



Municipal Public Access Plan

Submitted by: The City of Bayonne

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Adoption by the City: [DATE]



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MATRIX **NEW**WORLD

Engineering Progress

City of Bayonne Municipal Public Access Plan

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Introduction

The intent of this document is to provide a comprehensive public access plan for City of Bayonne which lays out their vision for providing access to tidal waters and shorelines within the municipal boundary. This Municipal Public Access Plan (MPAP) was developed in accordance with N.J.A.C. 7:7E-8.11 and in collaboration with the New Jersey Department of Environmental Protection (NJDEP), and has been approved by the NJDEP [approved, insert date]. The development and implementation of this MPAP supports the policy of local determination of public access locations and facilities, while safeguarding regulatory flexibility and potential funding opportunities for the City of Bayonne.

Public rights of access to and use of the tidal shorelines and waters, including the ocean, bays, and tidal rivers, in New Jersey are founded in the Public Trust Doctrine. First set by the Roman Emperor Justinian around A.D. 500 as part of Roman civil law, the Public Trust Doctrine establishes the public's right to full use of the seashore as declared in the following quotation from Book II of the Institutes of Justinian: "By the law of nature these things are common to all mankind – the air, running water, the sea, and consequently the shores of the sea. No one, therefore, is forbidden to approach the seashore, provided that he respects habitations, monuments, and the buildings, which are not, like the sea, subject only to the law of nations."

The original purpose of the doctrine was to assure public access to waters for navigation, commerce and fishing. In the past two centuries, State and Federal courts in New Jersey have recognized that public uses guaranteed by the Public Trust Doctrine also include public recreational uses such as swimming, sunbathing, fishing, surfing, sport diving, bird watching, walking and boating along the various tidal shores.

More specifically, influenced by Roman civil law, the tenets of public trust were maintained through English common Law and adopted by the original 13 colonies. Following the American Revolution, the royal right to tidelands was vested to the 13 new states, then to each subsequent state, and has remained a part of public policy into the present time. Through various judicial decisions, the right of use upheld by the Public Trust Doctrine has been incorporated into many state constitutions and statutes, allowing the public the right to all lands, water and resources held in the public trust by the state, including those in New Jersey.

Through various judicial decisions, the right of use upheld by the Public Trust Doctrine has been incorporated into many state constitutions and statutes, allowing the public the right to all lands, water and resources held in the public trust by the state, including those in New Jersey. The NJDEP adopted new rules governing public access on November 5, 2012 that enable municipalities to develop and adopt MPAPs to govern public access within their municipality. This MPAP consists of an inventory of public access locations and plans to preserve and enhance access based on community needs and State standards.

On November 20, 2015, representatives from the City of Bayonne met with NJDEP staff to begin the public access planning process. This plan was developed in collaboration with the NJDEP, the City of Bayonne Office of the Mayor, City Council, City Planning Board, City Environmental Commission, and the City's consultant, Matrix New World Engineering, P.C., and was presented to the Planning board on [insert date] and was approved by the City for submission to the NJDEP on [insert date]. Upon receiving approval from the NJDEP on [insert date], the MPAP was incorporated into the Master Plan by resolution on [insert date] (refer Appendix 1). Incorporation into the Master Plan, and final approval of this MPAP by the NJDEP, was recognized by Public Notice in the NJDEP Bulletin. All public access decisions made within the City of Bayonne will be consistent with this plan.

Authority for Municipal Public Access Plans

The authority for a municipality to develop a MPAP is derived from the Coastal Zone Management Rules, N.J.A.C. 7:7E. The premise of the authorization of MPAP is that public access to tidal waters is fundamentally linked to local conditions. Municipalities have a better awareness and are more responsive to these conditions than a broader State “one size fits all” mandated public access plan.

The voluntary development of a MPAP by the City of Bayonne enables the municipality to better plan, implement, maintain, and improve the provision of public access for its residents and visitors. The MPAP has been incorporated into the City’s Master Plan, in accordance with the Municipal Land Use Law (N.J.S.A 40:55D). The MPAP, as an official component of the municipal Master Plan, informs and/or identifies public access requirements associated with any proposed development or redevelopment project.

The City of Bayonne is responsible for ensuring that public access to the tidal waters within the municipality is in accordance with this plan as approved by NJDEP and adopted as part of the municipal Master Plan. For each new public access project, the City will provide NJDEP with a letter confirming its consistency with this MPAP. Any permit issued by the NJDEP will reflect this and ensure that public access requirements are satisfied in accordance to this plan. Per N.J.A.C. 7:7E, the City will submit a progress report on plan implementation to NJDEP within five (5) years from date of plan adoption.

MUNICIPAL PUBLIC ACCESS VISION

A. Overview of Municipality

The City of Bayonne is a densely developed waterfront community situated on an upland peninsula that comprises the southern tip of Hudson County. The peninsula, known as Bergen Neck, is bordered by Newark Bay to the west, the Kill Van Kull to the south, and Upper New York Bay to the east (refer to Map 1, page 5). The city corporate limits encompass a total area of 11.082 square miles of which, 5.804 square miles (+/-50%) consist of land areas and 5.278 square miles (+/- 50%) consist of open water areas.

As of the 2014 United States Census Bureau's American Community Survey, the 5.8 square mile land area within the City of Bayonne is populated by over 64,500 residents. In general, residential development is concentrated within the western portion of the City while the eastern portion of the City is developed with commercial and industrial land uses. As the City is positioned at the heart of the Port of New York and New Jersey, the City also supports numerous maritime industries that are important to the local and regional economy. Given the City's water-oriented position, both private and public waterfront access play a vital role within the community. Private waterfront access is critical to the maritime/port industries along the Kill Van Kull and New York Bay in order to conduct their commercial enterprises while public waterfront access within western portion of the City along Newark Bay is an extremely valuable resource for the City's residential communities. While the City acknowledges that unobstructed private waterfront access is required by maritime/port industries in order to operate their facilities in a safe and efficient manner, maximizing public waterfront access for the resident population is a priority for the City of Bayonne.

Existing waterfront access points within the City are provided primarily through Municipal, County and State-owned parks. The City of Bayonne currently provides waterfront access at numerous waterfront parks positioned along approximately two miles of the City's shoreline. The County of Hudson developed and maintains the Stephen R. Gregg Park, which is a +/- 100-acre park positioned along a one-mile stretch of shoreline that integrates active and passive recreation uses. The State of New Jersey owns Richard A. Rutkowski Park, which is a +/- 40-acre wetland preserve, managed by the City of Bayonne, which offers passive recreational uses and a waterfront walkway. To a lesser extent, waterfront access is provided by privately owned properties that include three marinas located in the City (one public and two club based) and through access points/walkways, constructed under permit conditions required by the State under existing coastal zone management policies, which exist along privately owned shorelines (i.e. Bayonne Golf Course, South Cove Commons, and the developed portion of the Military Ocean Terminal at Bayonne "MOTBY"). A detailed table identifying the City's public access locations and associated amenities is provided as Table 1 in Appendix 2.

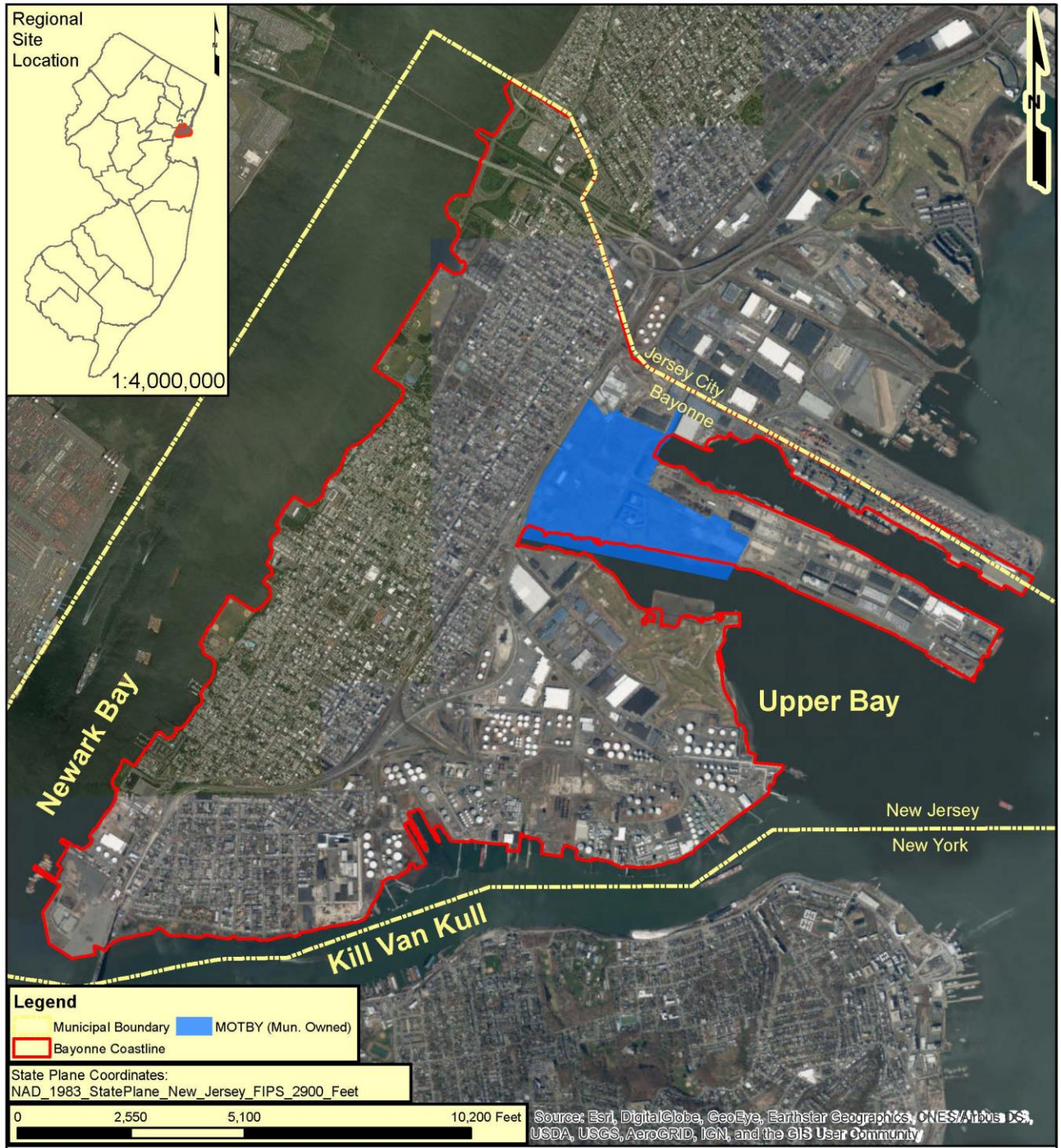
The City is seeking to improve public access to the waterfront through six major initiatives. These initiatives are:

