

Denisey Coastal Zone Management Program

The NY - NJ Regional Port
and Redevelopment Study:
" A Port Cities Proposal "

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THE NEW YORK - NEW JERSEY REGIONAL PORT
AND REDEVELOPMENT STUDY: A PORT CITIES PROPOSAL

BY

Bayonne, NJ
Elizabeth, NJ
Hoboken, NJ
Jersey City, NJ
Newark, NJ
New York, NY

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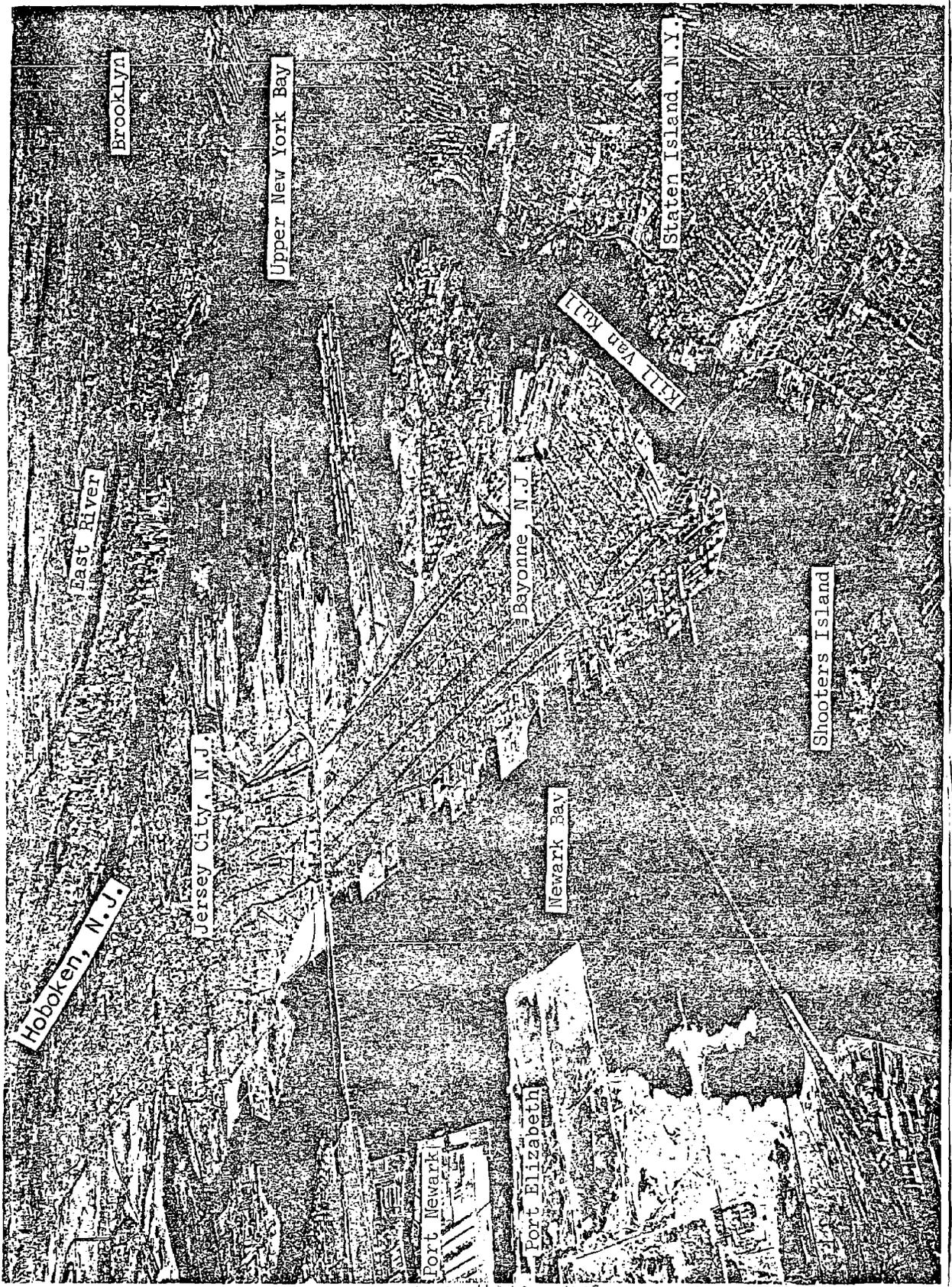


FIGURE 1

I. INTRODUCTION

Background

With a population of about 14,000,000, the Port of New York and New Jersey stretches along 750 miles of waterfront, includes more than 250 communities, remains the corporate headquarters of many financial and industrial firms, and continues to serve as the point of departure for much of the Nation's international trade. That the Port of New York and New Jersey remains the world's premier port is not in question.

In spite of its continued economic leadership on both the national and global scales, however, the Port of New York and New Jersey suffers from a host of water and land use planning problems. Land use on both sides of the Hudson River is characterized by vacant, underutilized and, in many cases, functionally obsolete plant, storage and transport facilities. Derelict and abandoned piers, deserted industrial sites, empty storage facilities, and neglected and poorly linked cargo and passenger transport facilities typically dot the Port Region's landscape. Similarly, use of the Port Region's greatest natural resource -- water -- has also been less than optimal. In recent years, maximum efficient water use in the NY-NJ Port has been hampered by the inability of municipal departments to assess future cargo demand, as well as by a lack of knowledge regarding the world markets of the future.

When broken down into their component parts both the land and water use issues described here are typified by the larger problems of a severe shortage of information. Unfortunately, the type of information which is lacking is the same type of information which is essential to arriving at sound planning decisions for the Port's future use and development. This problem is not only topically common to the subjects of land and water use, but it is also geographically common to the towns and cities which make up the Port Region. Specifically, the towns and cities of the NY-NJ Port Region lack the information required to assess the existing capacity, and to project the future capacity of their cargo facilities. The Port towns and cities also lack the information needed to choose the best alternatives for the use of remaining open space and developable land in the harbor. Finally, the Port towns and cities lack the information

necessary to fully understand and resolve the transportation connectivity problems between individual port facilities and non-port facilities.

In the Spring of 1979, New York City and the Maritime Administration (MarAd) engaged in a series of discussions related to port development in the NY-NJ region. Out of these meetings came the proposal for a regional port study. As suggested by MarAd, New York City approached the New Jersey Port Cities which have significant general cargo facilities as well as major ship building facilities within their boundaries. These cities included: Bayonne, Elizabeth, Hoboken, Jersey City, Newark and Weehawken. Receptive to New York City's invitation, the New Jersey Cities, with the exception of Weehawken, agreed to meet among themselves and more clearly define their own individual and group interests. An expansion of the original regional port study proposal to include an assessment of the Port Region's land development and redevelopment needs has been the end result of numerous meetings between the New Jersey Cities. Different emphases of the participating communities have been integrated into this document to reflect the NY-NJ Port Region's overall waterfront development needs and priorities.

The early and continued involvement of the Maritime Administration has been a key force in bringing together the diverse regional interests represented here. MarAd has also been instrumental in the identification of the federal agencies most appropriate for the review of this proposal.

Study participants also hope to work very closely with the Port Authority of New York and New Jersey. Where it exists, pertinent planning information previously assembled by the Port Authority will be actively solicited. For example, it is known that the Port Authority, under a separate contract with MarAd, is currently completing a port economic impact model to evaluate the regional port economies. This model would be beneficial to the Port Cities in zeroing in on such issues as the attraction and retention of port related jobs and means of increasing local tax ratables. Furthermore, it is believed that access to information produced by the port economic impact model would significantly strengthen the port policy making capability of each municipality. Thus, to ensure the continued health and competitive edge of the NY-NJ Port Region, it is believed that the effective coordination of the project

under discussion here with on-going Port Authority efforts, is imperative.

Goals and Objectives of Proposed Study

A primary goal of the study being proposed here is the development of information, required by all participating port cities, to plan for future water and land activities on the regional waterfront. Translated into more concrete and workable objectives, this goal envisions the preparation of three development plans: port development, industrial development, and commercial, recreational and residential development. To accomplish this goal, the study should address the following objectives related to industrial development and commercial, recreational and residential development:

1. Differentiate between obsolete, marginal, thriving and high potential land activities on the waterfront;
2. Identify and recommend ways of capturing high potential land waterfront activities (including the attraction of new industry and the development of mixed residential, commercial and recreational complexes; i.e., offshore fisheries, oil and gas, etc.)
3. Identify the energy conservation and energy generation opportunities afforded by the waterfront.

