and Liability Act of 1980, as amended, (hereinafter referred to as "CERCLA"), was deferred in accordance with the provisions of section 120(h)(3)(C) of CERCLA; and

WHEREAS, all response action necessary to protect human health and the environment with respect to any hazardous substance remaining on said Property on the date of said conveyance has since been taken;

NOW, THEREFORE, the United States of America, pursuant to section 120(h)(3)(C)(iii) of CERCLA, hereby covenants and warrants to the Bayonne Local Redevelopment Authority, its successors and assigns that all response action necessary to protect human health and the environment with respect to any hazardous substance remaining on the Property on the date of said Deed has been taken and further agrees that this covenant shall run with the land.

IN WITNESS WHEREOF, the United States of America has caused this covenant to be executed in its name by the Acting Deputy Assistant Secretary of the Army (Installations and Housing) this 14<sup>th</sup> day of March, 2007.

UNITED STATES OF AMERICA

By: WT. Birney  
William T. Birney  
Acting Deputy Assistant Secretary of the Army  
(Installations and Housing)  
OASA(I&E)

BK:08180 PG:00052





BIRDSALL SERVICES GROUP

---

**APPENDIX G**      **ENDANGERED SPECIES CONSULTATIONS**



# State of New Jersey

Department of Environmental Protection

Bradley M. Campbell  
Commissioner

James E. McGreevey  
Governor

Division of Parks and Forestry  
Office of Natural Lands Management  
Natural Heritage Program  
P.O. Box 404  
Trenton, NJ 08625-0404  
Tel. #609-984-1339  
Fax. #609-984-1427

July 2, 2003

Jessica Hock  
Birdsall Engineering, Inc.  
611 Industrial Way  
Eatontown, NJ 07724

Re: Peninsula at Bayonne Harbor

Dear Ms. Hock:

Thank you for your data request regarding rare species information for the above referenced project site in Bayonne City, Hudson County.

Searches of the Natural Heritage Database and the Landscape Project are based on a representation of the boundaries of your project site in our Geographic Information System (GIS). We make every effort to accurately transfer your project bounds from the topographic map(s) submitted with the Request for Data into our Geographic Information System. We do not verify that your project bounds are accurate, or check them against other sources. Landscape patches are searched using the boundary depicted on your map buffered by 15 meters. The 15-meter buffer is to accommodate for inherent GIS mapping imprecision.

Neither the Natural Heritage Database nor the Landscape Project has records for any rare wildlife species on the referenced site.

We have also checked the Natural Heritage Database and the Landscape Project habitat mapping for occurrences of any rare wildlife species or wildlife habitat within 1/4 mile of the referenced site. Please see the table below for species list and conservation status.

Species within 1/4 mile of referenced site.

Common Name	Scientific Name	Federal Status	State Status	Grank	Srank
least tern	<i>Sterna antillarum</i>		E	G4	S1B

We have also checked the Natural Heritage Database for occurrences of rare plant species or natural communities. The Natural Heritage Data Base does not have any records for rare plants or natural communities on or within 1/4 mile of the site.

Attached is a list of rare species and natural communities that have been documented from Hudson County. If suitable habitat is present at the project site, these species have potential to be present.

Status and rank codes used in the tables and lists are defined in the attached EXPLANATION OF CODES USED IN NATURAL HERITAGE REPORTS.

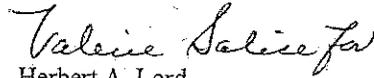
The Natural Heritage Program reviews its data periodically to identify priority sites for natural diversity in the State. Included as priority sites are some of the State's best habitats for rare and endangered species and natural communities. One of these sites is located within or near the areas you have outlined. Please refer to the enclosed Natural Heritage Priority Site Map for the location and boundary of this site. On the back of each Priority Site Map is a report describing the significance of the site.

If you have questions concerning the wildlife records or wildlife species mentioned in this response, we recommend that you visit the interactive I-Map-NJ website at the following URL, <http://www.state.nj.us/dep/gis/imapnj/imapnj.htm> or contact the Division of Fish and Wildlife, Endangered and Nongame Species Program.

PLEASE SEE THE ATTACHED 'CAUTIONS AND RESTRICTIONS ON NHP DATA'.

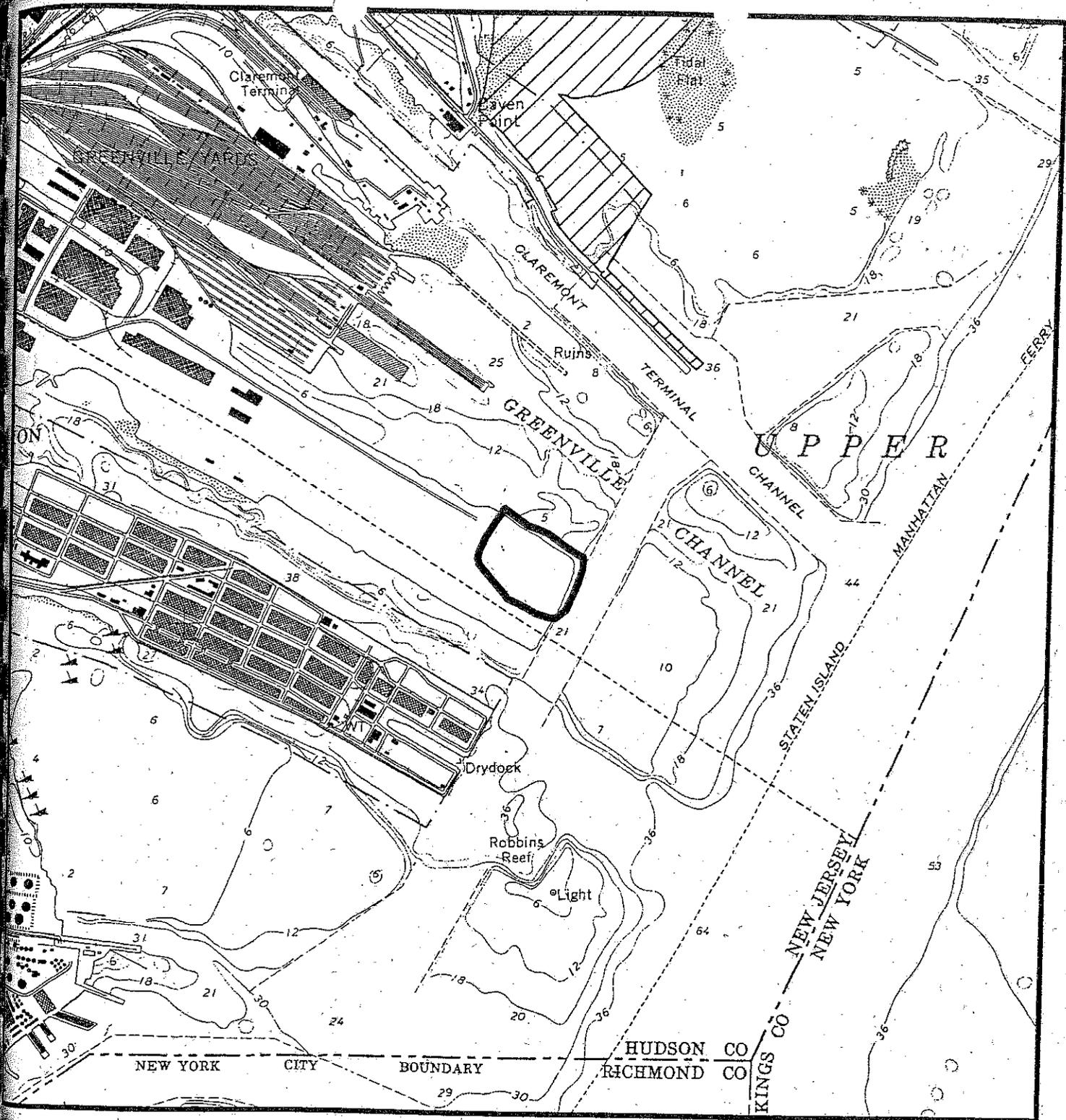
Thank you for consulting the Natural Heritage Program. The attached invoice details the payment due for processing this data request. Feel free to contact us again regarding any future data requests.