- 1) Implementation of the Newark Bay Greenway/RiverWalk Project, which when fully completed will extend continual and visual pedestrian access for +/- 6-miles along Newark Bay from the Dennis P. Collins Park in the southwestern most portion of the City to Richard A. Rutkowski Park in the northwestern most portion of the City;
- 2) Development of waterfront access points and walkways at MOTBY;
- 3) Redevelopment of waterfront parks and facilities devastated by Hurricane Sandy, which caused in excess of 10 million dollars damages to the City's waterfront parks;
- 4) Increasing handicapped accessibility and recreational opportunities;

- 5) Implementation of shoreline protection, restoration and enhancement measures to protect waterfront parks from shoreline erosion, increase habitat value, increase aesthetic value and promote public interest and use of the parks; and,
- 6) Adoption of this MPAP into the Municipal Master Plan to facilitate the development of new waterfront access points, maintain and enhance/redevelop existing waterfront access points and facilities, and permanently protect access points through administrative mechanisms established within the MPAP (i.e. accompanying municipal ordinance and conservations easements).

Consistent with the State's public access to the waterfront goals, the goals of this MPAP are as follows:

- Provide meaningful public access to and use of tidal waterways and their shores;
- Preserve in perpetuity access to tidal waterways and their shores;
- Preserve and enhance views of the coastal landscape to enrich aesthetic and cultural values vital to our communities;
- Enhance public access by promoting adequate affordable public facilities and services;
- Create and enhance opportunities for public access to tidal waterways and their shores, on a non-discriminatory basis;
- Maintain all existing public access to, and along tidal waterways and their shores;
- Provide opportunities for public access to tidal waterways and their shores through new development; and
- Provide public access that does not create conditions that may be reasonably expected to endanger public health and safety, damage the environment, or create significant homeland security vulnerability.



MAP 1. CITY OF BAYONNE TIDAL WATERWAYS AND LANDS MAP

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**MUNICIPAL PUBLIC ACCESS PLAN
 CITY OF BAYONNE
 HUDSON COUNTY, NEW JERSEY**

SCALE: 1:35,000	DATE: JUNE 6, 2016	JOB NO.: 13-454	DRAWN BY: MM	FIGURE NO.: 1
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B. Municipal Public Access Goals and Objectives

1. Goals & Objectives

As part of the planning process, this MPAP has been reviewed and is consistent with the following goals/elements/policies established in the City of Bayonne's Master Plan:

2. Applicable Master Plan Goals

- Provide a balance of land uses in appropriate locations to preserve the residential character of the community, encourage economic development, increase parks and open space, accommodate community facilities and facilitate local and regional circulation.
- Promote the creation of a fully intermodal transportation system that enhances local circulation, increases regional access and provides links to international destinations. Coordinate land uses with transportation investments to promote intermodal connections and encourage alternatives to driving such as mass transit, freight rail and bicycle/pedestrian facilities.
- Preserve the existing system of parks and open space and pursue opportunities to increase parks and open space in underserved sections of the City.
- Maintain the existing system of community facilities in order to preserve the current high level of public services and provide new facilities, where necessary, in order to accommodate growth as well as the changing needs of the population.
- Support conservation efforts in order to protect the environment, promote public health, encourage the remediation of contaminated sites and facilitate brownfield redevelopment. Particular attention should be given to implementation of the City's Environmental Performance Partnership Agreement with NJDEP.
- Maintain and upgrade existing community facilities, where necessary, and provide new community facilities to serve anticipated population, employment and economic growth.
- Plan for and provide new community facilities to serve large-scale redevelopment areas, especially MOTBY and Texaco.
- Preserve and maintain the existing system of parks, open space and recreation facilities.
- Provide additional parks and open space in underserved areas including the east side of the City.
- Implement plans for new parks, open space and recreation facilities.
- Support and promote the completion of the Hudson River Waterfront Walkway.
- Encourage the development of a Newark Bay/Hackensack River Walkway connecting existing parks and open space along Newark Bay.

In addition to those goals outlined within the Master Plan, the City of Bayonne establishes the following State required goals specifically for public access:

- Maintain and enhance all existing public access to the maximum extent practicable.
- Maintain safe and adequate access locations for fishing in those areas where fishing is safe and appropriate.
- Provide clear informative signage for access locations.
- Provide extensive waterfront access for the City's residential population by connecting waterfront walkways along Newark Bay.
- Redevelop waterfront access points and park facilities devastated by Hurricane Sandy.
- Provide a variety of passive and active publicly accessible water and waterfront access and facilities for our resident's diverse interests.
- Develop a commuter ferry service and terminal at the former MOTBY site.

- Connect the waterfront access points and park facilities to parks and facilities in the interior of the City in order to create a fully integrated open space and park network. It is envisioned that interconnections could be clearly defined using wayfinding signage, pavement striping and symbology and other appropriate measures.

This MPAP embraces and reflects these goals and will help preserve, protect, and enhance the public's ability to access the Public Trust lands which surround the municipality. The above goals are compliant with the New Jersey Coastal Zone Management Rules broad set of coastal protection goals (see N.J.A.C 7:7-1.1 (c)).

3. *Municipal Master Plan Consistency*

The goals and objectives provided in this MPAP have been reviewed and are consistent with the City of Bayonne Master Plan. The elements of the City's Master Plan include the following:

- Land Use Plan Element
- Circulation Plan Element
- Economic Plan Element
- Housing Plan Element
- Community Facilities Plan Element
- Parks, Recreation and Open Space Plan Element
- Conservation Plan Element
- Utility Plan Element
- Historic Preservation Plan Element
- Recycling Plan Element

II. PUBLIC ACCESS

A. Public Access Description

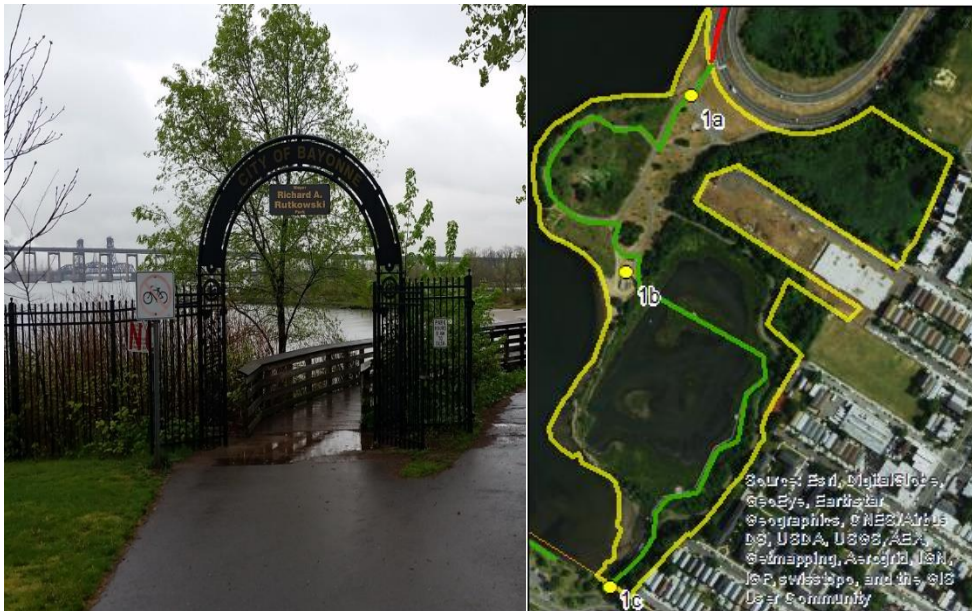
Public access to the waterfront in the City of Bayonne is primarily provided by the municipality and consists of a variety of access points and facilities that include, but are not limited to, the following: waterfront walkways, restroom facilities, boat ramps, docks, fishing piers/access points, and public parks. The City of Bayonne protects and ensures public access through: access easements along privately-owned shorelines in accordance with State coastal zone management policy requirements, direct ownership of public park land (via State, County and Municipal ownership), maintenance through the City Parks Division, monitoring by City Police Department and collection of boat ramp fees. The overall goal of this MPAP is to establish the City of Bayonne’s plan to maintain and enhance all existing public access locations and increase public access locations to and along tidal waterways and their shores.

B. Public Access Locations

A map identifying publicly accessible waterfront access locations within the City is provided as Map 2, page 9. Provided below is a description of the City’s primary improved waterfront parks and access locations. Additional detailed information on each location, including amenities, is provided in Table 1, Appendix 2.