The following objectives relate to port development:

4. Differentiate between obsolete, marginal, thriving and high potential marine activities on the waterfront;
5. Estimate the existing and future capacity of the Port Region's marine facilities (including its container and break-bulk terminals, liquid and dry-bulk terminals, LASH, Seabee and Ro/Ro terminals) to handle existing and future needs in terms of cargo mix, technology, and cargo movement;

6. Estimate the existing and future capability of the Region's total transportation system to serve both cargo and passenger needs;
7. Define existing and future cargo flows through the Port (by origin and destination and by mode of domestic inland transportation);
8. Provide the cornerstone for the Port's full export potential (through an analysis of cargo trends, an analysis of increased demand for various commodities on world markets, and an analysis of the hinterland's production profile);
9. Identify the energy conservation and energy generation opportunities afforded by the waterfront.

The goal of the study being proposed here is the eventual unfolding of a comprehensive but flexible regional port and redevelopment plan. Translated into the distinct objectives enumerated above, this goal includes the following:

10. The identification of the full range of legislative and financial steps necessary to implement the regional port and redevelopment plan;
11. The coordination of the findings of the present study with those of other federally-sponsored or locally-sponsored studies; and
12. The coordination of this exercise with similar efforts carried out by the Port Authority of New York and New Jersey.

Geographic Parameters

Not all 750 miles of the NY-NJ waterfront are being recommended for examination by this proposal. Rather, the emphasis of this request for further study will be upon those areas which are ripe for more extensive marine use in New York, and upon those areas which are ripe for redevelopment in New Jersey.

In New York, the proposed study area will extend from the Brooklyn Navy Yard to the Brooklyn Army Terminal in Brooklyn; it will cover the Stapleton Piers and Howland Hook Marine Terminal on Staten Island; and it will also include Piers 36 and 42 in the East River in Manhattan. On the New Jersey side of the Hudson River, the proposed study area will consist of the waterfronts of Bayonne, Elizabeth, Jersey City and Newark and the waterfront north of Stevens Institute to the Weehawken city line in Hoboken. Specific sites targeted for further examination by the proposed study are graphically depicted in Figure 1.

In addition to the concentrated study areas designated above, the proposed study will incorporate statistical information from port and terminal facilities throughout the bi-State region, even though such facilities will not be studied in terms of land use.

Summary

While the Port of New York and New Jersey remains the world's premier port, it is presently suffering from a variety of land and water-use problems. In many cases, these problems stem from a serious lack of essential planning information.

Based on the assumptions stated here, the intent of the current proposal is threefold: 1) to identify common regional and sub-regional development issues and opportunities, 2) to obtain sufficient outside aid to fund the gathering and processing of vital port planning information, and 3) to implement action programs based on the recommendations of trustworthy studies already on the books. The point that the study being proposed here is expected to lead to implementable actions and programs in both the short and long term cannot be emphasized enough. Action programs addressing the immediate needs of participating cities will be described more fully in the section to follow, titled: Municipal Profiles.

linear park buffering residential development from the water. This residential area is bounded on both sides, however, by heavy industry and oil storage tanks which are located on the rest of the Kill Van Kull. Along Newark Bay, residential neighborhoods and three parks, including Hudson County Park, are adjacent to the water. Industry is located in the southern portion of the Newark Bay waterfront. The only vacant land is around the Constable Hook Area. Approximately 400 acres, much of which is under water, is owned by Public Service of Bayonne. The City also operates a landfill and occasionally sells parcels of land in this area.

Growth Pressures and Opportunities

Industry will continue to concentrate on the Upper New York Bay side. Because oil and chemical storage are restricted in neighboring areas, interest in Bayonne for these heavy industrial uses will probably remain high. Bayonne relies heavily on tax revenues from the oil and chemical facilities, but some public opposition to any new facilities is present. The Newark Bay side will probably change little in the future. A Route 169 extension is planned for the east side of Bayonne, which would leave the Newark Bay area unchanged. There are virtually no areas open for recreational development on the Hudson River waterfront.

Waterfront Parks

Bayonne has a linear waterfront park along the Kill Van Kull, with two municipal parks, City Park and Veteran's Park and Hudson County Park, on Newark Bay. Bayonne has no waterfront access on recreational uses, however, on its Hudson River side, nor does it plan to have any.

Bayonne Study Issues

As a peninsula city whose border is 95% waterfront, Bayonne has the largest amount of waterfront of any City in the northern New Jersey area. The excellent location of the city's eastern and southern waterfront was recog-

nized by industrialists early in the development of the community and up to this day, those shores are used heavily as petro-chemical storage and process sites.

Twin man-made peninsulas with approximately 600 acres of land have been created on the eastern shore and fall within the Heavy Industrial Zone. One of these peninsulas was confiscated by the United States for defense purposes and has been unavailable for economic development purposes. The second site was recently completed with one-third of the land mass within the Bayonne border and the remaining two-thirds within the City of Jersey City.

Development of the site has been sporadic at best and a need exists for the two communities to develop a mutually acceptable strategy for developing the 200 acres remaining to be developed.

The City of Bayonne is blessed with four waterfront parks which provide the bulk of outdoor recreational opportunities to the 75,000 residents. Three of the parks are located on the western shore (Newark Bay) and all have a need for major bulkhead repair in addition to basic site improvements.

The City is presently reviewing proposals to address these needs in two of the three waterfront parks which are within its jurisdiction. The third (Hudson County Park) is receiving the same kind of attention from the Hudson County Parks Department.

The fourth waterfront park is on the southern (Kill Van Kull) shore with Phase I completed in 1976. Phase II of this Park is scheduled to begin this summer, but these plans do not include the reconstruction of the city-owned dock adjacent to it. In this dock, the city envisions an opportunity to bring commercial recreation fishing boats back to the residents, as well as provide additional access to the waterfront.

The remainder of Bayonne's waterfront is used for residential purposes. There are significant problems related to this usage including erosion, rat control, flooding and accumulation of debris that causes odor and fire hazards.

The city is a geographic pivot that must be passed by the numerous vessels visiting the port. For this reason, the city is very concerned about the development and maintenance of the channels and the regulations controlling the use of them.

ELIZABETH PROFILE

Background

Ideally situated in the heart of the metropolitan market and with a population of 104,000 people, Elizabeth has proven to be a profitable location for industry. Allied Chemical Corporation, Burry Division of the Quaker Oats Company, Reichhold Chemicals, Inc., Phelps Dodge Copper Products Company, and the Wilson-Jones Company, Division of American Brands are among the multitude of industrial firms with plants in Union County's largest municipality.

Elizabeth's industry grew, prospered, and strengthened its competitive position because of the excellent transportation facilities found in the area. U. S. Routes 1 and 9 cut through the heart of the community, while the most heavily travelled toll road in the world, the New Jersey Turnpike, traverses the eastern perimeter of the City. Conrail and Amtrak provide passenger and freight rail services within Elizabeth as do hundreds of trucking companies. Newark International Airport partially lies within the boundaries of Elizabeth providing both domestic and overseas passenger services together with cargo and maintenance facilities. One of the largest and most modern container facilities in the entire world is located on Newark Bay operated as the Elizabeth-Port Authority Marine Terminal. Elizabeth is the birthplace of containerized shipping which has revolutionized the entire industry.

For purposes of this study, the waterfront study area has been defined as all lands east of the New Jersey Turnpike to Arthur Kill and Newark Bay with the exception of a light industrial development located between Trumbull Street on the North, Third Avenue and Elizabeth Avenue on the South, the New Jersey Turnpike on the West, and Butler Street and First Street on the East. The waterfront is approximately 4.6 miles in length bordering Newark Bay and the Arthur Kill, extending from the Newark city line at the Elizabeth Channel to Morses Creek at the Linden city boundary.

In excess of 90 percent of those lands within the study area are either developed for industry or, in the case of vacant parcels, zoned for industrial development. With regard to the Newark Bay-Arthur Kill waterfront,

approximately 1.3 miles or nearly 30% are under the jurisdiction of the Elizabeth Marine Terminal operated by the Port Authority of New York and New Jersey. For all intents and purposes, this is the active marine waterfront. Immediately to the south of the container facility are the Allied Chemical plants and the ConRail locomotive and Car-shop facilities.