Sincerely,



Herbert A. Lord  
Data Request Specialist

cc: Thomas F. Breden  
Lawrence Niles  
NHP File No. 03-4007461



# Natural Heritage Priority Site Global Terminal Site

Hudson County



# Natural Heritage Priority Site Global Terminal Site

## *Locational Information*

Quad Name: Jersey City

County: Hudson

Municipality: Jersey City

## *Description of Site*

Man-made spoil fill with sand substrate in the Upper Bay, Hudson River. In a highly industrialized region, east of Bayonne and north of the U.S. Naval Reservation.

## *Boundary Justification*

Boundaries drawn to include habitat for a rare bird species.

## *Biodiversity Rank* **B5**

Contains a State endangered bird species.





UNITED STATES DEPARTMENT OF COMMERCE  
National Oceanic and Atmospheric Administration  
NATIONAL MARINE FISHERIES SERVICE

Habitat Conservation Division  
James J. Howard Marine  
Sciences Laboratory  
74 Magruder Road  
Highlands, New Jersey 07732

May 4, 2004

TO: Amanda Lettieri  
Birdsall Engineering, Inc.  
611 Industrial Way  
Eatontown, NJ 07724

SUBJECT: Peninsula at Bayonne Harbor  
Bayonne, Hudson County

  
Karen Greene  
(Reviewing Biologist)

We have reviewed the information provided to us regarding the above subject project. We offer the following preliminary comments pursuant to the Endangered Species Act, the Fish and Wildlife Coordination Act and the Magnuson-Stevens Fishery Conservation and Management Act:

Endangered and Threatened Species

There are no endangered or threatened species in the project area.

The following endangered or threatened species may be present in the project area:

shortnose sturgeon (*Acipenser brevirostrum*)

sea turtles:  loggerhead (*Caretta caretta*)  
 green (*Chelonia mydas*)

Kemp's ridley (*Lepidochelys kempii*)  
 leatherback (*Dermochelys coriacea*)

DEPENDING UPON PROJECT DETAILS, POSSIBLE RECOMMENDATIONS MAY INCLUDE:

Bulkhead construction - No effect per December 15, 1993 blanket letter to New York Army Corps of Engineers

Fish and Wildlife Coordination Act

The following may be present in the project area: Anadromous and resident fish, forage and benthic species including alewife, blueback herring and American shad and winter flounder

DEPENDING UPON THE PROJECT DETAILS POSSIBLE RECOMMENDATIONS INCLUDE:

Avoid in-water work from January 1 to May 31 for winter flounder.

Essential Fish Habitat

No EFH presently designated in the project area.

The project area has been designated as Essential Fish Habitat (EFH) for one or more species. When details of the project are made available and permit applications have been made, conservation recommendations may be given. For a listing of EFH and further information, please go to our website at:

<http://www.nero.nmfs.gov/ro/doc/newefh.html>





BIRDSALL SERVICES GROUP

---

**APPENDIX H**      **CULTURAL RESOURCES CONSULTATIONS**



RECEIVED

NOV 28 2001

Lynch, Giuliano & Assoc.

State of New Jersey  
DEPARTMENT OF STATE  
TRENTON, NJ 08625

DONALD T. DiFRANCESCO  
*Acting Governor*

DEFOREST B. SOARIES, JR.  
*Secretary of State*

Mailing address:  
New Jersey State Museum  
PO Box 530  
Trenton, New Jersey 08625-0530

Location:  
New Jersey State Museum  
205 West State Street  
Trenton, New Jersey 08625-0530

November 20, 2001

Mr. Don W. Brickner  
Environmental Design Group  
582 Plaza Terrace East  
Brick Township NJ 08723

M. O. T. BY  
(0886-01)

Re: Presence of Archaeological Resources  
City of Bayonne  
Hudson County, New Jersey

Dear Mr. Brickner:

We have checked our records for the above-referenced project and report the following:

No known archaeological resources appear to be located within the boundaries of the project area. An archaeological survey, by a professional archaeologist, would have to be conducted in order for an accurate assessment to be made of its archaeological significance.

If we can be of further assistance, please do not hesitate to contact us.

Sincerely,

Gregory D. Lattanzi  
Registrar  
Archaeology/Ethnology Bureau

GDL:gg  
CC: NJ Department of Environmental Protection  
Historic Preservation Office



State of New Jersey

0886-01

DONALD T. DiFRANCESCO  
Acting Governor

Department of Environmental Protection

Robert C. Shinn, Jr.  
Commissioner

Division of Parks & Forestry, Historic Preservation Office  
PO Box 404, Trenton, NJ 08625-0404  
TEL: (609) 292-2023 FAX: (609) 984-0578  
www.state.nj.us/dep/hpo

December 19, 2001  
HPO-L2001-170  
Log #02-0419

Mr. Don Brickner  
Environmental Design Group  
582 Plaza Terrace East  
Brick, NJ 08723

Re: Hudson County, City of Bayonne, Military Ocean Terminal, Bayonne  
Block 404, Lot 1

Dear Mr. Brickner:

The Historic Preservation Office (HPO) has received your request for a records review of the above-referenced project area. A Historic Architectural Survey and Determination of Eligibility for the Bayonne Military Ocean Terminal was completed in June of 1997. This survey determined that the Bayonne Military Ocean Terminal was not eligible for inclusion on the National Register of Historic Places.

