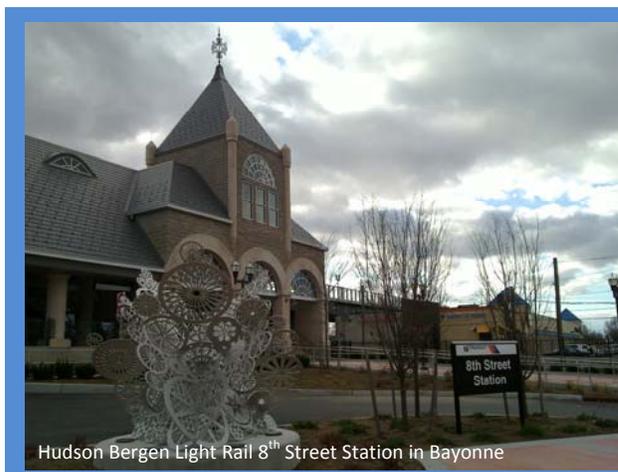


# Hudson County

## Comprehensive Economic Development Strategy

### 2010-2014 CEDS Revisions and Clarifications & 2011 Annual Update



Hudson Bergen Light Rail 8<sup>th</sup> Street Station in Bayonne



Hudson County Community College's  
North Hudson Center in Union City

#### COUNTY EXECUTIVE

Hon. Thomas A. DeGise

#### BOARD OF CHOSEN FREEHOLDERS

Hon. William O'Dea, District 2, Chairman

Hon. Eliu Rivera, Vice Chairman, District 4

Hon. Anthony Romano,

Chairman Pro-Tempore, District 5

Hon. Doreen DiDomenico, District 1

Hon. Jeffrey Dublin, District 3

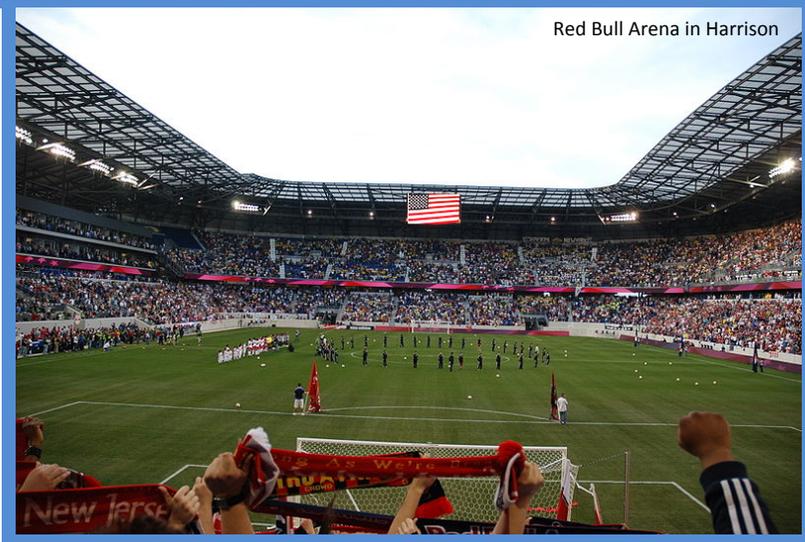
Hon. Tilo Rivas, District 6

Hon. Jose Munoz, District 7

Hon. Thomas Liggio, District 8

Hon. Albert Cifelli, District 9

Red Bull Arena in Harrison



## **Preparation and Approval of the Hudson County CEDS 2010-2014 Revisions and Clarifications & 2011 Annual Update**

The Hudson County Regional CEDS 2010-2014 Revisions and Clarifications & 2011 Annual Update was prepared by the Hudson County Division of Planning for the U.S. Department of Commerce, Economic Development Administration. The plan was adopted by the Hudson County Planning Board and Hudson County CEDS Strategy Committee.

### **Hudson County Regional CEDS 2010-2014 Revisions and Clarifications and 2011 Annual Update**

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The original of this report was signed and sealed in accordance with N.J.S.A. 40:27-2; N.J.S.A. 45:14A-12; N.J.A.C. 13:41- 1.2; and 13 C.F.R. § 303.7

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Stephen D. Marks, PP, AICP, CFM, Division Chief

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## Preface

This revision is in response to the conditional approval of the 2010-2014 Plan as stated in the August 31, 2010 letter from Mr. Stephen P. Grady. Consequently the information provided has addressed all the areas identified as deficient or needing further clarification; and should be added to the original 2010-2014 Plan. Further, this document shall also act as our annual update for 2011.

### **DEFICIENCIES AND CLARIFICATIONS**

The addressed deficiencies and clarifications are coded with a **gray highlight** within the document. Additionally, if this section was added to the 2011 CEDS Update it is also marked with a pound sign (#).