Continuing in a southerly direction adjacent to the ConRail ships are located a multitude of smaller firms manufacturing a variety of products ranging from clothing and embroidery to kitchen equipment, transformers, and polyethylene film and bags, all housed in former Singer Company buildings. Immediately to the south are the remaining Singer Properties now devoted to the production of industrial sewing machines and allied accessories.

The City of Elizabeth is currently developing plans to rehabilitate a 0.87 mile portion of its waterfront along the Arthur Kill. The site is located east of Front Street extending south from the Singer Company to the Elizabeth River. This waterfront property consists of a mixture of vacant parcels and light industrial operations. The 4,500 foot linear strip will be developed for park and open space including a marina and supporting commercial activities. Property is currently being acquired and a recreation pier has already been completed.

The remaining 2½ miles of waterfront is utilized by a number of industries including the Phelps Dodge Copper Products Company, Reichhold Chemicals Inc., and Bayway Terminals Corporation, all located near the Exxon refinery just south of the Goethals Bridge. North of the Bridge continuing on to the Elizabeth River along the Arthur Kill are Chevron USA, Inc., Crown Central Petroleum Corporation, Borne Chemical Company, ADM Company, processors of marine and vegetable oils, and Loizeaux Builders Supply Company, the latter firm, a producer of ready-mix concrete located by the Elizabeth River. As far as can be determined, some of these firms do utilize water transportation.

North of Goethals Bridge between the New Jersey Turnpike, the Arthur Kill and the Elizabethport community are a number of scrap metal firms, specialty chemical manufacturers, the Elizabethtown Gas Company gas works, the Joint Meeting of Essex and Union Counties regional sewage treatment plant, and the Thomas and Betts Corporation, a large manufacturer of electrical items. These

industries are located away from the water and do not use it for transport.

The City of Elizabeth is keenly interested in attracting new technologies as well as maintaining an existing healthy industrial base. In order to bring these efforts to fruition, fulfillment of certain requirements are necessary such as improved access to both vacant, prime industrial acreage and existing facilities. Specific streets or portions thereof have been identified for repaving, reconstruction, or new construction to provide this essential access.

In addition, in order to successfully carry out the proposed Arthur Kill Park project, redeveloping a specific part of the waterfront no longer suitable for existing industrial uses, it is also incumbent upon the City to bulkhead portions of the waterfront adjacent to the proposed recreational and open-space facility. Preparation of an environmental impact statement including historical and archeological surveys for the Arthur Kill Park area are also necessary as part of a package of required feasibility studies.

Elizabeth's Study Issues

In concert with the City of Newark, Elizabeth has access to some of the finest inter-modal transportation facilities in the entire nation. However, while regional access is excellent, no less important are improvements to the internal street network which is absolutely vital to the continued economic health of those industries served by the street system. It is also of paramount importance that full utilization of the system be taken advantage of.

Some of our manufacturing facilities and prime vacant industrial tracts are located on roads which badly need improvements. It is essential that we resolve some of the problems associated with periodic street flooding, broken and worn pavement, and railroad grade crossings which leave something to be desired. In order to keep industry and to attract new facilities, it is imperative that an adequate internal circulation system be provided. The City's Comprehensive Master Plan is currently committed to manufacturing and industry along the entire Arthur Kill-Newark Bay waterfront with the exception of a 0.9 mile stretch from the Singer factory to the Elizabeth River. This area is scheduled for development as waterfront-oriented open-space and recreational activities

with some limited commercial uses as supporting activities. It is important that the City utilize its good offices to encourage a healthy industrial climate... no less important that it also encourage the replacement of obsolete and marginal industrial uses from those areas that can no longer sustain such facilities. The nine-year phased development program for completion of the Arthur Kill Park is a specific case in point.

Elizabeth has already developed preliminary plans and designs for the Arthur Kill Park and is presently acquiring a number of properties to fulfill part of the first stage of the waterfront revitalization program. To this end, it is essential that specific feasibility studies and particular waterfront improvements, such as bulkheading, be undertaken. The latter activity is part of an overall waterfront plan to construct and/or replace bulkheads as required. This particular activity is also essential and necessary to compliment the Harbor Collection and Removal of Driftwood Program of the U. S. Army Corps of Engineers.

HOBOKEN PROFILE

Background

Occupying a little more than one square mile (1.3 square miles), the City of Hoboken supports a population of close to 45,000 -- making it one of the most densely populated cities in Hudson County, the State of New Jersey, and the Nation as a whole. In spite of recent media coverage attesting to Hoboken's "gentrified" image, the town is still predominantly low and moderate income. Recent population statistics show that approximately 35% of the City's population falls into the minority classification (largely Hispanic), and roughly 20% of the population receives welfare benefits.

One of Hoboken's greatest untapped resources is its waterfront. Stretching 11,000 feet along the Hudson River, this real estate is nothing short of a developer's dream. The waterfront lies within close proximity of the City's central business district; it hosts an architectural treasure (the Erie Lackawanna Terminal) which has been listed on the National Register of Historic Sites; and it provides excellent mass transit connections to New York City, Newark and Jersey City via the PATH subway, and to other northern and central New Jersey localities via the ConRail commuter lines. Last but not least, Hoboken's waterfront affords one of the best views of the New York Skyline to be found anywhere.

While much of Hoboken's housing has had the benefit of extensive private and publically-sponsored rehabilitation over the course of the last eight years, its commercial and industrial sectors have lagged far behind. Some retail merchants have permanently left the City, and many of those who've stayed behind or recently come in find themselves struggling to stay in business. Similarly, many manufacturing firms have also left Hoboken, taking a great many jobs with them.

Land Use and Land Use Plans

Hoboken's first Master Plan was produced in 1956. This plan was revised by a land-use plan element, approved by the local Planning Board in 1979. The 1979 land-use element differs from the 1956 Master Plan in that the later document calls for industrial land as well as non-industrial land on the waterfront. While the 1956

Plan stipulates industrial use only, the later document also provides for the development of a public park, a private park with public access, and variety of other uses. Specifically, within the area referred to as the Waterfront Area by the 1979 land-use element, two categories of use are permitted. These categories are:

1. Principal Permitted Uses. This category covers marine terminals and university development. It also allows for public open space.
2. Conditional Uses. This category, subject to special review, provides for planned unit development, and residential development.

The recently approved municipal zoning ordinance supports the land uses just extracted from the land-use plan element.

As it exists now, Hoboken's waterfront is less than 50% occupied. At its northernmost boundary, the Waterfront includes seven piers. These piers have come under City ownership as a result of tax foreclosure; and six of the seven piers have been tentatively scheduled for demolition under the U. S. Army Corps of Engineers' Harbor Collection and Removal of Drift Project. Moving south along the waterfront, the next two groups of piers belong to Bethlehem Steel and to the Maxwell House Division of General Goods. Both the Maxwell House and Bethlehem Steel piers are in active use and it is expected that they will remain in active use. The next group of (inactive) piers belong to Union Dry Dock, also a private proprietor. The future of the Union Dry Dock piers is somewhat in question. Two of the four piers have been recommended for removal by their owners. Stevens Institute of Technology is Union Dry Dock's neighbor to the south. Going further south, still, are two more city-owned piers, the Fifth and Sixth Street Piers. Resulting from their advanced state of deterioration, these piers are also considered strong candidates for removal under the Army Corps of Engineers Harbor Clean-Up Project. Three MarAd/Port Authority owned piers follow the Fifth and Sixth Street Piers. These piers, known as Piers A, B and C, were until recently considered to be in very sound condition and were, therefore, considered prime candidates for development and redevelopment. Severe fires on October 31st and November 3, 1980 seriously damaged Pier B, and the full effect of this fire on the City's water

front redevelopment plans is not yet known. The southernmost property on the Hoboken waterfront is that belonging to New Jersey Transit and ConRail. This property includes six ferry slips and three piers. All piers but one and all ferry slips have been recommended for removal under the Harbor Clean-Up Project.

In summary, much of Hoboken's industrial property on the waterfront is unutilized, underutilized and/or disconnected from other inland manufacturers. In a similar vein, passenger rail and other transportation facilities, located on or near the City's waterfront, are also in need of an extensive overhaul. The City of Hoboken is currently working with the Port Authority and the New Jersey Department of Transportation to develop a plan for the redevelopment of the waterfront from the Erie Lackawanna Terminal to Stevens Institute. Preliminary plans call for a mixture of residential, commercial and recreational development, possibly coupled with some light, "clean industry."