1. Improved Public Access Locations

Richard A. Rutkowski Park An approximately 40-acre municipally-managed park located in the northwestern portion of the City along Newark Bay. The park has a long wooden boardwalk, about a quarter mile in length, that meanders along the park’s waterfront. Interpretive signs that provide information on local wildlife are situated along the boardwalk. The park offers passive recreational opportunities for scenic vistas, bird watching and includes a Historic Boatworks Monument.





MAP 2. ALL PUBLIC ACCESS LOCATIONS

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**MUNICIPAL PUBLIC ACCESS PLAN
 CITY OF BAYONNE
 HUDSON COUNTY, NEW JERSEY**

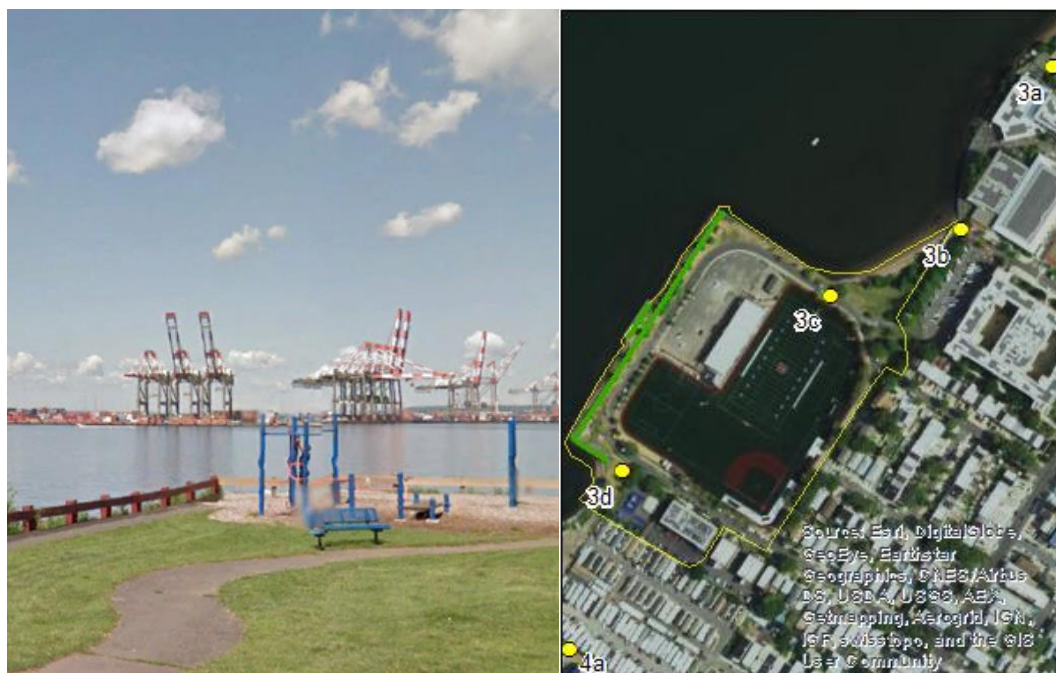
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Map 2 The City of Bayonne All Public Access Locations Inventory of the existing, public access locations that provide access to public trust lands and waters.

Stephen R. Gregg County Park An approximately 100-acre county park that is located just south of Richard A. Rutkowski Park along Newark Bay. The park's active recreation features sports fields, courts, and a running track. The park also provides for scenic, passive recreation, and offers views of Newark Bay along its 0.50-mile long waterfront promenade.



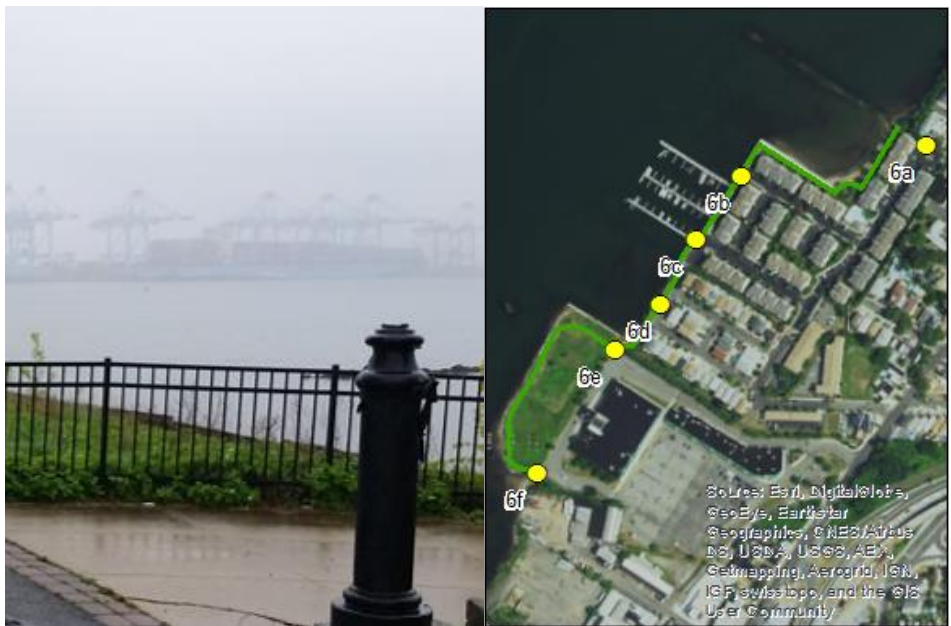
Veterans Park An approximately 10-acre park located adjacent to Bayonne High School. The park's sports fields play host to the school's athletic events, as well as provide opportunities for public active recreational use. The adjacent nearby waterfront promenade provides public parking, and allows for passive recreational activities, fishing, and a playground.



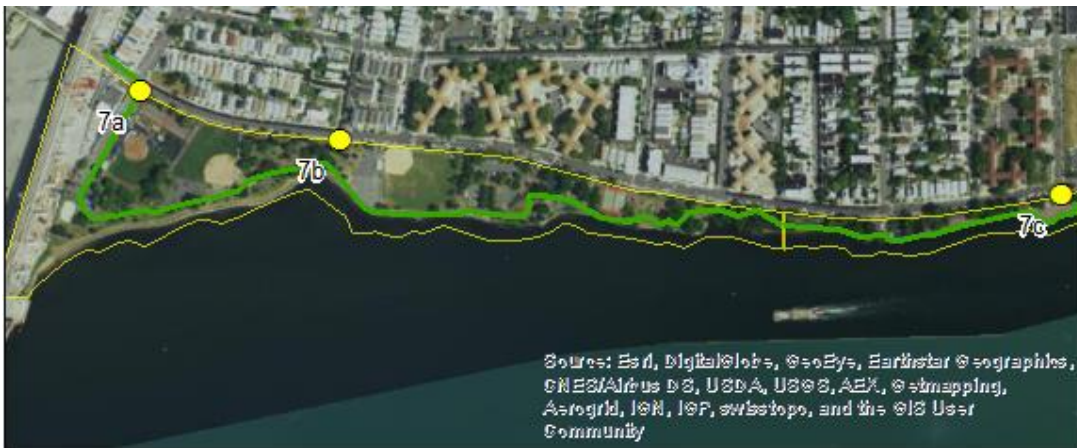
16th Street Park An approximately 20-acre park that can be accessed on West 16th Street. The park provides features to enjoy active recreation, including baseball fields, tennis and basketball courts, a pool and playground. A notable feature of this park is the boat launch facility that allows users to access Newark Bay. The park also allows for passive recreation, and over 0.25 miles of waterfront walkways.



Newark Bay Waterfront Walkway An approximately 0.50-mile waterfront walkway located in the southwestern portion of the City. The walkway extends between Boatworks Drive and the Avenue A Shopping Center. The northern portion of the walkway runs along the waterfront portion of the Boatworks Drive Community. The southern portion of this segment runs behind the former A&P Supermarket shopping center.



Mayor Dennis P. Collins Park An extensive waterfront park along Bayonne’s southern shoreline, the park starts under Bayonne Bridge and runs east for 0.75 miles. Built in the 1950s, the park provides opportunities for both passive and active recreation. On the western end of the park, there exists a dock that gives the public access to the Kill Van Kull. The park is the southern-most terminus of the Hudson River Walkway, and while the park provides a nature walk along the waterfront, the pathway is not consistent with the design standards of the Hudson River Waterfront Walkway. Despite this, the nature walkway does offer scenic views of the Kill Van Kull, as well as provide a close encounter with incoming and outgoing barges.



5th Street Waterfront Walkway Park

An approximately 0.25-mile waterfront walkway with an overlook along the Kill Van Kull in the I-H Zone, or Heavy Industrial Zone. The site had operated as an overgrown dumping ground until being acquired by the City of Bayonne. The International-Matex Tank Terminal (IMTT) of Bayonne spent \$400,000.00 to build the park, including tree planting, recycled plastic benches, and an improved parking lot. The pathway is comprised of a gravel surface and features lighting and benches. The park provides scenic views of the waterfront. In addition, the property is listed on the New Jersey Register of Historic Places as Pier Number 2 (Atlas Yacht Club Pier; ID#1452), Port Johnson, with a Determination of Eligibility (DOE) issued by the Keeper of the National Register, National Park Service, Department of Interior on January 24, 1986. The property also has a NJDEP State Historic Preservation Office Opinion in support of its placement on the State Register, which is dated June 27, 1985.



9/11 Harbor View Memorial Park Located on the end of MOTBY, this park is the location of the Tear Drop Memorial, a 10-story sculpture by Zurab Tsereteli, which was gifted to the United States by the Russian government as a memorial to the victims of the September 11 attacks and 1993 World Trade Center bombings. The park provides passive recreation and an escape from the otherwise industrious nature of MOTBY. The park also provides spectacular views of the New York City skyline and the Statue of Liberty.