Background research presented in HPO report HUD A 142 determined that the peninsula on which the base is located was created by fill during the 1930's, and that no Register-listed or eligible archaeological properties are on the site. The Deputy State Historic Preservation Officer concurred with this determination on September 9, 1997.

Thank you for your consideration in this matter. If you have any questions, please contact me at (609) 984-5816.

Sincerely,

Katherine J. Marcopul  
Senior Historic Preservation  
Specialist



BIRDSALL SERVICES GROUP

---

**APPENDIX I**      **NJDEP MASTER WATERFRONT DEVELOPMENT**  
**PERMIT FOR REDEVELOPMENT OF THE PENINSULA AT BAYONNE HARBOR**



000002030  
RECEIVED  
AND  
RECORDED

01/30/2006 01:54P  
BARBARA A. DONNELLY  
HUDSON COUNTY  
REGISTER OF DEEDS  
Receipt No. 304749

STATE OF NEW JERSEY  
DEPARTMENT OF ENVIRONMENTAL PROTECTION  
(See Issuing Division below)  
P E R M I T \*

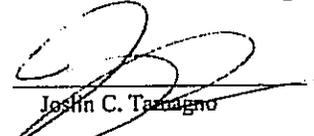


The New Jersey Department of Environmental Protection grants this permit in accordance with your application, attachments accompanying same application, and applicable laws and regulations. This permit is also subject to the further conditions and stipulations enumerated in the supporting documents which are agreed to by the permittee upon acceptance of the permit.		
Permit No. 0901-02-0013.1 - WFD 050002 (Upland) and WFD 050003 (In-Water)	Application No. Same as Permit No.	
Issuance Date <b>DEC 14 2005</b>	Effective Date <b>DEC 14 2005</b>	Expiration Date <b>DEC 14 2010</b>
Name and Address of Applicant Bayonne Local Redevelopment Authority (BLRA) - Peninsula at Bayonne Harbor Unit 21, Route 440 North Bayonne, NJ 07002	Name and Address of Owner Same as Applicant	Name and Address of Operator Same as Applicant
Location of Activity/Facility (Street Address) The Peninsula at Bayonne Harbor Redevelopment Lot: 1 Block: 404 Twp: City of Bayonne County: Hudson	Issuing Division Land Use Regulation Program	Statute(s) NJSA 12:5-3 NJSA 58:16A-50
Type of Permit : Waterfront Development - Upland and In-Water and , Water Quality Certificate	Maximum Approved Capacity, if applicable N/A	
<p>This permit grants permission to implement a mixed-use waterfront development project. The project involves the construction of residential, commercial, recreational and industrial facilities with associated roadways and utilities, the construction and repair of bulkheads and the reconstruction on an existing berth. Specifically, approximately 4,800 feet of an existing bulkhead will be raised along the eastern shoreline, 3,315 feet of a new bulkhead will be constructed along the southern shoreline, 1,300 feet of a relieving platform will be replaced in-kind, 1,150 feet of an existing bulkhead will be replaced in-kind, and 1,140 feet of an existing failed berth along the north western shoreline will be reconstructed. In addition, the development will include a fishing pier along the western shoreline and a pedestrian walkway along the perimeter of the western, southern and eastern sides of the site.</p> <p>The activities authorized by this permit are shown on the plans entitled:</p> <ol style="list-style-type: none"> <li>1. "THE PENINSULA AT BAYONNE HARBOR WATER ELEMENTS PLAN SITUATED IN CITY OF BAYONNE, HUDSON COUNTY, NEW JERSEY", dated September 7, 2004, last revised October 10, 2005, and prepared by LGA ENGINEERING, INC.             <ol style="list-style-type: none"> <li>a. "SHORELINE STABILIZATION PLAN: HARBOR STATION - WEST" (Sheet 5 of 26),</li> <li>b. "SHORELINE STABILIZATION PLAN: HARBOR STATION - CENTRAL" (Sheet 6 of 26),</li> <li>c. "SHORELINE STABILIZATION PLAN: HARBOR STATION - EAST" (Sheet 7 of 26),</li> <li>d. "SHORELINE STABILIZATION PLAN: BAYONNE BAY - WEST" (Sheet 8 of 26),</li> <li>e. "SHORELINE STABILIZATION PLAN: BAYONNE BAY - EAST" (Sheet 9 of 26),</li> <li>f. "SHORELINE STABILIZATION PLAN: THE LANDING - WEST" (Sheet 10 of 26),</li> <li>g. "SHORELINE STABILIZATION PLAN: THE LANDING - EAST" (Sheet 11 of 26),</li> <li>h. "SHORELINE STABILIZATION PLAN: THE LOFT DISTRICT - WEST" (Sheet 12 of 26),</li> <li>i. "SHORELINE STABILIZATION PLAN: THE LOFT DISTRICT - EAST" (Sheet 13 of 26),</li> <li>j. "SHORELINE STABILIZATION PLAN: BAYONNE POINT SOUTH - WEST" (Sheet 14 of 26),</li> <li>k. "SHORELINE STABILIZATION PLAN: BAYONNE POINT SOUTH - EAST" (Sheet 15 of 26),</li> <li>l. "SHORELINE STABILIZATION PLAN: BAYONNE POINT EAST - SOUTH" (Sheet 16 of 26),</li> <li>m. "SHORELINE STABILIZATION PLAN: BAYONNE POINT EAST - NORTH" (Sheet 17 of 26),</li> </ol> </li> </ol>		