Hoboken Study Issues

As just noted, existing redevelopment plans for the area of the waterfront between the Erie Lackawanna Terminal and Stevens Institute emphasize mixed residential-commercial-recreational uses as the highest and best uses. Such plans also emphasize that heavy industrial uses are economically unsound and environmentally undesirable. However, where light industrial uses are concerned, the same plans and reports note that such uses should not be ruled out for the future.

With its dwindling economic base, the City of Hoboken feels a pressing need to explore all development avenues for its waterfront development target area, and select those which offer the greatest revenue generation and job creation potential. At this point in time, however, the City does not feel it knows all it should about the types of desirable industry it can realistically hope to attract. Additionally, the City would also feel more comfortable about making important development decisions, if it had a thorough assessment of the short and long-term social, economic and environmental impacts high-density, mixed development might have. Finally, the City does not yet have a satisfactory plan for the re-routing and passenger traffic along its major arterials -- Shore Road and Observer Highway.

Redevelopment Areas

Four sections of Hoboken's waterfront are currently slated for future development. These sections are:

1. The Erie Lackawanna Rail/Ferry Terminal -- This architecturally distinctive structure is now undergoing extensive repair and renovation. Through a \$4.35 million grant from the U. S. Economic Development Administration, the roof and skylights of the Terminal proper have been restored, its waiting room is being renovated, and the roof, skylights and concourse of the train shed will also be restored in the near future. Existing plans consider this facility to be a cornerstone to any mixed-use waterfront development. Optimally, the City would like to see the Erie Lackawanna Terminal developed in a way that the structure would be conducive to a variety of mixed commercial-residential-recreational and light industrial uses of the waterfront.
2. Port Authority Piers -- These three piers, which are in excellent condition, were until recently active shipping piers. The City of Hoboken has been working with the Port Authority on the possible re-use of these piers for mixed-commercial-residential purposes.
3. Fifth and Sixth Street Piers -- Acquired by the City of Hoboken through tax foreclosure, these two deteriorated piers have been proposed for the development of middle-income condominiums and public recreation space. The Army Corps of Engineers, through its drift removal project, will soon recommend that these piers be demolished. Obviously, the City of Hoboken will want proof that the piers are structurally unsound and beyond repair, before it approves their removal. Moreover, the City will also want to gain a sense of the optimal future use of this section of the waterfront, as it relates to adjoining areas.

of the waterfront and to the rest of the City.

4. Weehawken Cove -- Located on Hoboken's northern boundary, the City views this area as industrial and would like to explore all possible opportunities for increasing the attractiveness of this area to existing as well as new industrial tenants.

Hoboken's Immediate Needs

Based on information presented throughout this essay, the City of Hoboken feels the four statements that follow represent its present and future waterfront planning needs:

1. Determine the optimum mix of uses of Hoboken's waterfront and its individual properties (e.g.: commercial, recreational, residential and industrial);
2. Assess the marketability and feasibility of Hoboken's waterfront as a site for the future location of light, "clean industry" and new marine technologies;
3. Develop facilities and provide services to better meet the energy and operating needs of industrial tenants on the Hoboken waterfront; and
4. Examine the existing traffic congestion problems of Hoboken's major land cargo conveyance facility, Shore Road, to examine the implications for future traffic problems under a variety of development alternatives; and to examine possible solutions to existing and future traffic problems.

JERSEY CITY PROFILE

Background

The City of Jersey City is presently unable to take full advantage of its strategically-located waterfront. A proliferation of ownerships, lack of long-range policy on the part of ConRail toward its property, efforts of speculative interests, and the absence of data on possible future use and demand of port, waterfront-industrial and mixed-use activities have hindered the City from committing itself to a development policy for the waterfront.

The Jersey City waterfront offers a wide range of development opportunities. The City's transportation network of roadways, turnpikes and railways thoroughly integrates the City into the surrounding region. The existing waterfront facilities can be refurbished and/or expanded to enhance the economic viability of the waterfront. The waterfront's close proximity to New York City increases the potential of the area for port and cargo, industrial and mixed-use residential/recreational purposes.

The chances for substantive and economically beneficial redevelopment on the waterfront depend to a great extent upon how land uses reflect and foresee rapidly advancing technology and methods of transfer, storage and transportation of goods and services, as well as the potential for innovative development.

Present Activities

At the present time, the conditions of most pier and port facilities along the waterfront are poor. The area is characterized by many dilapidated, rotting and obsolete piers. In addition, much of the former docking and general anchorage space is unusable because of the wreckage and abandonment of old ferries, tugboats, barges and lighters.

Because most of Jersey City's waterfront land has been tied up in idle or marginally-used railroad property, the City has not, until recently, been able to follow the most recent trends in port activity: the container market. Presently operating is a container port, developed by the Port Jersey Corporation. The com-

plex is located on a 410-acre site (of which 310 will be landfill) astride the Jersey City-Bayonne line, adjacent to ConRail's Greenville Yards. It will be composed of warehousing and light industrial plants as well as containerized shipping operations. The site is served by ConRail and is adjacent to the New Jersey Turnpike.

A major redevelopment proposal for Jersey City's Northern Waterfront was recently approved by the Planning Board. This project will take advantage of a unique site opposite New York City along the Hudson River. This planned unit development is a balance of land uses where commercial, residential and recreational areas are designed to provide a cohesive community structure. The project includes a regional shopping mall, rental housing units, and office and commercial space.

Liberty State Park is an 800-acre waterfront park development that is currently under construction by the State of New Jersey.

The Harborside Terminal facilities, located adjacent to Exchange Place, were built in the early 1930's by the Pennsylvania Railroad, and provided warehousing and shipping facilities with direct access to the Pennsylvania's Harsimus Cove branch. The terminal was operated by the Railroad until 1955, when it was sold to private interests. The entire complex contains 2,500,000 square feet of office and light manufacturing space.

The success of Harborside Terminal is in part due to its location in relation to rapid transit, the New Jersey Turnpike and the Holland Tunnel.

There is an ongoing redevelopment project at Exchange Place which includes the removal of existing piers and the new construction of the waterfront park facility. This project is funded as a joint venture between the Green Acres Program and the City.

Jersey City's Study Issues

Greenville Yards -- development of Industrial Park and additional deepwater port facilities for possible use as a coal export facility.

Northern Waterfront -- large scale residential, commercial, recreational development.

Liberty State Park Extension -- the further development of Liberty Park to its full 800 acres.

Harborside Terminal -- the best use of this facility should be determined and implemented.

Exchange Place -- development of recreational open space and residential area.

Harbor Clean-Up -- funding to sustain the Army Corps of Engineers drift removal program.

Jersey City's Immediate Needs

Determine the highest and best uses of the Jersey City waterfront based on projections of future demand for waterfront uses, and the realistic development of the region's waterfront.

Identify public/private funding sources for the Greenville Yards development of an industrial port and deepwater port facilities with special attention given to the feasibility of this area as a large-scale coal export base.

Identify public/private funding sources for the Northern Waterfront's mixed-use residential, commercial, and recreational development.

Determine the best use of the Harborside Terminal, located at Exchange Place.

Determine improvements for existing waterfront industries.

NEWARK PROFILE

Background

Newark, established in 1666, has been the urban center of New Jersey for more than 300 years. Located in the New York Metropolitan Area in Essex County, the City became New Jersey's insurance and financial capital and a center of transportation, while also developing an industrial base of small manufacturing firms, primarily in electrical machinery, chemicals, apparel and fabricated metal products. During the decade after World War II, Newark again grew to its maximum population of somewhat more than 440,000, a figure equal to that attained shortly after the Great Depression in 1929. Since that time, however, the population has been declining. The 1970 U. S. Census accounted for 382,417 residents, and more recent estimates suggest an even further decline. Yet, Newark remains New Jersey's largest and most densely-populated city. Nationally, it ranks second only to New York in terms of population density.

During this period, there have been significant changes in the nature of the nation's economy. The emphasis on manufacturing in urban areas has diminished and, subsequently, the number of manufacturing jobs in cities has decreased. This decline in available jobs, accelerated by improved highway access that opened up new areas of the region and County to development, caused shifts in the labor market. The number of manufacturing jobs in Newark went from 96,500 in 1952 to 45,000 in 1977.

A review of the local economy, and meetings with key individuals in the private sector, identified past economic and financial trends and the key issues that the City must begin to address in an effort to improve its economic vitality. The overriding thrust of the City's economic development effort is directed toward reducing unemployment, increasing personal income and generally improving the local tax base.