Other Public Waterfront Access Points The City offers additional public access points along Newark Bay. One such point, located west of the intersection of Avenue A and West 23rd Street (Point 4a), is an improved waterfront walkway, developed in conjunction with the Bayonne Housing Authority Office. A second point of access to the Newark Bay can be found at the end of West 21st Street (Point 4b). This has a waterfront promenade that was developed in conjunction with the adjacent townhomes. A third point of access (Point 4c) is provided by Robbins Reef Yacht Club, located on the end of Pavonia Court. This access point is restricted to members of the club only.



C. Limitations to Public Access

The following limitations to public access in the City of Bayonne currently exist:

1. *Temporary Restrictions*

All Waterfront Access Points/Parks: For user security purposes, all waterfront access points and parks have restricted access from dusk to dawn.

16th Street Park Boat Launch Facility: Boat ramp use is restricted on a seasonal and hourly basis and launching fees are required. Boat ramp use is provided to the maximum extent practicable and is open between April 1 and October 31 with hours of operation that extend from 6:00 am to 11:00 pm. Launching rates, which support maintenance of the facility, are as follows: Residents: Daily \$15.00 - Entire Season \$200.00; Non-residents: Daily \$25.00 - Entire Season \$400.00.

2. *Permanent Restrictions*

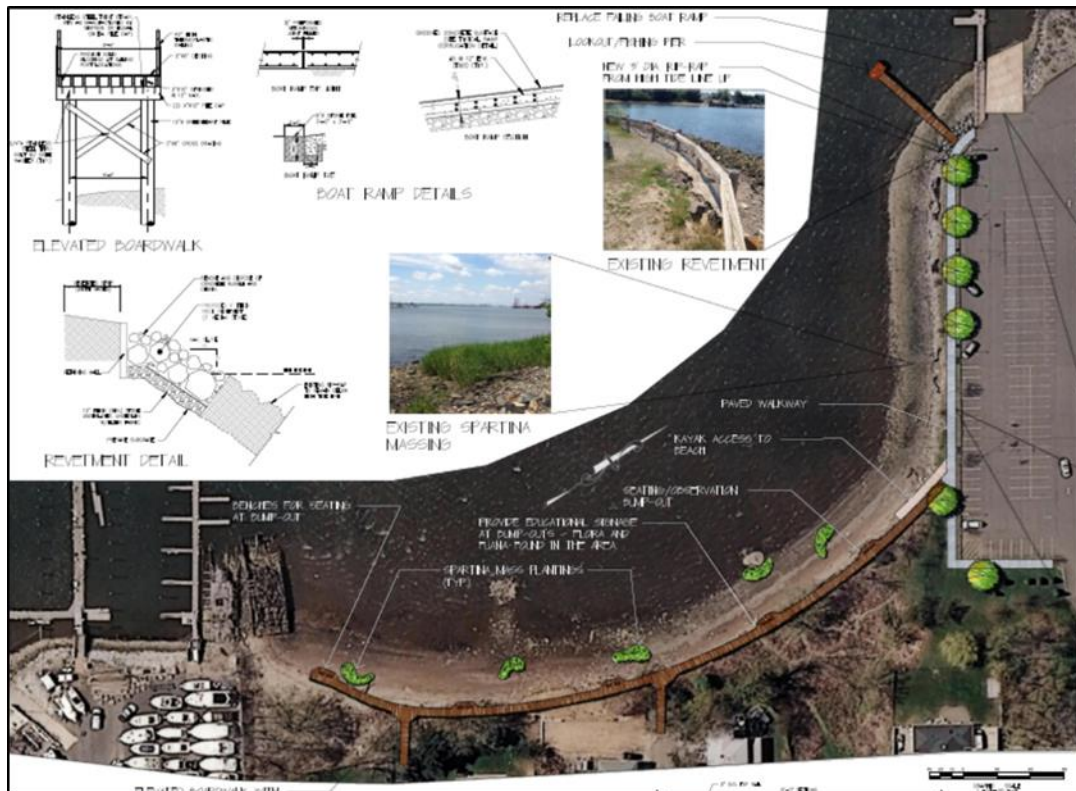
Over half of Bayonne is currently utilized or zoned for industrial use. The industrial uses present permanent restriction to the waterfront based on conditions that endanger public health and safety, as well as significant vulnerability concerns for site and homeland security. The purpose of this MPAP is to focus investment in public access within locations that are appropriate for public access. Additionally, the plan will seek to create connections between all waterfront access points.

III. COMMUNITY NEEDS ASSESSMENT

As part of the development of the MPAP, the City of Bayonne performed a community needs assessment to evaluate city-wide public access to the waterfront needs. As part of the needs assessment, the City:

- Performed a review and inventory of all existing waterfront access points and facilities.
- Evaluated information and input provided by local stakeholders (i.e. Bayonne Nature Club, New York/New Jersey BayKeeper, Hudson County Parks Department and planning board, Metropolitan Waterfront Alliance, City of Bayonne Division of Parks, City of Bayonne Police Department, NJ Coast Anglers Association) regarding potential needs being addressed and not being addressed along with suggestions regarding proposed improvements/enhancements.
- Conducted a comparative needs evaluation based on existing facilities, planned improvements and input received from local stakeholders.

On [insert date], the City held a public review of comparison at a Planning Board meeting. At this meeting development the MPAP was presented along with a summary of input provided from local stakeholders and public comments were requested and recorded. Once all input was received, the committee reviewed opportunities for municipal improvements, non-municipal improvements and existing facilities in surrounding communities. This information was then utilized to finalize a needs assessment summary report for use in the MPAP.



Concept to enhance public access to the waterfront and address community needs

IV. IMPLEMENTATION PLAN

A combination of regulatory controls (via ordinance and zoning), land and shoreline access acquisition (via ownership or easement), management controls, and funding opportunities will be used to implement the MPAP. The City of Bayonne has created an Implementation Plan composed of priorities, preservation of public access locations, signage, proposed access improvements and facilities, and municipal tools for implementation as described in the following sections:

A. Priorities

The City of Bayonne has developed the following priorities:

1. *Maintain Existing Public Access*

Physical maintenance of waterfront access points within the City of Bayonne is provided by local County and Municipal agencies, volunteer organizations, private property owners, and through a city “adopt-a-park” initiative. Permanent access maintenance is provided through land and shoreline access acquisition via direct ownership and easements.

The County of Hudson owns the 100+ acre Stephen T. Gregg Park, which is managed and maintained through the County Parks Department. The City maintains permanent access through ownership of numerous public waterfront parks and through inclusion of parks on the City’s Recreation and Open Space Inventory (ROSI), refer to Appendix 3. The City also provides physical maintenance and management of the parks and park facilities (including the State-owned Richard A. Rutkowski Park) through the City Parks Division and by maintaining user security within the parks through the City Police Department.

As part of the MPAP, the City has also developed an ordinance that mandates private property owners (including homeowners associations and commercial property owners) to provide and maintain required public waterfront access. Requirements of the ordinance include maintaining lighting, vegetation, walkways, physical accessibility and aesthetic conditions. Enforcement of the ordinance is provided through the City Code Enforcement Office.

Local organizations, such as the Bayonne Nature Club and local Boy and Girls Scouts, also provide physical maintenance of the parks through organizing shoreline clean-up events. As part of the MPAP, the City is also developing an “adopt-a-park” outreach program that seeks to garner public participation through local business and organizations to assist with maintaining park conditions.



Bayonne Nature Club Shoreline Clean-up

2. *Preserving Public Access*

The City maintains permanent access through ownership of numerous public waterfront parks and through inclusion of parks on the City's ROSI. Additionally, as part of the MPAP, the City has also developed an ordinance that mandates private property owners (including homeowners associations and commercial property owners) to provide and maintain required public waterfront access. The ordinance will require that properties developed along Newark Bay provide and construct linking segments of the planned Newark Bay Greenway/RiverWalk, which will include requirements for recording of a public access easement and maintenance obligations (i.e. maintaining lighting, vegetation, physical accessibility and aesthetic conditions). Enforcement of the ordinance is provided through the City Planning Board, Construction Office and Code Enforcement Office.

3. *Proposed Locations and Facilities*

The City has numerous planned enhancements for existing and proposed public waterfront access locations and facilities. The planned enhancements include both long-term strategic enhancements and short-term improvements. The enhancements include previously planned park acquisitions and improvements and newly developed enhancements/improvements developed in response to the public needs assessment. The City's priorities for enhancement include:

- Implementation of the Newark Bay Greenway/RiverWalk Project, which when fully completed will extend continual and visual pedestrian access along Newark Bay.
- Development of waterfront access points and walkways at MOTBY.
- Redevelopment of waterfront parks and facilities devastated by Hurricane Sandy, which caused in excess of 10 million dollars damages to the City's waterfront parks.
- Increasing handicapped accessibility and recreational opportunities.
- Increasing fishing access.
- Development of pocket parks in areas of unconnected or limited waterfront access.
- Development of additional launching facilities for small boats and kayaks.
- Increased and enhancement to signage for waterfront access points.
- Implementation of shoreline protection, restoration and enhancement measures to protect waterfront parks from shoreline erosion, increase habitat value, increase aesthetic value and promote public interest and use of the parks.
- The proposed projects listed below:

As a result of the community needs assessment and development of the MPAP, the City has developed a list of implementation projects to improve and increase public accessibility to the waterfront. Provided below is a description of the City's planned improvement projects.