BK=07802 PG=00096

7/15/05  
1/10/05

Terms And Conditions

	<p>n. "SHORELINE STABILIZATION PLAN: BAYONNE POINT NORTH – EAST" (Sheet 18 of 26),</p> <p>o. "SHORELINE STABILIZATION PLAN: BAYONNE POINT NORTH - WEST" (Sheet 19 of 26),</p> <p>p. "BUILDING HEIGHT &amp; VIEW CORRIDORS" (Sheet 20 of 26), dated October 31, 2005, unrevised,</p> <p>q. "MARINA &amp; FERRY LANDING COMPLEX" (Sheet 23 of 26), revised October 31, 2005,</p> <p>r. "THE LANDING FISHING PIER" (Sheet 24 of 26),</p> <p>s. "AREA OF INTEREST – MARITIME DISTRICT" (Sheet 25 of 26), revised October 14, 2005 and,</p> <p>t. "DRY DOCK AREA – MARITIME DISTRICT" (Sheet 26 of 26), dated October 15, 2005, unrevised.</p> <p>2. "MASTER SITE PLAN TAX SHEETS 123 &amp; 124 THE PENINSULA AT BAYONNE HARBOR SITUATED IN CITY OF BAYONNE, HUDSON COUNTY, NEW JERSEY", dated August 31, 2004, last revised October 10, 2005, and prepared by LGA ENGINEERING, INC.</p> <p>a. "GRADING PLAN" (Sheets 13 thru 16),</p> <p>b. "UTILITY PLAN" (Sheets 17 thru 20),</p> <p>c. "WATER QUALITY PLAN" (Sheets 21 thru 28),</p> <p>d. "SOIL EROSION &amp; SEDIMENT CONTROL DETAILS" (Sheet 37) and,</p> <p>e. "WATER QUALITY PLAN DETAIL" (sheets 40 thru 41).</p> <p>3. "STORMWATER MAINTENANCE PLAN FOR PENINSULA AT BAYONNE HARBOR CITY OF BAYONNE HUDSON COUNTY NEW JERSEY", dated September 20, 2005, unrevised, and prepared by LGA ENGINEERING, INC.</p> <p>This permit is authorized under, and in compliance with the Rules on Coastal Zone Management, N.J.A.C. 7:7E-1.1 et seq.</p> <p>By issuance of this permit, the State of New Jersey does not relinquish tidelands ownership or claim to any portion of the subject property or adjacent properties.</p> <p>The permittee shall allow an authorized Program representative the right to inspect the construction pursuant to N.J.A.C. 7:7E-1.5(b)4.</p> <p>Prepared By:                   Justin C. Tarragno</p> <p>(See page 7 for Manager's signature.)</p>
	<p>Approved by the Department of Environmental Protection</p> <p>Name (Print or Type) _____ Title _____</p> <p>Signature _____ Title _____</p>

**This permit is subject to the following terms and conditions:**

1. To ensure long-term compliance of the project's development with the conditions of this permit, the permittee shall submit for review and written approval, final design plans and a statement of permit consistency for all development, exclusive of the following infrastructure which can be constructed without additional authorization from or review by the Program:
  - a) Potable Water Distribution
  - b) Sanitary Sewer Collection
  - c) Electrical Power Distribution
  - d) Natural Gas Distribution
  - e) Data/Voice/Cable Distribution
  - f) Stormwater Collection & Treatment
  - g) General Right of Way Improvements (cartway, curbs, sidewalks, planters, landscaping, street lighting, etc., exclusive of Hudson River Waterfront Walkway)

Terms And Conditions

- h) Street Car System
  - i) Retaining Walls
  - j) Upland Bridges
  - k) Bulkheads
  - l) Bulk Fill and Grading
2. This permit is revocable, or subject to modification or change at any time, pursuant to the applicable regulations, when in the judgement of the Department of Environmental Protection of the State of New Jersey such revocation, modification or change shall be necessary.
  3. The issuance of the permit shall not be deemed to affect in any way action by the Department of Environmental Protection of the State of New Jersey on any future application.
  4. The works, facilities, and/or activities shown by plans and/or other engineering data, which are this day approved, subject to the conditions herewith established, shall be constructed and/or executed in conformity with such plans and/or engineering data and the said conditions.
  5. No change in plans or specifications shall be made except with the prior written permission of the Department of Environmental Protection of the State of New Jersey.
  6. The granting of this permit shall not be construed to in any way affect the title or ownership of property, and shall not make the Department of Environmental Protection or the State a party in any suit or question of ownership.
  7. This permit does not waive the obtaining of Federal or other State or local government consent when necessary. This permit is not valid and no work shall be undertaken until such time as all other required approvals and permits have been obtained.
  8. A copy of this permit shall be kept at the work site, and shall be exhibited upon request of any person.
  9. In cases of conflict, the conditions of this permit shall supersede the plans and/or engineering data.
  10. Limit and Extent of Approval
    - a. This approval grants permission to the permittee and/or its agents to undertake an activity regulated by the State of New Jersey as described by the text of this permit and as detailed by the herein approved plans. Any construction, grading, removal of vegetation, or other activity at this site within or affecting a regulated flood plain, other than specifically approved by this permit or as detailed by the approved drawings, shall require additional approvals from the Department. The commencement of such regulated activities without the appropriate approvals shall be in violation of State law.
    - b. All activities authorized by this permit shall be completed within five years of the issuance date as listed on the first page of this document. Where construction has commenced within this 5 year period, with the exception of permits issued for activities located below the mean high water line, shall upon written authorization of the Department be valid as long as construction continues until the project is completed subject to the provisions of N.J.A.C. 7:7E-1.5(c)1 and 2. All permits issued for activities below the mean high water line shall be effective for a fixed term not to exceed five years. At that time, this approval, if not previously revoked, shall automatically become null and void, and none of the activities referenced herein may commence or continue until a new approval has been granted by the Department.
    - c. This authorization is valid for five years from the date of this letter unless more stringent

Terms And Conditions

standards are adopted by rule prior to this date.

11. Method of Construction

- a. All activities approved by this permit shall be performed under the supervision and direction of a Professional Engineer licensed in the State of New Jersey, and shall be undertaken using the best management practices available. Furthermore, the site shall be subject to inspection at any time by representatives of the Department to ensure the continuous application of the provisions of this permit.
- b. During the course of construction, neither the permittee nor its agents shall cause or permit any unreasonable interference with the free flow of the river by placing or dumping any materials, equipment, debris or structures within or adjacent to the river corridor. Upon completion or abandonment of the work, the permittee and/or its agents shall remove and dispose of in a lawful manner all excess materials, equipment and debris from the river, wetlands, and transition areas.
- c. All activities authorized by this permit shall be stabilized in accordance with the *Standards for Soil Erosion and Sediment Control in New Jersey* (obtainable from local Soil Conservation District offices), or equal engineering specifications, to prevent eroded soil and sediment from entering adjacent waterways and wetlands at any time during and subsequent to construction. The Department reserves the right to order the suspension of any activity if unacceptable levels of erosion or turbidity result from the same. Furthermore, the permittee shall maintain the stream corridor as shown on the approved drawing/s for either such time as is required for the channel and/or banks to become reasonably stabilized, or for one year after completion of the project (as evidenced by a Certificate of Completion), whichever period of time is longer.