The City's Master Plan and Economic Development Strategy have been prepared to guide the City in its efforts to reduce unemployment, increase personal income and improve the quality of life of its residents within a balanced system of development. Some of the planning concepts are to:

1. Present a land-use pattern that calls for the concentration of commercial, industrial, service, as well as selected residential use;
2. Call for further industrial use in the Meadowlands Area, where there are limited amounts of land properly prepared and available for new development;
3. Describe transportation improvements, that primarily improve access to the City's Air and Marine Terminals and encourage economic development by providing better integration of land use and traffic movements;
4. Identify the key infrastructure improvements that are required to support development in the Meadowlands and adjacent port properties.

Land Area -- Total 24.4 square miles = 15.616 acres
Waterfront -- Total 13 miles (Passaic River and the Newark Bay).

Port Newark covers 930 acres, the channel is 35 feet deep, 685 feet wide, and 7,000 feet long.

Newark International Airport is one of the largest in the country, costing approximately \$400 million. It is 2,300 acres in size and serviced by 23 airlines.

Newark's Study Issues

The Newark study area has a mix of long-haul transportation capability that is considered one of the best intermodal facilities in the world. However, there still are some missing links within the transportation network. Port Newark/Elizabeth has access to the regional highway system, but is lacking the needed internal circulation to fully utilize the system.

Newark has a considerable amount of acreage for industrial development that is idle due to inadequate internal circulation. Regardless of how many acres are available or how desirable the property is, investors will not develop without adequate access to the highway system.

Future plans for the Newark study area include a "heavy industry" designation for the balance of the area, and the following outlook statement for development prospects in the study area. The Meadowlands represents a potential for industrial development with regional impact. The 1,700 acres in the Industrial River Urban Renewal Project are largely vacant, with access to all major types of transportation facilities. In the past, a major impediment to development of the Meadowlands was treating the area by developmental stages in order to coordinate access routes, transportation facilities, industrial services and soil stabilization work.

The importance of Newark's major transportation facilities was emphasized as a key ingredient to future development of the study area in the following fashion: an essential part of the industrial land use plan is the continued development of Port Newark. The advantages of having access to a modern port facility with warehousing and loading facilities are of prime importance for Newark's future industrial development. Decisions regarding plant location will certainly be influenced by the fact that Newark can provide such facilities, particularly since the port area has excellent linkage to other industrial areas to the City by U. S. Route 1 and 9, the New Jersey Turnpike and the various rail lines. However, the internal circulation system is deficient; to reach the desired highway you have to travel through a "spaghetti maze." There is a strong need for a port periphery road, which would provide direct access, connecting the port with designated truck routes and industrial areas located within close proximity.

Newark Statement of Immediate Needs

The Immediate Action Program includes for Newark the type of actions that would aid the existing transportation network. For example, a port periphery access road which would provide direct access between the port and the highway network, thus making the port and adjoining meadowlands enticing to private developers. Newark has outlined three projects which represent the access needs of Port Newark:

1. Access road leading into the Oak Island intermodal yard -- construction of new road: Delancey Street, to Wheeler Point Road;

2. Port Newark Access Roads --
construction of new road: South Point:
Bessamer Street, to International Way
to Doremus Avenue;
3. McClellan Street (vertical clearance),
roadway widening under Penn Central
Railroad overpass.

NEW YORK CITY PROFILE

Background

New York City's waterfront was once the center of the nation's maritime commerce and trade. Break-bulk piers lined the Manhattan, Brooklyn and Staten Island waterfronts and close to 40,000 longshoremen worked these piers. The advent of containerization in the 1960's shifted the focus of cargo movement to the Port Authority's facilities in Newark and Elizabeth, New Jersey. At the same time, the nation was gradually moving away from reliance upon railroads for the land movement of cargo to a reliance upon trucks. This was most pronounced in the Port of New York and New Jersey with the bankruptcy of the Penn Central Railroad and the formation of the ConRail system.

These shifts in transportation technology and modes resulted in significant deterioration of the City's physical maritime transportation plant. Scores of piers are abandoned with many scheduled for removal under the U. S. Army Corps of Engineers' Harbor Collection and Removal of Drift Program. Rail facilities fell into disuse as the movement of cargo transferred to trucking.

The City of New York has had to face a number of complex economic development issues in the past few years:

1. What should be done with the abandoned piers;
2. Should the City construct container terminals;
3. Should the City refurbish rail facilities.

The City has gone forward with the construction of marine terminals and, in cooperation with the State of New York, rail facilities. However, the problems have not been solved completely. The City lacks a comprehensive data base for the planning of future transportation facilities. Without this data, the City has the problem of determining the highest and best use of land along the waterfront with an incomplete data base.

Present Development

The City of New York has initiated construction of three container terminals in the past decade: Howland Hook Terminal in Staten Island, Northeast Marine Terminal in Brooklyn and Red Hook Terminal in Brooklyn. The first two terminals are scheduled for expansion in the next few years.

The City and State are proceeding with the refurbishing of the Bay Ridge rail line which will connect the Brooklyn waterfront with the midwest and New England via a water-level route along the Hudson River.

The City has made the Standard Fruit Pier, Pier 42, on Manhattan's East River waterfront one of the nation's largest fresh fruit handling marine terminals. In addition, the City and the Port Authority have maintained break-bulk operations in various locations along the Brooklyn waterfront.

In the redevelopment of waterfront property once used for maritime commerce and trade, the City has begun a number of projects, including:

1. South Street Seaport in lower Manhattan;
2. Battery Park City in lower Manhattan (with the New York State Urban Development Corporation);
3. East River Development from 16th to 23rd street in Manhattan. This is a mixed-use residential and commercial complex;
4. Waterfront restaurants in Queens, Brooklyn and Manhattan;
5. New York Convention Center on the West Side of Manhattan (with New York State Urban Development Corporation);
6. Aircraft Carrier Intrepid/Aeronautical and Aerospace Museum. The aircraft carrier will be docked at Pier 86 on the Hudson River in Manhattan.

New York Study Issues

The City has a number of other projects underway in all five boroughs. At this time, the redevelopment of the City's waterfront is not a key issue for New York City. The issue that is a concern is the problem of competing cases for the same parcel of land. How does the City make a determination of the highest and best use?

More specifically, the City of New York has determined that maritime commerce and trade represents the highest and best use of the waterfront. But determining the need for these developments represents a problem for the City.

The City, at this time, does not have the staff capacity to determine cargo projections, technology changes and cargo capacity of various transportation systems. Securing this base of information will allow the City to plan rationally for future port development and transportation improvements.

If the City had this information, it would be in a position to plan for port, industrial, and commercial, recreational and residential development in an orderly fashion. Hence, the elements of the port development plan represent New York City's concerns in the Regional Port and Redevelopment Study.

New York City's Immediate Needs

The immediate needs of the City of New York are reflected in the set of deliverables under the port development plan (Section IV).

These data elements are to aid the City in port planning in the following areas:

1. Brooklyn Navy Yard to the Brooklyn Army Terminal;
2. Howland Hook Marine Terminal in Staten Island;
3. Stapleton area of Staten Island;
4. Piers 36 and 42, East River, in Manhattan.

In addition, the appropriate rail and truck connections to the marine terminals are an element of the City's immediate needs.

Finally, the data elements in the port development plan (e.g. original destination study, etc.) should be port-wide statistics.

III. SCOPE OF WORK

Study Objectives

The New York-New Jersey Regional Port and Redevelopment Study is designed to accomplish the following objectives:

1. Estimate the capacity and capability of the region's maritime facilities including container and break-bulk terminals, liquid and dry bulk terminals and LASH, Seabee changes in cargo mix, technology, cargo movement trends and capacity requirements. This objective includes examination of the implications of growth for individual terminals for the entire port region.
2. Estimate the capacity and capability of the region's total transportation system in relation to its port and industrial facilities to handle existing and potential changes in cargo mix, technology, cargo movement trends and capacity requirements. This objective includes rail, truck and pipeline services to these facilities and the problems of congestion and service levels.
3. Define the existing and future cargo flows of all types through the Port of New York and New Jersey. This analysis includes origin and destination of domestic and foreign cargo by mode of domestic inland transportation (between the port and domestic shipper or receiver). This objective must be met in the context of world trade trends, the legal context of international trade, and local developments which may affect cargo flows. This analysis provides present and projected future demand for transportation services for cargo.
4. Develop the Port's export potential through analysis of cargo trends, world market growth for various commodities and products, and the hinterland's production profile. This objective also includes analysis of those factors which may enhance or inhibit the port's export

potential: GATT, protectionism, transportation barriers, etc. These factors are primarily legal and regulatory factors, both in the domestic and international economies. The use of Foreign Trade zones to enhance exports is included in the analysis.