Improvement Project 1: Newark Bay Greenway/River Walk

The proposed greenway is an extensive effort intended to transform waterfront portions of the City along Newark Bay into a green attraction for active and passive recreational use. The proposed greenway will provide a series of beautifully vegetated areas along the City's off-street pathways that extend through the City's waterfront parks along Newark Bay. Where waterfront access is not feasible the greenway will be connected by improved on-street sections (refer to Alternate Route Street Scape Project). Development of the greenway involves implementing extensive plantings of native vegetation adapted for life in coastal environments. The vegetation plan would include:

1. Upland plantings along the City's existing and proposed waterfront walkways to enhance green space and provide additional foraging and coverage habitat for local wildlife species;
2. Shoreline plantings to provide additional protection against erosion and to soften and enhance areas previously stabilized with hard structures (i.e. rip-rap); and
3. In-water plantings to re-establish intertidal wetlands that serve as critical wildlife habitat. The greenway will continuously improve the quality of life for City residents by creating improved access to the waterfront and open spaces throughout the City. The concept is to ultimately provide an extended and contiguous vegetated shoreline that serves as highly attractive greenspace for local residents and as functional habitats for local wildlife.



Improvement Project 2: MOTBY Public Access to the Waterfront

This project proposes to implement extensive Hudson River Walkway enhancements along a half-mile long section of the walkway along the south side of MOTBY. The adjacent sections of the Hudson River Walkway along the South Cove Commons and Bayonne Golf Course already provide an exceptional user experience. In contrast, existing walkway sections along the majority of the south side of MOTBY, while present, remain mostly unimproved. The proposed improvements would include extensive landscaping, hardscaping, lighting, interpretative signage, benches, parking and improved American with Disabilities Act (ADA) access. The purpose of the project is to improve the quality of the walkway to be equal to that of the adjoining South Cove Commons and Bayonne Golf Course sections. The total estimated project cost for this project is \$850,000.00.



Improvement Project 3: 5th Street Waterfront Path Improvements

Under existing conditions, the entrance to the 5th Street Waterfront Path has no signage and the entranceway and parking area are uninviting due to the condition of the adjacent land uses. Therefore, this project proposes to construct an attractive park entrance. The project would provide for distinctive park signage, ample paved parking areas and landscaping improvements that will serve as a visual buffer to the adjacent land uses. The total estimated cost of this project is \$300,000.00.



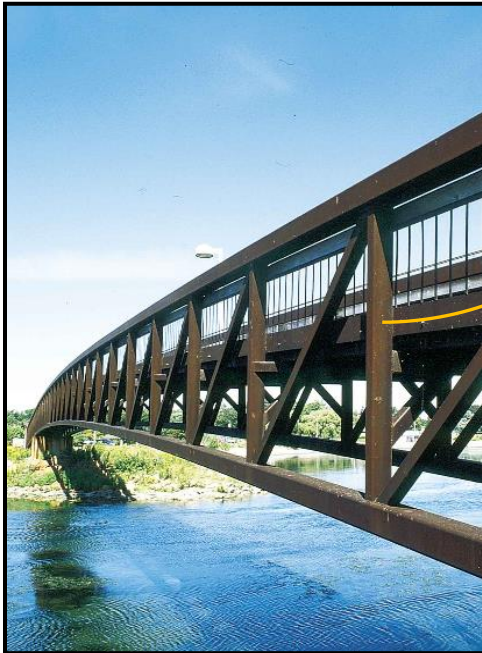
Improvement Project 4: Alternate Route Streetscaping

While much of the shoreline along Newark Bay can accommodate waterfront walkways, there are certain sections where either shoreline geometry, physical features (i.e. coastal bluffs) or land use make construction of a walkway infeasible, thus prohibiting a singular contiguous walkway. Therefore, this project proposes to bring the “waterfront walkway inland” in order to connect all existing and proposed walkway sections. This would be accomplished by implementing an inland streetscaping plan that mimics that aesthetics of the waterfront walkways. The streetscaping plan would incorporate plantings of coastal plants included in the Greenway Project, directional signage to waterfront parks included within the Waterfront Access and Interpretative Signage Project along with similar lighting fixtures, benches and walkway surface materials. The goal of the project provides residents with a visually consistent pathway that will lead them through all of the City’s waterfront parks and recreational resources. The estimated cost of the project is \$700,000.00 per mile or \$132.00 per linear foot.



Improvement Project 5: Hudson River Walkway Pedestrian Bridge

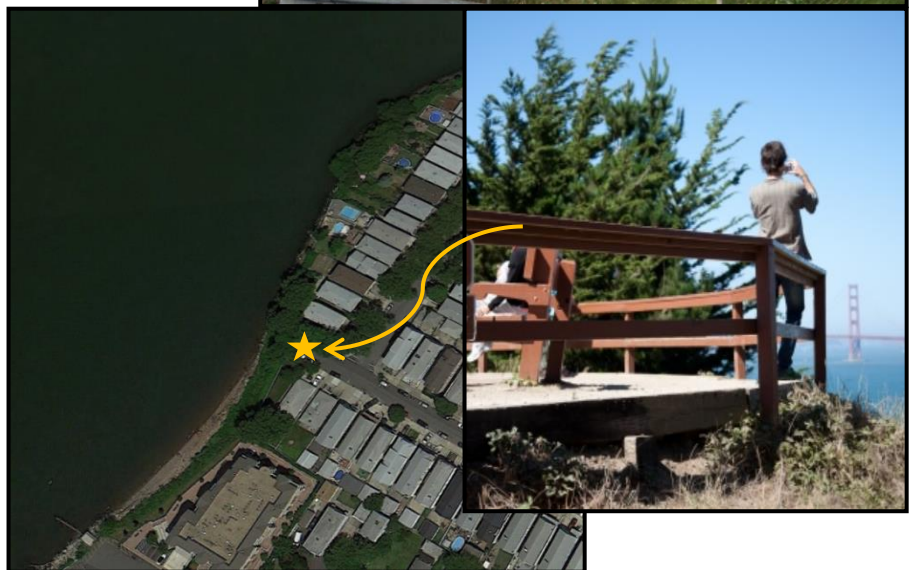
This project proposes the construction of a pedestrian connector bridge along a portion of the Hudson River Walkway. The connector bridge would link the south side of MOTBY sections to the South Cove Commons and Bayonne Golf Course sections. Under existing conditions, in order to continue along the Hudson River Walkway from the south side of MOTBY one must utilize a section of sidewalk along Route 404. The river walkway experience at this point is diminished due to a lack of walkway improvements and the amount of roadway traffic and associated noise occurring along Route 404. The proposed pedestrian bridge would provide a safer and unique user experience extending between two shorelines and across approximately 500 feet of open tidal waters. The bridge will also serve as a walkway center piece and critical connection point, linking together approximately two uninterrupted miles of the Hudson River Walkway. The total estimated project cost for this project is \$550,000.00.



Improvement Project 6: West 31st Street End Viewing Platform

Due to steep coastal bluffs in excess of 100' high along Newark Bay, the shoreline area situated between 28th and 37th Streets is inaccessible. Additionally, dense development of single family residential units located tightly together atop the bluff segment prevent other landward residents from any visual waterfront access. Direct waterfront access is available to local residents via Veteran's Park and Stephen Gregg Park, which are located to the south and north, respectively. These two parks offer residents a wide variety of water dependent (i.e. fishing) and non-water dependent (i.e. athletic fields) recreational uses. However, the parks are located approximately one mile apart and do not provide most residents within this portion of the City with a "walkable" waterfront access point.

Direct waterfront access within this area remains impracticable due to the height and steep slopes of the coastal bluff. However, these same features also provide for excellent visual opportunities but due to the developed nature atop the bluff there is an extremely limited amount of visual opportunity. As such, this project proposes to take advantage of the limited amount of publicly owned land area by developing an environmental viewing platform within an existing roadway right-of-way, which terminates at the edge of the bluff. Based on field inspection, the terminal end of West 31st Street seems to provide the best opportunity. Currently, the street end is fenced off and does not provide physical or visual access to Newark Bay. However, with a limited amount of grading and vegetative removal, this location could be improved with an observation deck. An observation deck at this location would provide sweeping views up and down Newark Bay. The platform would also include interpretative signage that would inform users of visual points of interest and of the local environment such as birds of prey that utilize the bluff. This access point would provide the numerous landward residents with an easily accessible location to take advantage of the outstanding views that residents along the top bluff enjoy. The estimated cost for this project is \$100,00.00.



Improvement Project 7: Outdoor Classroom and Maritime History Exhibits

The City of Bayonne is located at the heart of one of the busiest seaports in the world which also has some of the richest maritime history in the nation. These waterways have been fished by Native American populations, explored by Henry Hudson, endured naval battles of the Revolutionary War and welcomed immigrants from the world over. This project proposes to develop multiple exhibits at Killen Park/Brady's Dock to inform residents and visitors of this rich maritime history. The improvements for this park include: an outdoor classroom, interpretive signage, and outdoor "see and touch" exhibits. The improvements for this park include: an outdoor classroom consisting of an open-air amphitheater where educators can conduct classes to teach local students about the regions rich maritime history along with other topics. The proposed interpretive signage for this park would consist of varied maritime topics ranging from historic elements such as the voyage of Henry Hudson to cultural topics such as the importance of maritime commerce. An important element of the project is the inclusion of "see and touch" exhibits to make the park an interactive learning experience for visitors. Such exhibits could include a ship's wheel and anchor, binoculars, and a modified shipping container dedicated to maritime commerce exhibits. The total cost for this project is estimated at \$2,000,000.00.



In 1847 Captain Joseph Edwards built the schooner *Citizen* here, beginning an era of maritime tradition in Manitowoc which has still not ended. The *Chadloga*, believed one of the first clipper ships produced on the Great Lakes, was built by one of the shipyards that lined the river banks. The *Coro A.*, launched here in 1848, was the last schooner built on the Great Lakes.