#### Requirements (corresponds with "CEDS Requirement Checklist")

1. **Deficiency:** Planning Organization Requirements  
**Comment:** Understands that, after obtaining approval of the CEDS, it is required to submit to EDA an updated CEDS performance report annually."  
**Addressed:** Submission of 2011 CEDS Annual Update
  
2. **Deficiency:** Strategy Committee Requirements  
**Comment:** "No affiliation listed in front cover, therefore unsure if list in resolution is most up to date or current roster of CEDS members."  
**Addressed:** See **Contributors and Affiliations** (pages 1 and 2) for list of public, private, and non-profit appointments and representatives

#### Technical Requirements

3. **Deficiency:** Analysis of Economic Development Problems and Opportunities  
**Comment:** "Not a clear demarcation of economic manufacturing clusters or occupations in Hudson County."  
**Addressed:** See **Economic Clusters Analysis** (page 16-21) for an analysis of major employer clusters in the region as well "Cluster Maps" for (1)Arts, Entertainment and Media; (2)Apparel and Textile Manufacturers; (3)Chemical and Plastic Manufacturers; (4) Energy Industries; (5)Information and Technology; (6)Material Manufacturers; (7)Printing and Publishing; (8)Financial Services; (9)Food Manufacturing; and (10)Transportation Logistics.
  
4. **Deficiency:** CEDS Goals and Objectives  
**Comment:** "A list of projects, program, and initiatives was provided, but there was no way to gauge source, funding, timing, or implementation."  
**Addressed:** See **Key Economic Development Projects** (pages 49-59) which is an up-to-date matrix detailing critical projects, their lead organization, funding sources, estimated time, and current status. This will be included in future CEDS updates to keep track of project progress.

- 5. Deficiency:** Community and Private Sector Involvement  
**Comment:** “List private sector participants.”  
**Addressed:** See *Contributors and Affiliations* (pages 1 and 2) for a list of private sector CEDS participants
- 6. Deficiency:** Strategic Projects, Program and Activities  
**Comment:** “Vital Projects: Not a proper listing to illustrate cost, source of funds, etc.”  
**Addressed:** See *“Top Three Infrastructure Priorities for Each Municipality”* (pages 69-72) for a list of the most important infrastructure needs for improving the economic vitality of each Hudson County’s municipalities. Includes a description of the project, current status, and which objective of the overall CEDS the project addresses.
- 7. Deficiency:** Performance Measurements  
**Comment:** “No chart, matrix, or table on priority investments, therefore no measurements are provided or can be for future implementation. This section does not provide a methodology for gauging progress or the implementation of all priorities.”  
**Addressed:** See *“Performance Measurements”* (pages 73-83) for a chart of methodology for the variables included in the CEDS requirements, as well as the specific Hudson County goals. The performance measurements are based upon the outlined plan and detailed information in the 2010 CEDS Report and thus, many cross- references to the conditionally approved report are included. The data for most performance measurements in chart and/or graph form can be referenced within “Appendix F: Performance Measurements”. In select cases, the data is located in another section of the 2010 CEDS Report. For these data sets, the appropriate section and page number are provided. In addition, one measurement is featured solely in this 2011 update as “Addendum A”. There are a few exceptions in which the measurements do not have references. The data collection for these measurements was not obtained in the preparation for 2010 Report, but will be in subsequent CEDS reports

## **2011 UPDATES**

The updates are indicated in the report: by (1) an asterisk (\*) or by (2) *italics* if only a portion of the section was updated.

1. **Organization & Management** (page 5)

Based on the conditional approval of the 2010 Hudson County CEDS report.

2. **Vision Statement** (page 6)

Revised Vision Statement that responds to recent economic development happenings, such as the cancellation of ARC Tunnel Project, but maintains the overall goals of the CEDS Committee.

3. **Economic Analysis:**

See ***“United States Economic Outlook 2011”*** and ***“New Jersey Economic Outlook 2011”*** (page 7)

Updated information based on the most recent data released by the U.S. Bureau of Economic Analysis

4. **Hudson County Trends:**

See ***“Geography”*** (page 8)

Updated information based on the release of the 2010 U.S. Census.

See ***“Population”*** (page 9 -12), ***“Table 1”***, and ***“Graph 1 & 2”***

Updated information based on the release of the 2010 U.S. Census.

See ***“Unemployment”*** (pages 12-14), ***“Graphs 3 & 4”***, and ***“Table 2”***

Updated information based on the most recent data released by the U.S. Bureau of Labor Statistics

See ***“Labor Force Participation”*** (page 14) and ***“Graph 5”***

Updated information based on the most recent data released by the U.S. Bureau of Labor Statistics

See ***“Employment by Industry”*** (pages 14-15), ***“Table 3”***, and ***“Graph 4”***

Updated information based on the most recent data released by the U.S. Bureau of Labor Statistics

See ***“Personal Income and Housing”*** (pages 23-25), ***“Tables 4 & 5”***, and ***“Graphs 7 & 8”***

Updated information based on the most recent data released by the U.S. Department of Commerce

5. **Action Plan by Municipality or Agency** (pages 25-48)

The CEDS Committee requested an update of local economic development from the representatives of each municipality and each planning organization featured in this section. This provides an up-to-date narrative of projects that will affect the economic environment within Hudson County. The narratives that were revised are marked by an asterisk (\*).