5. (a) Establish a set of land-use criteria for the Port of New York and New Jersey municipalities which can be used by the cities in planning for the relocation or retention of non-water dependent industries now located along the waterfront. These criteria should be based upon an inventory of existing uses and industries along the waterfront. The criteria should allow the cities to evaluate whether programs should be developed to allow the relocation of industry not dependent upon water access to locations away from the waterfront. The criteria should allow the cities to maximize the use of the waterfront for water dependent industry.
- (b) Establish criteria for industrial development in "open" spaces along the waterfront. "Open" spaces are both undeveloped land and vacant structures. The municipalities require criteria by which the industrial development of such land can be maximized. Consistency with Objective 5(a) above is required. Thus, the development of water-dependent industry receives the highest priority. In addition, the requirements for infrastructure development, zoning and existing land-use of neighboring sites are essential components of this Objective. In keeping with Federal consistency requirements, this task must employ the Coastal Zone Management goals, where applicable, and be coordinated with the planning for the New York-New Jersey Harbor Collection and Removal of Drift Program of the U. S. Army Corps of Engineers and other Federal and State programs.

(c) Establish criteria for non-industrial uses of the waterfront. These uses include: commercial, recreational and residential uses of the waterfront. The criteria should take into account: (a) the inventory of land and structures available for such uses; (b) what options are available for the municipalities in this area; (c) physical and environmental concerns of planned and existing uses of the waterfront. The use of former industrial facilities for conversion to these uses is included in the range of options for the municipalities. As in Objective 5(b), this Objective must be coordinated with both the Coastal Zone Management Program, the Harbor Collection and Removal of Drift Program and other Federal and State programs.

6. Define the energy concerns of the region within the context of Objectives 1-5(c). Planning for port development, industrial development, and commercial, recreational and residential development must include energy concerns. Such concerns include, but are not limited to: (a) conversion from oil to coal-burning utility plants in the region; (b) impact of high fuel costs on transportation to and from marine terminals and industrial sites; (c) technological innovations in land and ocean transportation systems and in construction techniques which would have an impact on energy use; (d) changes in energy usage in world markets which would have an impact on the region (e.g. growth of a coal export market).
7. Establish a port and redevelopment plan for the Port of New York and New Jersey as an entity, and for each of the participating cities individually. This plan should address the need for new or expanded marine terminals of all types, new or improved land transportation systems, and new or deepened navigation channels within the Port. This port and redevelopment plan should have three components: (a) port development component; (b) industrial development component; and (c)

commercial, recreational and residential component. This plan should address the range of economic, environmental and regulatory constraints placed on the Region as well as the competition for land along the waterways for mixed uses.

8. Identify the full range of legislative and financial steps necessary for the implementation of the port and redevelopment plan. This objective should include those which can achieve development requirements with the minimum of delay. The legislative requirements include federal, state and local legislation either for new funding programs or for streamlining of regulations governing development.
9. Coordinate the findings of this study with other federal programs including the Coastal Zone Management programs of the States of New York and New Jersey (when adopted), other U. S. Department of Commerce programs and with State and Local programs.

Study Scope

The contractor(s) which undertakes this study will carry out the objectives in the context of the Port of New York and New Jersey, the transportation interface with the Port, and the land uses associated with the Port. The region includes the Port District, the larger metropolitan area which generates or receives cargo or has the potential to generate or receives cargo moving through the Port. The broader "hinterland" of the Port is any area beyond the metropolitan area which generates or receives cargo which moves through the Port.

The study will refine the definition of the economic area of the Port of New York and New Jersey through analysis of:

- (a) trade routes for domestic and international trade;
- (b) segments which form the through transportation system of the Port of New York and New Jersey;
- (c) those portions of the Port's transportation system which provide this Port with the least cost routes for the movement of cargo through this Port.

The study must be aimed at identifying and improving the export potential of the Port and the surrounding region. The export potential includes not only identifying new foreign market areas and potential domestic suppliers but also identifying the critical capacity and service problems which must be resolved within the Port area.

The study must also aim at preparing an industrial development and retention/relocation strategy for existing industries along the waterfront, new industries, and for those open spaces along the waterfront. This plan must provide the municipalities participating in the study with a set of criteria by which land-use and development decisions can be made.

The study will also aim at a strategy for the commercial, recreational and residential development of the waterfront in those areas not destined to be used by industry. This plan must also provide the municipalities with a set of criteria by which land-use and development decisions can be made.

These three development plans constitute the Port and Redevelopment Plan for the Region. As such, the three components must be internally consistent and the entire plan must provide the municipalities with a framework for making decisions over competing uses of the waterfront.

Study Approach

The approach to this study, to the degree possible, must be made within the framework of existing sources of information. Numerous studies on the Port of New York and New Jersey have been done in recent years as well as on the regional economy and industrial development. Vast amounts of technical information are available from Federal agencies (Maritime Administration, Department of Transportation, other Department of Commerce agencies, etc.), state and local agencies, and the Port Authority of New York and New Jersey. Therefore, new research should be limited to those areas which supplement existing information. It is the intent of the Study Committee not to repeat previous studies and plans.

The study design charges the contractor with fundamental responsibilities essential to the conduct of the study. These responsibilities include:

- (a) Analysis of existing studies and their findings;
- (b) Outline alternatives for future port development within the region;
- (c) Define strategies for improving the export potential of the Port of New York and New Jersey;
- (d) Develop strategies that will improve the movement of cargo between water and land modes;
- (e) Develop strategies for industrial development, retention, attraction and relocation along the waterfront;
- (f) Develop strategies for commercial, recreational and residential development along the waterfront;
- (g) Develop strategies to meet each City's immediate needs.

It is the consensus of the Study Committee that this regional study be conducted as an integrated study. It is our hope that the beginnings of regional cooperation and federal/regional cooperation and coordination can be established and new progress be made as this study progresses.

IV. STUDY DELIVERABLES

Study Phases

The structure of the Regional Port and Redevelopment study for the Port of New York and New Jersey is divided into eight phases. These phases are not necessarily sequential; some may be done simultaneously.

Phase I: Synthesis of assumptions, data and conclusions from existing studies and sources of information on the Port of New York and New Jersey.

Phase II: Inventory of maritime facilities in the region; determination of cargo throughput capacity for each maritime facility; inventory of other industrial facilities on the waterfront in the region; determination of warehousing capacity for the entire waterfront area; and an inventory and capacity analysis of transportation links (rail, pipeline and truck) to the marine terminals. This phase includes analysis of existing problems of capacity and transportation within the port area.

Phase III: Development of a quantified description of all cargo movements to and from the Port of New York and New Jersey. This description should be carried out in the framework of an origin-destination study of all foreign trade through the Port of New York and New Jersey, for coastwise and intercoastal trade through the Port, and, where possible, for intra-harbor movements. This analysis should include mode of transport of cargo to and from the Port to points within the United States. The analysis should also describe the commodity profile of cargo through the Port. The analysis in Phases II and III should lead towards the definition of:

- (a) The Port of New York and New Jersey's Foreign Trade System;
- (b) The Port of New York and New Jersey's Coastwise and Intercoastal system;
- (c) The Port of New York and New Jersey's Intra-Harbor System.

Phase IV: Preparation of a plan for the development of the Port's export potential. This phase includes: projections of cargo flow through the Port to

the year 2000; analysis of legal and regulatory constraints upon the flow of cargo (e.g. GATT, domestic regulatory restrictions); analysis of trends in commodities, technology, and world market growth.

Phase V: Comparison of the port's cargo handling capacity, both existing and already planned, with future cargo handling needs. This phase includes the preparation of a Regional Port Development Plan, based upon the analysis from Phases I-IV. This plan must be consistent with programs and policies of the Federal, State and local governments to the extent possible. This plan should incorporate the energy concerns of the Region as identified in Objective 6. This port development plan should be consistent with the plans prepared in the additional phases of the study.