12. Responsibilities of Applicant

- a. The granting of this permit does not in any way relieve the permittee and/or its agents from the responsibility for damages caused by any construction or activities hereby approved, nor does the Department accept responsibility for any structural designs.
- b. Acceptance of this permit and all permit conditions shall be assumed, unless you request a hearing to contest this permit and/or its conditions, in accordance with the applicable administrative requirements for appeal requests. Commencement of construction activities, including site preparation, shall confirm acceptance of this permit and its terms and conditions.
- c. Within ten (10) days of the receipt of this permit by the permittee, this permit shall be recorded in its entirety in the office of the County Clerk or the Registrar of Deeds and Mortgages for each county where this permit is located. Verified notice of this action shall be forwarded to the Department immediately thereafter.

13. The permittee shall allow the Program the right to inspect the construction site and also shall provide the Bureau of Coastal and Land Use Enforcement, NJDEP with written notification 7 days prior to the start of the authorized work.

14. All excavated material must be disposed of in a lawful manner outside of any regulated flood plain, open water, freshwater wetlands or adjacent transition areas, and in such a way as to not interfere with the positive drainage of the receiving area.

15. In order to protect anadromous fish and winter flounder during migration and/or spawnings, any proposed grading or other construction activities within the banks of any onsite watercourse are prohibited between January 1 through May 31 of each year. In addition, any activity within the 100-

BK:07802 PG:00099

Terms And Conditions

year flood plain or flood hazard area of any on site watercourses, which could introduce sediment into said streams or which could cause an increase in the natural level of turbidity, is also prohibited during this period. The Department reserves the right to suspend all regulated activities on site should it be determined that the permittee has not taken proper precautions to ensure continuous compliance with this condition.

16. The permittee shall sign a Department approved deed restriction for the entire proposed public access walkway and associated easement area on the subject parcel(s) as shown on the referenced plan. In addition, a public access walkway connecting to the adjacent neighbors, such that public access becomes available at those sites, shall also be addressed in the deed restriction for current and all future owners of the subject property. The restriction shall be included on the deed, and recorded in the office of the County Clerk (the REGISTRAR OF DEEDS AND MORTGAGES), in the county wherein the lands included in the permit are located. The restriction shall run with the land and be binding upon all successive owners. All individual lot surveys shall show the approved proposed public access walkway/easement boundaries. **Any regulated activities undertaken on the site before a copy of the recorded restriction is submitted to the Department will be considered in violation of this permit.** The conservation restriction should include the entire proposed public access walkway, overlooks, trash receptacles, benches, lightings, and signage to be maintained in perpetuity. The permittee shall submit a revised plan illustrating the metes and bounds description of the entire proposed public access walkway. Please submit a copy of the draft restriction to the Land Use Regulation Program for review and written approval prior to filing. Once the DEP approved restriction is recorded, send a copy of the recorded conservation before beginning regulated activities.
17. The permittee shall sign a Department approved deed restriction for the Peninsula's Maritime District as illustrated on the plan entitled: **"AREA OF INTEREST – MARITIME DISTRICT THE PENINSULA AT BAYONNE HARBOR WATER ELEMENTS PLAN SITUATED IN CITY OF BAYONNE, HUDSON COUNTY, NEW JERSEY"** (Sheet 25 of 26), dated September 7, 2004, last revised October 31, 2005, and prepared by LGA ENGINEERING, INC. The deed restriction shall restrict all development within this area to Port Uses (as defined in N.J.A.C. 7:7E-7.9) only. The restriction shall be included on the deed, and recorded in the office of the County Clerk (the REGISTRAR OF DEEDS AND MORTGAGES), in the county wherein the lands included in the waiver are located. The restriction shall run with the land and be binding upon all successive owners. **Any regulated activities undertaken on the site before a copy of the recorded restriction is submitted to the Department will be considered in violation of this permit.** Please submit a copy of the draft restriction to the Land Use Regulation Program for review and written approval prior to filing. Once the DEP approved restriction is recorded, send a copy of the recorded conservation restriction to the Program before beginning regulated activities.
18. The permittee shall sign a Department approved deed restriction for the limits of the Peninsula's Dry Dock Area as illustrated on plan: **"DRY DOCK AREA – MARITIME DISTRICT THE PENINSULA AT BAYONNE HARBOR WATER ELEMENTS PLAN SITUATED IN CITY OF BAYONNE, HUDSON COUNTY, NEW JERSEY"** (Sheet 26 of 26), dated September 7, 2004, last revised October 31, 2005, and prepared by LGA ENGINEERING, INC. The deed restriction shall preserve the use of this area for 5 years for dry dock affiliated operations only. The restriction shall be included on the deed, and recorded in the office of the County Clerk (the REGISTRAR OF DEEDS AND MORTGAGES), in the county wherein the lands included in the waiver are located. The restriction shall run with the land and be binding upon all successive owners. ***Prior to deed restricting the dry dock area, the permittee must submit a letter from the dry dock operator stating that the reduced dry dock area is a sufficient area to successfully operate the dry dock.*** **Any regulated activities undertaken on the site before a copy of the recorded restriction is submitted to the Department will be considered in violation of this permit.** Please submit a copy of the draft restriction to the Land Use Regulation Program for review and written approval

BK = 07802 PG = 00100

Terms And Conditions

prior to filing. Once the DEP approved restriction is recorded, send a copy of the recorded conservation restriction to the Program before beginning regulated activities.