During the late 1800's, the Goodrich Transportation Company played an important role in the growth of Manitowoc. Their passenger steamers brought people and goods to the docks east and west of this point. As the smaller shipyards disappeared, a new yard, the Manitowoc Shipbuilding Company, grew and prospered. They built 137 hulls in Manitowoc, including 28 submarines during World War II. By 1976 the Harper Boat Company was the only shipyard left in Manitowoc.

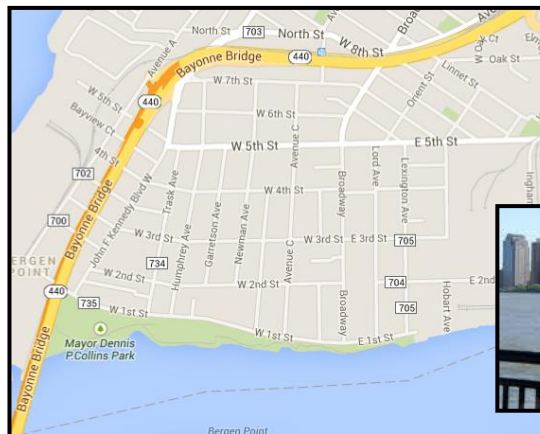
Manitowoc's great maritime heritage is preserved here in the Maritime Museum.

Cargo Is King!

"Why do you do it? For cargo, cargo is king! And if you don't bring in dry cargo, you might as well stay at home. For cargo is cared for absolutely, the seamen must take care of themselves."

Captain Irving Johnson

Chances are, wherever you live, you own things that moved across the ocean as cargo. *Balclutha's* tweendeck appears as it did long ago, when this ship carried freshly crated goods that enriched the lives of people around the world. Whether these people worked to produce the goods, or simply received them, their stories illustrate how *Balclutha's* cargos changed the lives of men, women, and children the world over.



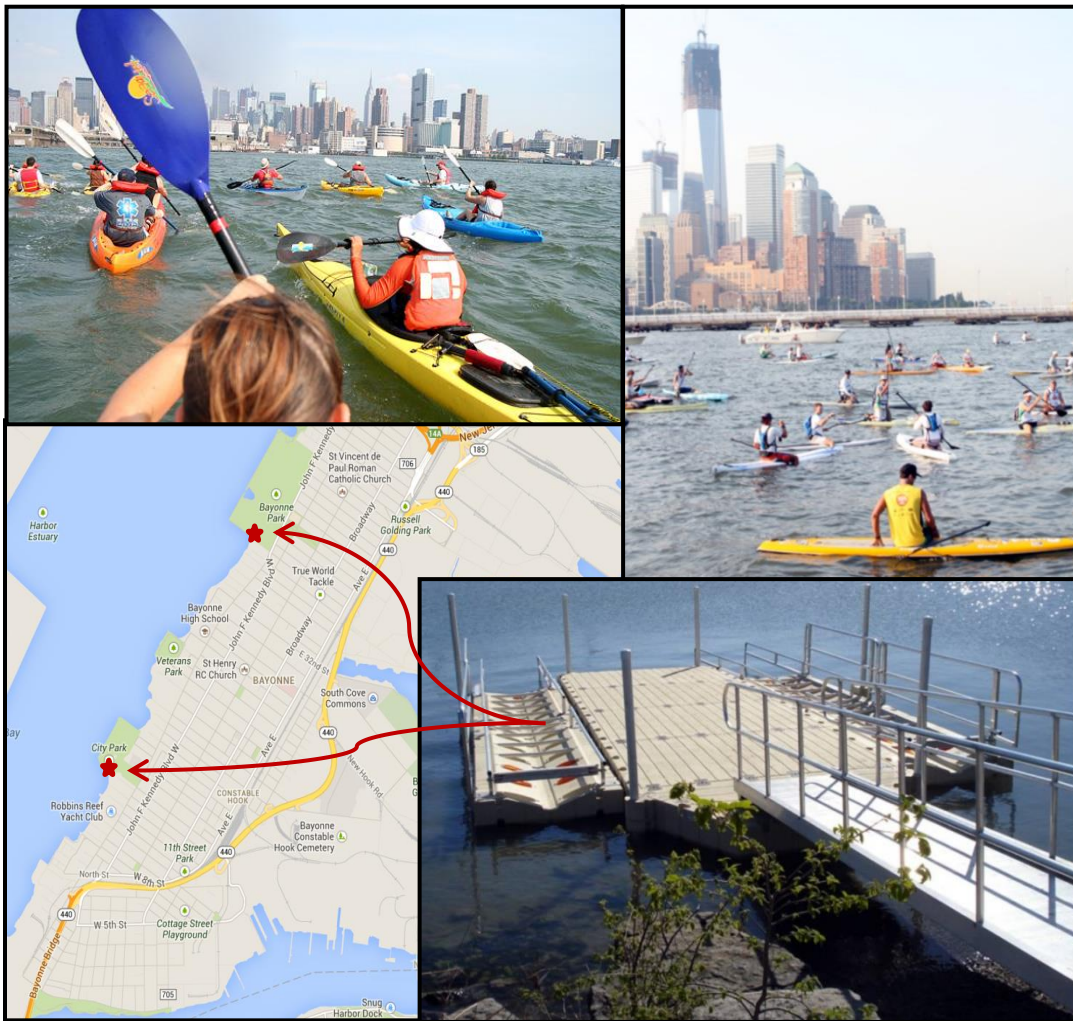
Improvement Project 8: Waterfront Walkway Improvements Avenue A Shopping Center

There is an existing publically accessible waterfront walkway located along the shoreline of the Avenue A shopping center. This walkway was constructed by the property developer as part of permitting requirements under the State Coastal Program Rules. The walkway consists solely of a narrow bituminous strip of pavement that parallels the shoreline. Under existing conditions, the walkway is uninviting and appears as if it is not publicly accessible. This project proposes to improve the walkway with lighting, benches, landscaping and signage to create a walkway that is user friendly. The project also proposes to provide ADA accessibility improvements that would include a marked designated parking area and depressed curbing. This walkway connects to the Boatworks waterfront walkway. As such, once completed the project would provide for a continuously improved walkway that is over a half mile long. The total cost for this project is estimated at \$250,000.00.



Improvement Project 9: Small Watercraft Launching Facilities

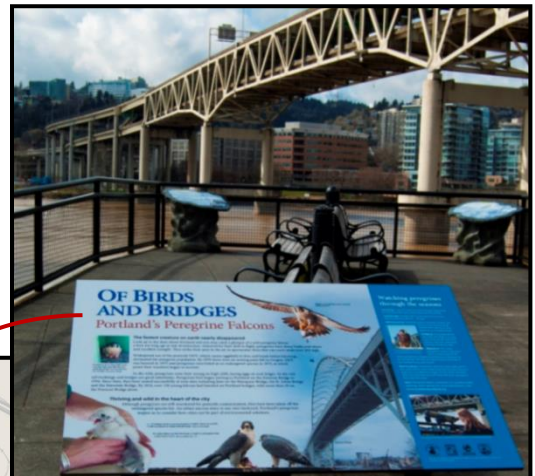
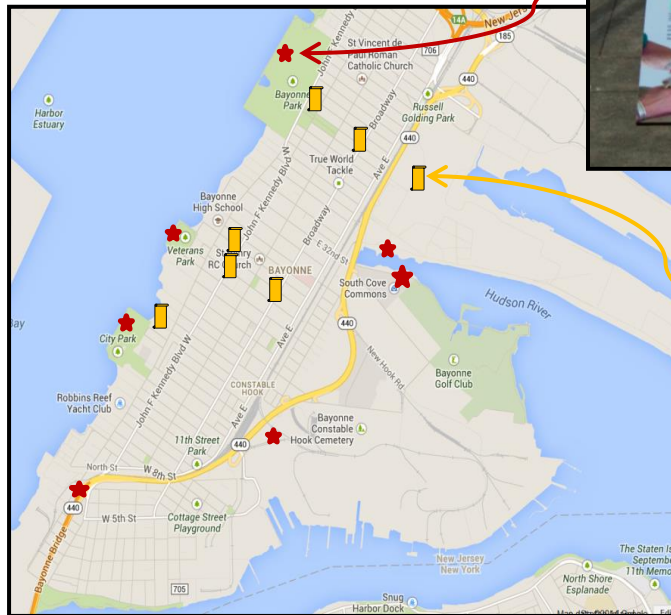
Water sport activities involving small non-motorized watercraft, such as daysailers, windsurf/standup paddle boards and kayaks, have seen a surge in popularity in recent years. Currently, there is only one publicly accessible boat launch facility located within the City (16th Street Park). As such, this project proposes the construction of two small watercraft launching facilities: one to be constructed at Stephen R. Gregg Park and one at Don Ahern Veteran's Memorial Park. The launching facilities would be intended for small watercraft (<18' long) and meet basic ADA accessibility standards to provide access for all. The launching facilities would be designed to the unique characteristics of the shore line locations and consist of materials that require minimal maintenance. The proposed launching facilities would accommodate local demand and encourage recreational use of the river. The total anticipated cost of the project is \$200,000.00 (\$100,000.00 per launch).



Improvement Project 10: Waterfront Access and Interpretative Signage

As part of the State's approach to facilitating public access to the waterfront, NJDEP stresses the use of signage to inform the public of the availability of waterfront access points under their requirements for MPAPs. During the performance of field inspections for the preparation of the MPAP it was noted that signage for the parks was not extensively posted throughout the City. Additionally, it was also noted that while the parks were located along tidal waters that are environmentally, culturally and historically significant, there was little interpretive signage available to inform visitors of the importance of these resources and their surroundings.