Phase VI: Preparation of a Regional Industrial Development Plan for the waterfront. This phase includes: (a) relocation or retention criteria and strategy for industries already on the waterfront; (b) criteria and strategy for attracting new industries to the waterfront; (c) strategy for the municipalities in the use of vacant land and structures along the waterfront for industrial development. This plan should incorporate the energy concerns of the Region as identified in Objective 6. This industrial development plan should be consistent with the programs and policies of the Federal, State and local governments to the extent possible. This industrial development plan should be consistent with the plans prepared in the additional phases of the study.

Phase VII: Preparation of a Commercial, Recreational and Residential Development Plan for the waterfront. This phase includes the following: (a) criteria and strategy for the use of vacant land and structures for each of these development options. This plan should incorporate the energy concerns of the Region as identified in Objective 6. This commercial, recreational and residential development plan should be consistent with the plans prepared in the additional phases of the study.

Phase VIII: Implementation of the three Regional Development Plans: (a) Port Development; (b) Industrial Development; and (c) Commercial, Recreational and Residential Development. The analysis in this phase includes the preparation of a strategy which would identify the legal, environmental, regulatory, fiscal and land-use constraints to each of the development plans. The implementation strategy should be compatible with the need and capacities of the municipalities, the State governments and regional entities.

Study Deliverables

The contractor is responsible for the preparation of each of the following study deliverables. The contractor should note that this study is both Regional and Municipality specific. The individual concerns and needs of each study participant have been outlined in the municipal profiles. To the extent possible, the contractor should address the immediate needs of each municipality in the preparation of study deliverables in Phases II-VII.

Phase I Deliverables

- * Printout of bibliography on the Port of New York and New Jersey and its economic impact.
- * Printout of bibliography of regional port development studies and other related studies.
- * Printout of data sources for the analysis required in phases II-VIII.
- * Outline of basic assumptions and methodology for the Port of New York and New Jersey Regional Port and Redevelopment study.

Phase II Deliverables

- * Printout of inventory of port facilities in the port of New York and New Jersey. The printout should include a breakdown of facilities by:
 - a) Type:
 - container terminals
 - dry bulk terminals
 - liquid bulk terminals
 - break-bulk terminals
 - Ro/Ro, Seabee, LASH terminals
 - mixed use terminals
 - b) Capacity:
 - in tons
 - in TEU's (where applicable)
 - c) Ownership:
 - public
 - private

* Printout of inventory of industrial facilities on waterfront. This printout should include a breakdown of facilities by:

- a) Type: - warehousing
 - manufacturing
 - shipbuilding
 - other
- b) Capacity: - as appropriate
- c) Ownership: - public
 - private
- d) Construction Characteristics

* Printout of inventory of transportation facilities connected to or near maritime facilities. This inventory should include:

- a) Type: - rail
 - highway
 - street
 - terminals
- b) Jurisdiction: - public
 - private
- c) Capacity: - as appropriate

* Printout of inventory of infrastructure related to marine terminals. This inventory should include:

- a) Type: - gas lines
 - pipelines
 - sewers
 - water mains
 - electrical lines
 - other
- b) Jurisdiction: - public
 - private

* Analysis of connectivity problems between port facilities and land trans-

portation systems. This analysis should:

- a) identify existing problems such as insufficient capacity on streets and highways, inadequate rail links, etc.

Phase III Deliverables

* Printout of general cargo foreign trade through the Port of New York and New Jersey. This printout should be broken down by:

- a) Origin of Import Cargo by Country;
- b) Destination of Import Cargo by State;
- c) Origin of Export Cargo by State;
- d) Destination of Export Cargo by Country;
- e) Commodities for both import and export by origin and destination;
- f) Mode of domestic shipment to and from the Port of New York and New Jersey;
- g) Commodities, volume, origin and destination by port facility within the Port of New York and New Jersey.

* Printout of general cargo intercoastal trade and coastwide trade. This printout should be the same as above except all origins and destinations are states.

* Printout of general cargo intra-harbor movements. This printout should give the breakdown of:

- a) Commodities moved within harbor;

b) Terminals used in intra-harbor movements.

* Printout of foreign trade liquid and dry bulk cargo through the Port of New York and New Jersey. This printout should be the same as the general cargo foreign trade printout.

* Printout of liquid and dry bulk inter-coastal trade and coastwise trade. This printout should be the same as the general cargo printout for inter-coastal and coastwise trade.

* Printout of liquid and dry bulk intra-harbor movements. This printout should be the same as the general cargo intra-harbor movements.

a) Foreign Trade System;

b) Intercoastal and Coastwise System;

c) Intra-Harbor System

Phase IV Deliverables

* Projections through the year 2000 of general cargo traffic through the Port of New York and New Jersey. The projections should focus on:

a) Growth of market areas for U. S. exports;

b) Growth of market areas for foreign imports;

c) Impact of international trade programs and policies such as GATT on the flow of trade;

d) Impact of domestic regulatory programs and promotion programs on U. S. export growth;

e) Impact of technological changes in the transportation industry on cargo flows;

- f) Impact of costs of energy on cargo flows and on the mode of movement of cargo on the land side;
- g) Trends in commodity growth and decline.

* Preparation of an export promotion program for the Port of New York and New Jersey. Such a program should be based upon existing and future commodity flows and market areas and upon the region's industrial and service base.

Phase V Deliverables

* Preparation of a regional port development plan for the Port of New York and New Jersey. This plan should compare existing capacity of port and transportation facilities with projected cargo flows through the Port. This plan should include:

- a) Expansion of existing marine terminals (by type);
- b) Development of new marine terminals (by type);
- c) Resolution of land-side transportation problems at existing marine terminals;
- d) Development and/or improvements to land-side transportation facilities for the marine terminals;
- e) Expansion and development of infrastructure systems needed for port development;
- f) Identification of other warehousing and industrial development potentials on waterfront property;
- g) Legislative, political, environmental and financial resources

and obstacles to the development plan. This should include funding programs, new programs, regulations and laws governing development and the identification of City, State, Regional and Federal agencies that could facilitate port development.

Phase VI Deliverables

* Preparation of a Regional Industrial Development Plan for the waterfront. This plan should include the following:

- a) Criteria for retaining existing industries along the waterfront;
- b) Inventory of existing industries along the waterfront;
- c) Criteria for relocation of existing industries along the waterfront;
- d) Criteria for the attraction of new industries to the waterfront;
- e) Inventory of vacant land and vacant structures along the waterfront;
- f) Criteria for the re-use of vacant land and vacant structures along the waterfront;
- g) Expansion and development of infrastructure systems needed for this development;
- h) Legislative, political, environmental and financial resources and obstacles to the industrial development plan. This should include funding programs, new programs, regulations and laws governing industrial development and the identification of City, State, Regional and Federal Agencies that could facilitate indus-

trial development along the waterfront.

Phase VII Deliverables

* Preparation of a Regional Commercial, Recreational and Residential Development Plan for the waterfront. This plan should include the following:

- a) Inventory of existing commercial, recreational and residential uses of the waterfront;
- b) Criteria for the attraction of new commercial, recreational and residential development to the waterfront;
- c) Criteria for the re-use of vacant land and vacant structures for commercial, recreational and residential development;
- d) Expansion and development of infrastructure systems needed for this development;
- e) Legislative, political, environmental and financial resources and obstacles to the commercial, recreational and residential development plan. This should include funding programs, new programs, regulations and laws governing commercial, recreational and residential development and the identification of City, State, Regional and Federal agencies that could facilitate this development along the waterfront.

Phase VIII Deliverables

* Preparation of an Implementation Plan for the Regional Port Development Plan. This implementation plan should include:

- a) Identification of legal constraints;
- b) Identification of financial constraints;
- c) Identification of regulatory constraints;
- d) Identification of environmental constraints;
- e) Strategy for overcoming each of the constraints identified;
- f) Preparation of a marketing program for the successful implementation of the plan;
- g) The plan should include an implementation program aimed at each city's immediate needs.

*

Preparation of an Implementation Plan for the Regional Industrial Development Plan. This implementation plan should include:

- a) Identification of legal constraints;
- b) Identification of financial constraints;
- c) Identification of regulatory constraints;
- d) Identification of environmental constraints;
- e) Strategy for overcoming each of the constraints identified;
- f) Preparation of a marketing program for the successful implementation of the plan;
- g) The plan should include an implementation program aimed at each city's immediate needs.