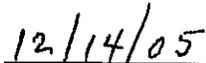
- a. At the end of the 5-year period defined in the deed restriction, the permittee may request that the Department allow continued use of the dry dock operation or other uses within this area of the property. The ultimate use of this area beyond the initial 5-year period will be reviewed by the DEP, Land Use Regulation Program, in accordance with the Coastal Zone Management Rules.
19. Prior to the commencement of site clearing, grading or construction, the permittee shall have a silt fence and a construction debris fence erected at the limits of the wetlands lines as shown on the approved plans listed above. These fences shall serve as siltation and debris barriers as well as physical barriers protecting the wetlands from encroachment by construction vehicles or activities. These fences shall remain in place and be maintained throughout the duration of construction, and until such time as the site is stabilized. No regulated activities, including clearing or grading, may occur in the wetlands or modified transition area without the prior written approval of the Department.
20. Pursuant to the New Jersey Department of Transportation State Highway Access Management Code New Jersey Administrative Code Title 16 Chapter 47 (16:47-4.3), the permittee shall obtain an Access Permit prior to any activities listed under 16:47-4.3, which shall include the preparation of a scope of study and traffic impact report.
21. The permittee must obtain a Freshwater Wetlands Permit and Transition Area Waiver from this Program prior to initiating any construction that would impact existing wetlands and/or wetland buffers.
22. Prior to the construction of approximately 2.3 miles of the Hudson River Waterfront Walkway on-site, the permittee must submit walkway design plans for review and written approval that conform with the Hudson Waterfront Walkway Plan and Design guidelines (1984) and Hudson River Waterfront Design Standards (1989).
23. A portion of the proposed walkway will impact freshwater wetland transition areas. Prior to construction of any portion of the walkway in the transition area, the permittee must obtain a Transition Area Waiver from this Program.
24. Prior to or concurrent with the construction of any residential, retail, hotels, commercial, etc. development, the permittee shall construct the adjoining portion of the Hudson River Waterfront Walkway
25. Prior to the construction of any approved bulkheading that will result in filling of intertidal/subtidal shallows, the permittee must submit an intertidal/subtidal habitat mitigation proposal to this Program for review and approval. The permittee must mitigate for the disturbance of 0.50 acre of intertidal/subtidal shallows.
26. The Program acknowledges the permittee's future plans for construction of a marina and ferry terminal. The permittee must obtain a separate Waterfront Development Permit for these proposed in-water structures.
27. The permittee shall provide evidence of a NJDEP Safe Drinking Water Permit and an NJDEP Treatment Works Approval prior to occupancy of any development that requires said approvals.
28. This permit does not provide approval to construct any improvements within the Maritime District. A Waterfront Development Permit for any future Maritime District improvements will be required prior to and development within this district.

BK:07802 PG:00101

Terms And Conditions

29. This permit recognizes the proposed development's general compliance with the High Rise Rule (N.J.A.C. 7:7E-7.14) and the Scenic Resources and Design Rule (N.J.A.C.7:7E-8.12). In order to ensure long-term compliance with these rules, the permittee shall submit for review and written approval, architectural plans of any proposed buildings that qualify as a high-rises under N.J.A.C. 7:7E-1.4 prior to construction relating this rule. The plans should include height, location and orientation of the proposed buildings/structures to demonstrate compliance in those rules. Upon approval of these plans by this Program, the permittee shall construct all buildings in accordance with the approved plans.
30. Prior to piling driving activities associated with the reconstruction of the berths, the permittee shall coordinate with the Passaic Valley Regional Sewage Commission (PVRSC) to ensure that damage to the nearby sanitary sewer tunnel does not occur.
31. In order to protect black-crowned night-heron habitat on-site, any proposed activities adjacent to wetlands located along the southwestern portion of the subject site are prohibited between April 1 through August 15 of each year. The Department reserves the right to suspend all regulated activities on site should it be determined that the permittee has not taken proper precautions to ensure continuous compliance with this condition.
32. Prior to construction of developments not specifically cited in this permit, the permittee shall submit for review and approval, plans for specific development and a narrative describing the development's consistency with this permit.