There are numerous waterfront parks within the City that offer a wide variety of active and passive recreational opportunities for residents and visitors alike. However, if one is not familiar with all the City's waterfront parks they could be missing out on the extensive and excellent recreational opportunities provided. This project proposes to expand waterfront access signage throughout the City. The signage system would be posted at various points along the City's main thoroughfares (i.e. JFK Blvd., Broadway). The system of signage would inform residents and visitors to the park locations and types of recreational opportunities offered. This project also proposes to greatly increase the number of interpretive signage and exhibits throughout the City's waterfront parks. The interpretive signs will use a combination of well-written text and professional graphics to communicate the importance of local natural, cultural, and historic features in order to increase visitor enjoyment through the appreciation and understanding of these resources. The estimated cost for this project is \$100,000.00.



B. Signage

The City of Bayonne provides adequate signage and maintains those signs to excellent standards for all Recreation and Open Spaces. However, since much of the City's waterfront is only accessible through its various parks and open spaces, such signs do not provide the public adequate information or direction through the park and open space, and to the waterfront. The City proposes the following strategies to improve the signage and better direct the public to these access locations:

- Expand and incorporate signage within the interior of the City to promote resident and visitor awareness of waterfront access points.
- Improve the existing and proposed signage by providing detailed information and direction of the nearest waterfront access point(s).
- Add signage requirements for any development of waterfront access points and walkways built in conjunction with private and/or commercial development.

C. Army Corps of Engineers Requirements for Shore Protection Projects

The Army Corp of Engineer's *Hudson-Raritan Estuary Comprehensive Restoration Plan*, 2009 amended in 2014, identified the entire City of Bayonne's waterfront north of the Bayonne Bridge as a restoration opportunity. Since then, several projects have been launched and completed to help restore the shoreline, as well as provide public access to the waterfront. These include creating a 300-acre marine sanctuary, a 13.9-acre intertidal habitat, and a portion of the Hudson River Waterfront Walkway, of which several segments run through the City of Bayonne. Additionally, improving the waterfront access points and walkways at MOTBY helps fill in a segment of the Hudson River Waterfront Walkway currently incomplete.

D. Additional Steps

The City of Bayonne proposes to take the following additional steps to implement the MPAP as follows:

- Implement a strategic grant acquisition program to identify and obtain funding from various sources that will enable the City to enhance, preserve and maintain public access to the waterfront.
- Continue efforts with NJDEP Office of Natural Resource Restoration to implement environmental restoration and enhancement projects along the City's urban shorelines.

V. RELATIONSHIP TO THE OTHER REGIONAL AND STATE PLANS

The City of Bayonne's MPAP has been reviewed for consistency and has the following relationship to other Regional and State Plans:

- Hudson County Master Plan, 2002 updated 2008
The County Master Plan specifically names the development of continuous waterfront walkways along all of the County's waterfronts and to integrate and promote public access of this waterfront development with adjacent, interior neighborhoods as an objective and goal of the reexamined Master Plan. The MPAP will help address the County's Land Use, Circulation, and Community Facilities Goals.
- Hudson County Comprehensive Economic Development Strategy (CEDS) Plan 2010-2014
The Hudson County CEDS Plan names the redevelopment of MOTBY as an economic expansion objective, and whose redevelopment will provide public access to waterfront, open spaces.
- Hudson County Urban Complex Strategic Revitalization Plan
The *State Development and Redevelopment Plan* identified all of Hudson County as the State's first Urban Complex Area, whose development would be directed by the *Hudson County Urban Complex Strategic Revitalization Plan*. The plan identifies all of Bayonne's shoreline as part of the Waterfront Planning Area specifically the former MOTBY, Texaco site, and the now complete Bayonne Golf Course. The plan reinforces the importance of not only increasing the ability for the public to access all the waterfront, but to provide an enjoyable experience as well.
- State of New Jersey and Hudson County Hazard Mitigation Plans
The City has adopted the County Plan as the Municipal Natural Hazard Mitigation Plan to guide pre-and post-disaster mitigation of the hazards identified in the plan. Through the MPAP, the City will seek to implement waterfront access projects in a manner that will also improve the City's coastal resiliency and compliment the goals of the State and County Hazard Mitigation Plans.

Appendix 1

Model Resolution

Model Resolution for Incorporating MPAP into Master Plan

Resolution # _____

Title: A RESOLUTION APPROVING THE MUNICIPAL PUBLIC ACCESS PLAN

WHEREAS, the *City of Bayonne* Municipal Public Access Plan (MPAP) was submitted to the Township Council and reviewed at the regular meeting of [insert date], and

WHEREAS, the governing body has approved the plan as submitted, and

WHEREAS, the governing body recognizes the need to make the MPAP an authorized component of municipal decision-making by incorporating it into the municipal master plan,

NOW, THEREFORE, BE IT RESOLVED by the *City of Bayonne governing body* of the City of Bayonne, the “City of Bayonne Municipal Public Access Plan,” a copy of which is attached, is hereby approved.

FURTHER RESOLVED, the MPAP shall be incorporated into the municipal master plan within [insert element].

FURTHER RESOLVED a copy of the plan shall be sent to the New Jersey Department of Environmental Protection for review and approval in accordance with N.J.A.C.7.7.

I hereby certify the foregoing to be a resolution adopted by the *City of Bayonne* at a meeting held on [insert date].

Municipal Clerk

Appendix 2

Public Access Information Table

Table 1 City of Bayonne Public Access Locations and Amenities

Name	ID	Signs	Parking	Street	Cross-Street	Badge	Swimming	Fishing	Surfing	Play-ground	Park	Pier/ Water-front Path	Boat Launch	Marina	ReSt-room	H/C	Shore-line	Access Type
Richard A. Rutkowski Park	1A	No	Lot	Route 440	-	No	No	Yes	No	No	Yes	No	No	No	No	Ramp; Parking	Bay	Visual
	1B	Yes	No	-	-	No	No	Yes	No	No	Yes	Yes	No	No	No	Ramp	Bay	Visual
	1C	Yes	Street	W 48th St	-	No	No	Yes	No	Yes	Yes	Yes	No	No	Yes	Ramp; Restroom	Bay	Visual
Stephen R. Gregg Bayonne Park	2A	Yes	Street	JFK Blvd	W 48th St & JFK Blvd	No	No	Yes	No	Yes	Yes	Yes	No	No	Yes	Ramp	Bay	Visual
	2B	Yes	Lot	JFK Blvd	Devlin Dr & JFK Blvd	No	No	Yes	No	Yes	Yes	Yes	No	No	No	Yes	Bay	Visual
	2C	Yes	Street	JFK Blvd	W 37th St & JFK Blvd	No	No	Yes	No	Yes	Yes	Yes	No	No	No	Ramp	Bay	Visual
Veterans Park	3A	No	Lot	Park Rd	-	No	No	Yes	No	No	Yes	Yes	No	No	No	Ramp	Bay	Visual; Fishing
	3B	No	Lot	W 25th St	-	No	No	Yes	No	Yes	Yes	Yes	No	No	No	Ramp	Bay	Visual; Fishing
Bayonne Housing Authority	4A	No	Lot	Avenue A	W 23rd St & Avenue A	No	No	No	No	No	Yes	Yes	No	No	No	Parking; Ramp	Bay	Visual
Private townhouse community	4B	No	Street	W 21st St	W 21st St & Avenue A	No	No	No	No	No	Yes	Yes	No	No	No	Ramp	Bay	Visual
Private Marina	4C	Yes	No	Pavonia Ct	Pavonia Ct & Avenue A	No	No	No	No	No	No	No	Yes?	Yes	No	No	Bay	Visual
16th Street Park	5A	Yes	Lot	W 16th St	W 16th St & Avenue A	No	No	Yes	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Bay	Visual; Fishing
Boatworks Townhouses and Avenue A Shopping Center	6A	Yes	No	Boatworks Dr	-	No	No	No	No	No	No	Yes	No	No	Yes	No	Bay	Visual
	6B	No	No	BaySide Dr	BaySide Dr & Maritime Way	No	No	No	No	No	No	Yes	Yes	Yes	No	Ramp	Bay	Visual
	6C	Yes	No	Marina Dr	Marina Dr & Maritime Way	No	No	No	No	No	No	Yes	No	No	No	Ramp	Bay	Visual
	6D	No	No	North Way	-	No	No	No	No	No	No	Yes	No	No	No	Ramp	Bay	Visual
	6E	Yes	Lot	Avenue A Shopping Center	-	No	No	No?	No	No	No	Yes	No	No	No	Ramp	Bay	Visual
	6F	No	Lot	Avenue A Shopping Center	-	No	No	No?	No	No	No	Yes	No	No	No	Ramp	Bay	Visual
Mayor Dennis P. Collins Park	7A	Yes	Yes	W 1st St	W 1st St & JFK Blvd	No	No	Yes	No	Yes	Yes	Yes	No	No	Yes	Yes	Strait	Visual
	7B	Yes	Yes	W 1st St	W 1st St & Trask Ave	No	No	Yes	No	Yes	Yes	Yes	No	No	Yes	Yes	Strait	Visual
	7C	Yes	Street	W 1st St	W 1st St & Lexington Ave	No	No	Yes	No	No	Yes	Yes	Yes	No	Yes	Ramp; Restroom	Strait	Visual
5th St Waterfront Path	8A	Yes	Lot	E 5th St	-	No	No	Yes	No	No	Yes	Yes	No	No	No	Ramp	Strait	Visual
South cove Mall HRWW	9A	Yes	Lot	-	Lefante Way & Route 440	No	No	No	No	No	No	Yes	No	No	No	Parking; Ramp	Bay	Visual
	9B	Yes	Lot	-	Lefante Way & Route 440	No	No	No	No	No	No	Yes	No	No	No	Parking; Ramp	Bay	Visual
MOTBY	10B	Yes	Street	Port Terminal Blvd	Port Terminal Blvd & Route 440	No	No	No	No	No	No	Yes	No	No	No	Ramp	Bay	Visual
9/11 Memorial Park	11A	Yes	Lot	Goldsborough Dr	-	No	No	No	No	No	No	No	No	No	No	Parking; Ramp	Bay	Visual

Yellow Highlighting denotes parks that are also in Rosi list

TABLE 1 NOTES:

PARKING: Is parking for the location/facility provided on the Street or in a Lot and is it free or do you have to pay? Street, free; Street, pay; Lot, free, Lot, pay

STREET: On what Street is the public access located?