*

Preparation of an Implementation Plan for the Regional, Commercial, Recreational and Residential Development Plan. This implementation plan should include:

- a) Identification of legal constraints;
- b) Identification of financial constraints;
- c) Identification of regulatory constraints;
- d) Identification of environmental constraints;
- e) Strategy for overcoming each of the constraints identified;
- f) Preparation of a marketing program for the successful implementation of the plan;
- g) The plan should include an implementation program aimed at each city's immediate needs.

APPENDIX

(LETTERS OF ENDORSEMENT)



CITY OF BAYONNE
DEPARTMENT OF COMMUNITY DEVELOPMENT

MUNICIPAL BUILDING — 630 AVENUE C
BAYONNE, NEW JERSEY 07002.

DENNIS P. COLLINS
MAYOR

December 2, 1980

Frances Phipps, Director
Office of the Secretary
Department of Commerce
Government Liaison Office
14 East Street, N.W. - Room 5893
Washington, DC 20230

Dear Ms. Phipps:

The cities of Newark, Bayonne, Hoboken, Elizabeth, Jersey City and New York City have coordinated with the Maritime Administration to create a scope of work concerned with the development of the Port of New York/New Jersey. The result of this year-long endeavor is the proposal for the New York/New Jersey Regional Port and Redevelopment Study.

The study is designed to address the regional and local port related issues common to all the cities aforementioned. The primary focus of the study will be to develop information that will be used for planning of future water and land activities, as well as redevelopment strategies for existing uses.

Historically, the port of New York/New Jersey has enjoyed economic vitality unlike any other world port, but in recent years has witnessed the migration of this activity to other port areas. It is the hope of the cities involved in this study that the information gathered and the plans developed as a result of the study, will provide the basis for implementable strategies for the recapture and stimulation of port related economic activity.

Please feel free to contact me if you wish to discuss this matter further.

Very truly yours,

Frank P. Perrucci

FPP/kc



CITY OF ELIZABETH, NEW JERSEY

DEPARTMENT OF COMMUNITY DEVELOPMENT

50 WINFIELD SCOTT PLAZA
ELIZABETH, NEW JERSEY 07201

NEIL DE HAAN
Director
Office of the Director
Division of Community Projects
Comprehensive Employment
and Training Agency

THOMAS G. DUNN
Mayor

December 5, 1980

Frances Phipps, Director
Office of the Secretary
Department of Commerce
Government Liaison Office
14 and "E" Street, N.W., Room 5893
Washington, D.C. 20230

Dear Mrs. Phipps:

As I am sure you know, a group of New Jersey cities which includes Newark, Elizabeth, Bayonne, Hoboken, and Jersey City have met frequently over the past twelve months to outline local port priorities. These efforts have culminated in development of a New York/New Jersey Port and Redevelopment Study (Port Cities Proposal), the scope of which has been coordinated with the Regional Maritime Administration Office in New York.

The purpose of this study is to develop strategies for the future growth of the New York/New Jersey Port District. We feel that it is essential that these strategies reflect realistic goals and be capable of implementation. The primary focus on port development will be to retain and strengthen the tax base and enhance employment opportunities concomitant with a healthy physical environment. To bring these goals to fruition, regional and local issues must be addressed. The basic issues of the study are considered to be access to the port via rail, road, and marine channels in conjunction with such vital concerns as the utility infrastructure, new development, and environmental impact.

Based upon these issues, four primary objectives have been established upon which the study will focus: improving rail and over-the-road access to port facilities; marketing vacant and/or underutilized properties; identifying new industrial technologies as well as those industries with future growth potential which could take advantage of the locational benefits which an international seaport can offer; and the development of a cargo movement information system.

Futhermore, it has been pointed out that development beyond the scope of ports and terminals cannot be financed under a Maritime Administration Agreement but may be funded under a Department of

continued...

Frances Phipps, Director
Office of the Secretary
Department of Commerce

...continued

Commerce Agreement which would guarantee the support of constituent agencies of the Department of Commerce such as the Economic Development Administration (EDA), the Office of Coastal Zone Management (OCZM), and the National Marine Fisheries Service (NMFS). An agreement between the Department of Commerce and the port cities that make up the Port of New York and New Jersey is anticipated for the study.

The Commerce Agreement is required to undertake the Immediate Action Program of Phase I of the study as proposed by Mr. Robert H. Wardwell of the U.S. Maritime Administration's Washington Office. The Immediate Action Program is a quick and early action component of the study which can be implemented in order to achieve immediate relief to current access and port development problems. This component should be included and funded in Phase I of the study.

Thanking you for your kind attention and consideration of the foregoing and trusting success in this endeavor, I am,

Very Truly Yours,



Neil De Haan
Director of Community Development

NDH:cl

cc: Mayor Thomas G. Dunn
Harry P. Frank, Business Administrator

Community Development Agency



84 Washington Street Hoboken, New Jersey 07030 201 - 420-2200

Steve Cappiello
MAYOR
Fred M. Bado
DIRECTOR

December 5, 1980

Frances Phipps, Director
Office of the Secretary
Department of Commerce
Government Liason Office
14 and E Streets, NW
Room 5893
Washington, D.C. 20230

Dear Ms. Phipps:

Upon reviewing the contents of the New York-New Jersey Port and Redevelopment Study proposal, prepared jointly by the planning staffs of the New Jersey port cities of the New York District, and the City of New York's Port Development Proposal, prepared by the staff of the Department of Ports and Terminals, the City of Hoboken endorses the planning goals and objectives contained in these documents.

The aforementioned documents reflect the waterfront development needs of the region and are consistent with the City's policy of economic development and waterfront revitalization. The economic well-being of the Port of New York and New Jersey is an important element in Hoboken's economic development program.

We realize that positive changes must continue to occur within the Port district so that the Port of New York and New Jersey can maintain its competitive edge with eastern seaports. Also, we are delighted to participate in a regional study that is responding to the economic changes that stem from new markets, as well as the adaptive re-use and development of waterfront properties.

It is my understanding that the Maritime Administration will coordinate this effort with agencies of the Department of Commerce that have funding capability to address the portions of the study which are beyond the scope of MARAD. Futhermore, to make this study a truly regional study, we will ask the Port Authority of New York and New Jersey to participate in this project. The Port Authority's expertise and abilities will be an integral portion of the study.

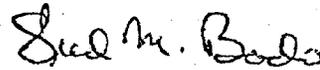
Frances Phipps, Director

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December 5, 1980

To this end, we look forward to the funding of the New York-New Jersey Port and Redevelopment Study and to cooperating with the agencies within the Department of Commerce which will fund the study.

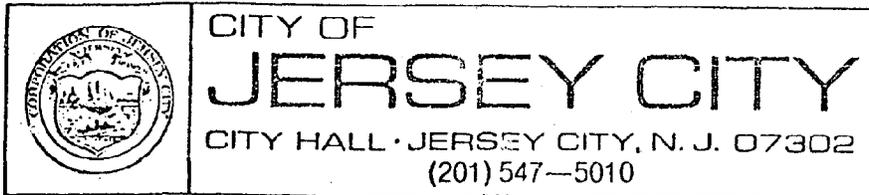
Sincerely,



Fred M. Bado
CDA Director

FMB:rl

cc: Mayor Steve Cappiello



OFFICE OF THE MAYOR
PLANNING DIVISION

December 5, 1980

Frances Phipps, Director
Office of the Secretary
Department of Commerce
Government Liaison Office
14 E Street, N. W. - Room 5893
Washington, DC 20230

Dear Ms. Phipps:

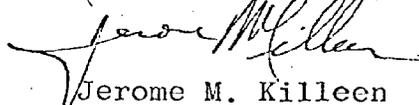
The cities of Newark, Bayonne, Hoboken, Elizabeth, Jersey City and New York City have coordinated with the Maritime Administration to create a scope of work concerned with the development of the Port of New York/New Jersey. The result of this year-long endeavor is the proposal for the New York/New Jersey Regional Port and Redevelopment Study.

The study is designed to address the regional and local port related issues common to all the cities aforementioned. The primary focus of the study will be to develop information that will be used for planning of future water and land activities, as well as redevelopment strategies for existing uses.

Historically, the port of New York/New Jersey has enjoyed economic vitality unlike any other world port, but in recent years has witnessed the migration of this activity to other port areas. It is the hope of the cities involved in this study that the information gathered and the plans developed as a result of the study, will provide the basis for implementable strategies for the recapture and stimulation of port related economic activity.

Please feel free to contact me if you wish to discuss this matter further.

Very truly yours,


Jerome M. Killeen
Planning Director

JMK:mca

JERSEY CITY NOW!