  
Mark Mauriello, Director  
Land Use Regulation Program

  
Date

BK:07802 PG:00102



BIRDSALL SERVICES GROUP

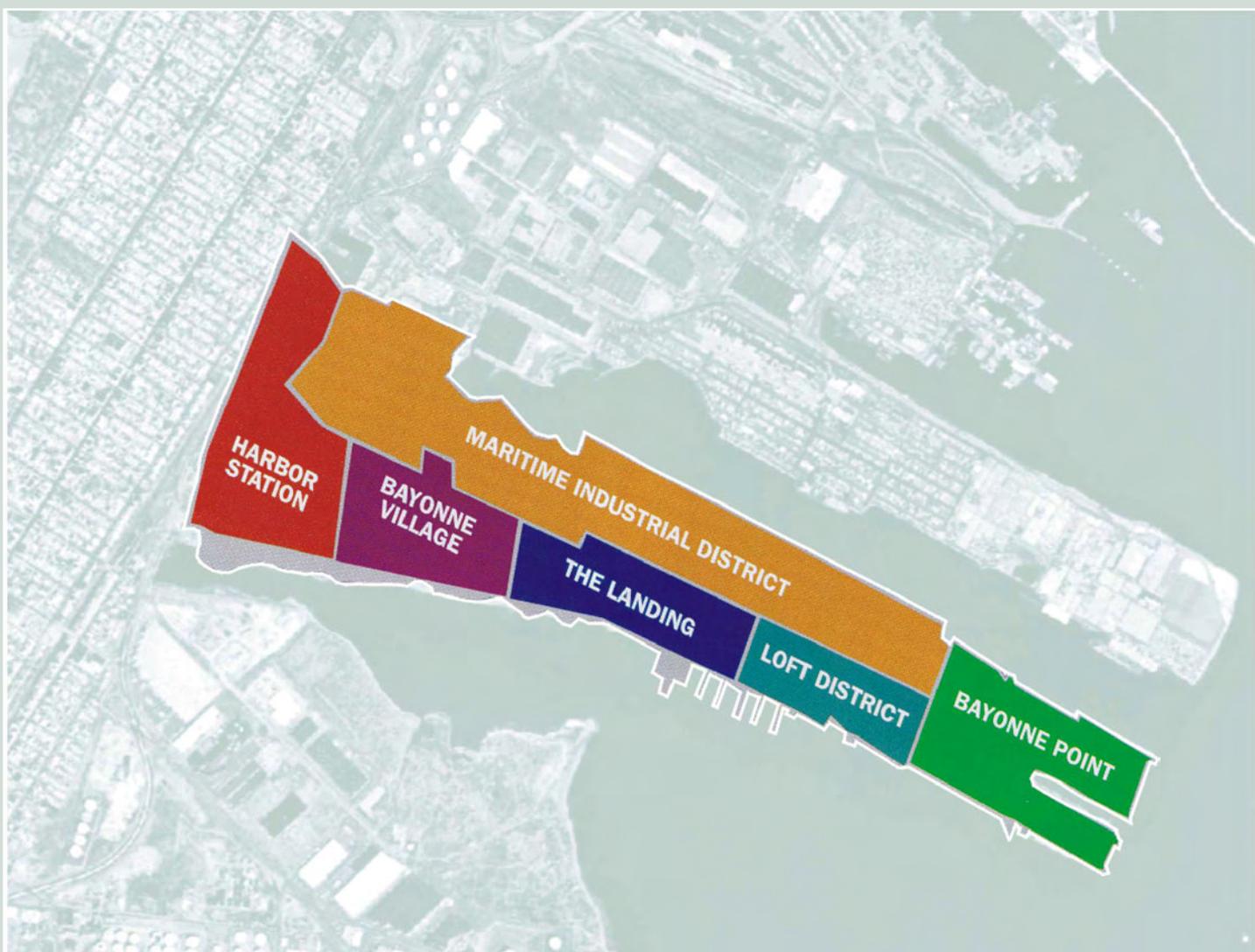
---

**APPENDIX J** EXCERPT FROM (DMJM+HARRIS / EDWARDS & KELCEY, 2003)



THE

# PENINSULA



# AT BAYONNE HARBOR

## **SECTION 7 - PUBLIC OUTREACH**

### ***7.1 - Overview***

As required by the North Jersey Transportation Planning Authority (NJTPA), a comprehensive public outreach and public participation effort was undertaken to support the Local Roadway Connector Study. The purpose of these efforts is to inform the public about the project and to solicit their input on the issues and proposed alternatives under consideration. This effort included the following activities:

### ***7.2 - Public Outreach Elements***

#### **7.2.1 - Preparation of a Briefing Document**

In support of the public outreach and public participation effort, an eight page briefing document was prepared that was clear, concise and easy to understand. It consists of five pages of text and three Acrobat format visuals showing the three alternatives that advanced through the screening process for more detailed review (i.e. Alternatives 2, 4-2 and 9). A copy of the briefing document is contained in Appendix D-1.

#### **7.2.2 - Public Meetings**

Two public meetings were held in the month of June 2003 to present the findings of the Local Roadway Connector Study and solicit public input and comments concerning the alternatives. The first meeting was held on Thursday, June 19<sup>th</sup> at 6:00 p.m. during the regularly scheduled board meeting of the Bayonne Local Redevelopment Authority (“BLRA”). The June 19<sup>th</sup> meeting was held in the Bayonne City Council Chambers located at City Hall in the City of Bayonne. The June 19<sup>th</sup> meeting was also broadcast live on Bay View Cable Television local access and was repeated multiple times throughout the month. The second public meeting was held on Monday, June 23<sup>rd</sup> at 6:00 p.m. at the Hudson County Freeholder Chambers located 567 Pavonia Avenue in the City of Jersey City.

The public was informed at both venues that this report was only the initial work element of a 14-month study of the Peninsula and that their active participation was encouraged as the study progressed in the months ahead.

#### **7.2.3 - Publication of Public Meeting Notices**

To maximize public participation, meeting notices were published in the *Star Ledger* on June 16<sup>th</sup> and the *Bayonne Community News* and the *Jersey Journal* on June 17<sup>th</sup>. Copies of the public meeting notices as they appeared in the newspapers are included in Appendix D-2.

#### **7.2.4 - Outreach to Elected Officials and Key Stakeholders**

During the week of June 9<sup>th</sup> and the week of June 16<sup>th</sup>, a number of area elected officials as well as federal, state and local agencies were invited to the public meetings and asked to participate. Elected officials and key stakeholders were notified via facsimile with two-page fax: a cover page with a brief description of the Local Roadway Connector Study and the meeting dates and locations, along with a copy of the official public meeting notice. A list containing the names of the individuals, organizations and agencies invited to attend and participate in the meeting is provided in Appendix D-3.

#### **7.2.5 - Press Releases**

Two press releases were issued to support the public participation portion of the effort. The first press release was issued on June 12<sup>th</sup> announcing the June 19<sup>th</sup> meeting at the BLRA meeting in City Hall and informing the public of the availability of detailed information on the City of Bayonne website. That press release was issued to the *Bayonne Community News*, *Star Ledger*, and the *Jersey Journal*. A similar press release was issued on June 17<sup>th</sup> announcing the June 23<sup>rd</sup> meeting at the Hudson County Freeholder Chambers. That press release was issued to the *Bayonne Community News*, *Star Ledger*, *Jersey Journal* and the *Jersey City Reporter*. Copies are contained in Appendix D-4.

#### **7.2.6 - Website Posting**

The City of Bayonne's website, [www.bayonnenj.org](http://www.bayonnenj.org), was used extensively to support the public outreach and public involvement efforts for the Local Roadway Connector Study. In addition to placing the press releases on the website, the briefing document described earlier was also placed on the website on June 18, 2003. A new icon entitled "Local Roadway Connector Study" was created and placed on the BLRA's page of the City of Bayonne's website. By clicking that icon, visitors to the site were able to gain access to the eight-page briefing document and to provide feedback via email to the BLRA. This feature will remain on the website for a period of time to allow for sufficient public input. Copies of the website postings are attached. The final report for the Local Roadway Connector Study will also be posted on the webpage.

### **7.3 - Public Comments**

Feedback from the public meetings is summarized below:

As part of the outreach initiative on this project, two public meetings were held and a summary of the comments received is presented in this section. The detailed comments and responses from the meetings are provided in Appendix D-5.

- Traffic volume data utilized for the study and the difference between the 2010 and 2025 traffic projections was explained.
- It was explained that the current roadway network could not support development at the Peninsula. Even without this development, Route 440 would need to be widened. Without improvements the roadway could support approximately 1000 vehicles.
- Widening of Route 440 would be along the east side of the right-of-way.
- Alternate 4 would allow the most development at the Peninsula.
- The public inquired which of the alternatives would the State be most likely to support. They were told that support would depend on a number of factors including the improvement's relationship to other capital program initiatives.
- The public was advised that the improvements would be phased in, with the more modest improvements being interim measures.
- The public was advised that other initiatives should be moving forward, such as capital improvements associated with the State's Portway Extensions project and improvements to the NJ Turnpike Interchange 14A and Newark Bay Extension.
- The roadway improvements would be designed and constructed to support a development scenario that would be specified in the Master Plan.
- Funding sources of the roadway improvements were also discussed. Sources include NJDOT and FHWA monies, developer contributions and possibly the issuance of bonds.
- The overall planning effort was commended and the BLRA was asked to include future development along the entire Route 440 corridor to the south of the Peninsula. The public was advised that future traffic from all proposed development projects have been included in this analysis.
- The influx of development within brownfields and the growth of population along the Newark Bay Shore Line was mentioned.
- The public was advised that the study team had considered linking Avenue E north of 53<sup>rd</sup> Street as part of the access scheme in Alternate 4-2 for entering Bayonne. The concept will be explored further in subsequent months of the study.
- Requests were made for the study team to review the widening of Route 440 and the impact that would have on the 32<sup>nd</sup> Street intersection, and the widening of Route 440 south of the 32<sup>nd</sup> Street intersection.
- Support was given for alternatives that call for removing the traffic signals along Route 440.
- Concern was raised on the traffic and parking impact along Avenue E of the rehabilitation of the bridges over Route 440.
- Concern was raised on the impact of the proposed freight track realignment on Port Jersey Railroad's existing customers in the area.
- The New Jersey Short Line Association (NJSLA) requested to participate in the process that develops conceptual rail plans for serving the Peninsula and existing customers.