CROSS STREET: What is the cross Street where this location is located?

BADGE: Are there times when a badge is required to use this location? Yes or No

SWIMMING: Is swimming permitted at this location? Yes or No (Limitations on swimming, such as hours, lifeguards, etc., are discussed in Section II.B and C)

Fishing and SURFING: Is Fishing/surfing permitted at this location? Yes or No (Limitations/restrictions are discussed in the Section II.B and C)

PLAYGROUND, PARK, PIER, BOATLAUNCH, Marina, Restrooms: Does this location include these amenities? Yes or No

H/C: What amenities are handicap accessible at this location/facility? (Not necessarily ADA Compliant) None, Parking reserved, Ramp provided, and/or Restrooms accessible. Unless otherwise noted, 'Yes' means the presence of all mentioned handicap accessible facilities, 'No' means No facility is provided.

SHORELINE: What shoreline does this location inhabit? Ocean, Bay, River and/or inlet

ACCESS TYPE: Describe the type of access: Beach, Fishing, Boat, and/or Visual

Appendix 3

Recreation and Open Space Inventory

City of Bayonne

Recreation and Open Space Inventory
City of Bayonne
Developed and Partially Developed Lands
Held for Recreation and Conservation Purposes

Municiple Location per Tax Records	Name of Park/Facility	Block No.	Lot No.	Total Lot Acres	Utilized (U), UnderUtilized (Un), Restricted (R)
Municipal Parks					
39th AVENUE E	11th St. Oval	273	17	0.07201	U
32 E 11th ST	11th St. Oval	273	18	0.05858	U
30 E 11th ST	11th St. Oval	273	19	0.05777	U
28 E 11th ST	12th St. Oval	273	20	0.05753	U
NORTH ST.	North St. Mini Park	295	21	0.20785	U
65 COTTAGE ST	Cottage St. Playground	321	15	0.05622	U
65 COTTAGE ST	Cottage St. Playground	321	16	0.05621	U
65 COTTAGE ST	Cottage St. Playground	321	17	0.05787	U
65 COTTAGE ST	Cottage St. Playground	321	18	0.05658	U
65 COTTAGE ST	Cottage St. Playground	321	19	0.05768	U
65 COTTAGE ST	Cottage St. Playground	321	20	0.05815	U
65 COTTAGE ST	Cottage St. Playground	321	21	0.05562	U
137-141 E 5TH ST	Terry Collins Park	324	11	0.10404	U
143 E 5TH ST	Terry Collins Park	324	12	0.05951	U
145 E 5TH ST	Terry Collins Park	324	13	0.08153	U
149 E 5TH ST	Terry Collins Park	324	14	0.07523	U
JULIETTE & W 4TH ST	Al Slootsky Playground	345	1	1.04882	U
W 1ST ST	Dennis Collins Park	383	1	0.01373	U
W 1ST ST	Dennis Collins Park	383	2	1.17311	U
W 1ST ST	Dennis Collins Park	383	3	0.03317	U
W 1ST ST	Dennis Collins Park	383	4	2.32842	U
W 1ST ST	Dennis Collins Park	383	5	0.05354	U
W 1ST ST	Dennis Collins Park	383	6	1.11762	U

Municiple Location per Tax Records	Name of Park/Facility	Block No.	Lot No.	Total Lot Acres	Utilized (U), UnderUtilized (Un), Restricted (R)
W 1ST ST	Dennis Collins Park	383	7	0.05828	U
W 1ST ST	Dennis Collins Park	383	8	0.9909	U
W 11TH ST	Dennis Collins Park	384	1	0.08581	U
WEST 1ST ST	Dennis Collins Park	384	2	2.16774	U
AVENUE C & ZABRISKIE	Dennis Collins Park	385	1	0.02898	U
64 W 1ST ST	Dennis Collins Park	385	2	0.09125	U
WEST 1ST ST	Dennis Collins Park	385	3	0.28026	U
W 1ST ST	Dennis Collins Park	385	4	0.28663	U
W 1ST ST	Dennis Collins Park	385	5	0.04536	U
W 1ST ST	Dennis Collins Park	385	6	0.76604	U
46 W 1ST ST	Dennis Collins Park	386	1	0.18046	U
W 1ST ST	Dennis Collins Park	386	2	0.47349	U
WEST 1ST ST	Dennis Collins Park	386	3	1.07242	U
W 1ST ST	Dennis Collins Park	386	4	0.04159	U
EAST 1ST ST	Dennis Collins Park	387	1	0.76689	U
E 1ST ST	Dennis Collins Park	387	2	0.04813	U
	Dennis Collins Park	388	1	0.43814	U
	Dennis Collins Park	388	2	0.34051	U
W 1ST ST	Dennis Collins Park	392	1	5.11774	U
W 1ST ST	Dennis Collins Park	392	2	4.24939	U
WEST 1ST ST	Dennis Collins Park	392	3	3.42128	U

Municiple Location per Tax Records	Name of Park/Facility	Block No.	Lot No.	Total Lot Acres	Utilized (U), UnderUtilized (Un), Restricted (R)
W 1ST ST	Dennis Collins Park	392	4	3.69724	U
144-148 W 1ST ST	Dennis Collins Park	392	5	2.55736	U
WEST 1ST ST	Dennis Collins Park	392	6	0.00756	U
150 W 1ST ST	Dennis Collins Park	392	7	0.03787	U
WEST 1ST ST	Dennis Collins Park	392	8	0.27306	U
WEST 1ST ST	Dennis Collins Park	392	9	0.00715	U
W 1ST ST	Dennis Collins Park	392	10	0.03188	U
156-186 W 1ST ST	Dennis Collins Park	392	11	0.0033	U
156-186 W 1ST ST	Dennis Collins Park	392	12	0.00369	U
156-186 W 1ST ST	Dennis Collins Park	392	13	0.00504	U
156-186 W 1ST ST	Dennis Collins Park	392	14	0.00611	U
156-186 W 1ST ST	Dennis Collins Park	392	15	0.66555	U
AVENUE C & 52ND ST	52nd St. Playground	40	1	0.2286	U
630-636 AVENUE E	40th St. Playground	405	32	0.20787	U
87 E 28TH ST	28th St. Playground	423	8	0.05994	U
89-91 E 28TH ST	28th St. Playground	423	9	0.09268	U
90-92 E 29TH ST	28th St. Playground	423	10	0.09115	U
88 E 29TH ST	28th St. Playground	423	11	0.05922	U
788 AVENUE E	Russel Golding Park	393	17	0.82899	U

Municiple Location per Tax Records	Name of Park/Facility	Block No.	Lot No.	Total Lot Acres	Utilized (U), UnderUtilized (Un), Restricted (R)
967-71 BROADWAY	Dr Morris Park	77	25	0.16963	U
233-235 AVENUE C	Clark Park	282	17	0.13539	U
W 8TH ST	Clark Park	282	18	0.32718	U
524 BOULEVARD	Bayonne Youth Center	215	1	0.21861	U
	Harbor View Memorial Park	404	1	672.59	U
201 W 49TH ST	Rutkowski Park	22	1	15.732	U
592-612 AVENUE C	Fitzpatrick Park	178	1	0.7244	U
615-619 BOULEVARD	W. 24rd St. Playground	193	9	0.1386	U
GREGG LA	Sr. Miriam Theresa Park	199	11	0.9591	U
WEST 17TH ST	16th Street Park	21	13	18.346	U
	Veterans Park	21	2	10.837	U
422 AVENUE C	Neighborhood Preserve	225	45	0.0568	Un
440 AVENUE C	Neighborhood Preserve	225	46	0.0572	U
W 16th ST	City Park	243	21	5.9687	U
25 E 10TH ST	11th St. Oval	273	9	0.0569	U
27 E 10TH ST	11th St. Oval	273	10	0.0574	U
29 E 10TH ST	11th St. Oval	273	11	0.058	U
31 E 10TH ST	11th St. Oval	273	12	0.0593	U
25-31 AVENUE E	11th St. Oval	273	13	0.0959	U
33 AVENUE E	11th St. Oval	273	14	0.0461	U
35 AVENUE E	11th St. Oval	273	15	0.0536	U
37 AVENUE E	11th St. Oval	273	16	0.0618	U
CITY LINE	Mercer County Park	9	1	5.55746	U
BAYONNE NJ	Bayonne (Stephen Gregg) Park	74	1	89.5454	U
W 42ND ST	Bayonne (Stephen Gregg) Park	95	1	1.69778	U
W 41ST ST	Bayonne (Stephen Gregg) Park	99	1	1.81683	U
W 41ST ST	Bayonne (Stephen Gregg) Park	100	1	3.1313	U
W 40TH ST	Bayonne (Stephen Gregg) Park	103	1	1.5288	U