Overall, the public feedback was positive. The public, especially stakeholders, were encouraged to participate in future public meetings as the concepts are developed in more detail.

## **SECTION 8 - FINDINGS AND RECOMMENDATIONS**

### ***8.1 - Conclusions***

The development of the Peninsula at Bayonne Harbor is projected to generate a significant amount of traffic during the peak hours. Route 440 and the Hudson County Extension of the NJ Jersey Turnpike presently experience traffic congestion during the weekday AM and PM peak hours. Unless capacity improvements are made to both facilities, traffic conditions will deteriorate further even without any development at the Peninsula.

Improvements for both roadways may be forthcoming as part of recommendations from Phase II of the Portway Extensions Study. This study has been charged with identifying major improvements to the transportation networks to provide for the efficient flow of goods movement within and through the region from key transportation terminals such as the Port Jersey/MOTBY area.

Alternatives were developed to address the traffic access needs of the mixed-use development at the Peninsula. The alternatives were screened with three selected for further study. Each of these alternatives includes a new rail alignment (Scheme 3) that would provide freight service to the Marine District. While the three roadway alternatives are presented as mutually independent, Alternate 2 or 9 could be combined with any of the three schemes proposed for the expansion of the Interchange 14A toll plaza (Alternate 4)<sup>4</sup>. It should be noted that the interchange improvement should coincide with capacity improvements to the Turnpike section between interchanges 14 and 14A.

The results of the traffic analysis indicate that development of the Peninsula at Bayonne Harbor will require major roadway infrastructure improvements such as those presented in Alternate 4. Alternate 4-2 has several benefits:

- Allows the realignment of Route 440 between Garfield Avenue and Pulaski Street resulting in increased capacity
- Simplifies ramp modifications between the toll plaza and the main line
- Avoids condemnation of multiple warehouses in Port Jersey
- Creates an opportunity for reuse of the existing toll plaza parcel
- Provides additional flexibility for constructing the freight rail connection for the segment between Garfield Avenue and Port Jersey Boulevard

The relocation of Interchange 14A would cause several changes to traffic circulation in the City of Bayonne. The “gateway” to Bayonne would be relocated to the newly created intersection of Pulaski Street and Harbor Boulevard. Traffic exiting the Turnpike and destined for the main section of the City would leave the toll plaza and travel along Route

---

<sup>4</sup> The Project Team has discussed in principle, the development of three options for the expansion of the toll plaza with the Chief Engineer of the New Jersey Turnpike Authority; however, the NJTA staff has not reviewed and commented on the options.

440, exiting at either Prospect Avenue or 22<sup>nd</sup> Street for destinations to the south or exiting at Avenue C for destinations close to the city line. Local residents destined for the Turnpike would use Route 440 to Pulaski Street or travel along Avenue E to 45<sup>th</sup> Street to cross over Route 440 to Harbor Boulevard to Pulaski Street. It should be noted that Alternates 4-2 and 4-3 are comparable.

Alternate 9 provides a short term solution to the access needs of the Peninsula and would result in Turnpike traffic using Avenue E to reach the Peninsula via the 40<sup>th</sup> or 45<sup>th</sup> street bridges. Alternate 2 avoids the dependence on Avenue E for traffic access to the Peninsula.

All three alternatives include the 40<sup>th</sup> and 45<sup>th</sup> street bridges as integral elements of the overall transportation access scheme. Motorists, bicyclists and pedestrians would use these overpasses. The 40<sup>th</sup> Street bridge would be reopened to two-way traffic.

## ***8.2 - Recommendations and Next Steps***

This report represents the initial assessment to identify potential alternatives to meet the access needs associated with the development of the Peninsula at Bayonne Harbor. This assessment is based on information available as of May 2003. Information is being compiled as part of the ongoing Transportation and Land Use Study of the Peninsula. The Project Team will use this information to reassess the mix and magnitude of the land uses, based on real estate market potential, and to develop a transportation plan to meet those needs.

The three alternatives that were analyzed in Section 6 of this report will be studied in more detail in the ongoing Peninsula study. Alternate 4-3 will also be included because of its similarities to Alternate 4-2 and the ability to avoid the tank farm. Conceptual plans will be developed and refined. Conceptual plans for improvements along Route 440 and the NJ Turnpike interchange will define the specific location, length and number of lanes on ramps, overpasses, turning lanes at signalized intersections, weaving sections, and acceleration/deceleration lanes. The plans for the streets that will provide cross sections that detail the Peninsula with the Bayonne community would include sidewalks, bike lanes, and other amenities.

In order to achieve the necessary transportation improvements that will be associated with the Peninsula's Master Plan, the following actions are recommended for consideration by the County:

1. Initiate steps to get a commitment from the NJ Turnpike Authority to advance the planning, design and construction of a new 14A interchange and toll plaza. This project will require a long lead time to reach the construction stage. The Project Team will review the three interchange options with the NJTA staff and incorporate their comments.

2. Seek NJPTA endorsement and inclusion of a project in the MPO's Transportation Improvement Plan to accomplish the widening and realignment improvements for Route 440 that would be part of the preferred alternative that comes out of the Transportation and Land Use Study for the Peninsula. This would include monies for preliminary roadway design and right-of-way acquisition.
3. Review the recommendations that result from the Portway Extensions Study and work with the NJDOT to get those improvements that affect Port Jersey and the Peninsula's Marine Terminal an implementation priority. This is especially true for the rail freight improvements.
4. Secure broad support for advancing the Portway improvements and those that will be included in the Peninsula's Master Plan. These improvements should work in concert as a connected transportation system.
5. Secure funds to develop the 34<sup>th</sup> Street LRT Station as a transit village.

Identify various funding mechanisms to finance the construction of the transportation infrastructure. Since the area includes parts of Bayonne and Jersey City, consideration should be given the creation of a Transportation Development District.