**6. Key Economic Development Projects (pages 49-59)**

Updated information based on municipal input, NJTPA Transportation Improvement Program, and private sector data collection. This matrix will continue to be updated with new projects and current project “**Status**” columns in future CEDS annual updates.

**7. Top Three Infrastructure Priorities for Each Municipality (pages 69-72)**

Added section to the CEDS Update which will be revised as infrastructure priorities are met and new needs assessed.

## **Contributors and Affiliations**

### **COUNTY EXECUTIVE**

Hon. Thomas A. DeGise

### **BOARD OF CHOSEN FREEHOLDERS**

Hon. William O’Dea, District 2, Chairman

Hon. Eliu Rivera, Vice Chairman, District 4

Hon. Anthony Romano, Chairman Pro-Tempore, District 5

Hon. Doreen DiDomenico, District 1

Hon. Jeffrey Dublin, District 3

Hon. Tilo Rivas, District 6

Hon. Jose Munoz, District 7

Hon. Thomas Liggio, District 8

Hon. Albert Cifelli, District 9

### **CEDS Committee Appointments**

County Executive, Ex-Officio

Hon. Albert Cifelli, Hudson County Freeholder

The Mayor of the City of Bayonne, Ex-Officio

The Mayor of the Borough of East Newark, Ex-Officio

The Mayor of the Town of Guttenberg, Ex-Officio

The Mayor of the Town of Harrison, Ex-Officio

The Mayor of the City of Hoboken, Ex-Officio

The Mayor of the City of Jersey City, Ex-Officio

The Mayor of the Town of Kearny, Ex-Officio

The Mayor of the Township of North Bergen, Ex-Officio

The Mayor of the Town of Secaucus, Ex-Officio

The Mayor of the City of Union City, Ex-Officio

The Mayor of the Township of Weehawken, Ex-Officio

The Mayor of the Town of West New York, Ex-Officio

Jeffrey Kaplowitz, Century 21 Real Estate Co.

Hudson County Chamber of Commerce

Gina Boesch, New Jersey City University Business Incubator

Eric Boyce, Hudson County Banking Trades Council/ United Plumbers Local 14

Anthony Cammarata Jr., Goldman, Sachs & Co.

Anthon Corsi, Workforce Investment Board

James DiDomenico, Hudson County Transportation Management Association

Mina Dimetry, Wachovia Bank

Richard Dwyer, Public Service Electric and Gas Company

Aaron Foreman, J. Maar Development Group

Glen Gabert, Hudson County Community College

Alan Lambiase, South Kearny Industrial Association

Suzanne Mack, NJ Transit Citizens Advisory Board

Alan Magrini, Hartz Mountain Industries

E. Junior Maldonado, Hudson County Improvement Authority

Julian Malloy, Port Authority of New York & New Jersey

Heather Martin, Small Business Representative

Brian McClean, Mack Cali Realty Corp.

Raj Menon, Independent Community Bank  
Paul Silverman, SILVERMAN Building Neighborhoods  
Elizabeth Spinelli, Hudson County Economic Development Corporation  
Elnora Watson, Urban League of Hudson County

**CEDS Committee Representatives**

Kennedy Ng, Union City Mayor Representative  
John Fussa, Bayonne Mayor's Representative  
Stephen Lipski, Jersey City Mayor's Representative  
Doug Greenfeld, Jersey City Department of Housing, Economic Development, and Commerce  
Jeffrey Pearlman, North Jersey Transportation Planning Authority  
Johnny Garce, Union City Community Development Agency  
John Lane, Hudson County Division of Engineering  
David Behrend, North Jersey Transportation Planning Authority  
Dan Frohwirth, Jersey City Economic Development Corporation  
Stuart Z Koperweis, Hudson County Division of Planning

**HUDSON COUNTY PLANNING BOARD**

Daniel Choffo, Planning Board Chairman  
Renee Bettinger, Vice Chairwoman  
Jude Fitzgibbons, Chair Pro-Tempore  
Demetrio Arencibia, PE, PP, County Engineer  
Mary Avagliano, Commissioner  
Hon. Doreen DiDomenico, Freeholder  
Joseph Glembocki, PE, Assistant County Engineer  
Michael Holloway, Commissioner  
Rushabh Mehta, Commissioner  
Hon. Jeffrey Dublin, Freeholder  
Kennedy Ng, Commissioner Alternate #1  
Hon. William O'Dea, Freeholder Chair  
Hon. Anthony Romano, Freeholder  
John J. Curley, Board Attorney  
Stephen Marks, PP, AICP, Planning Director  
Megan Massey, AICP  
Danielle Ciammaruconi, Planning Aide  
Mario Tridente, Inspector

**Prepared By:**

Francesca Giarratana  
David Ginsberg  
Stuart Z Koperweis

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Legend: Gray Highlight = Satisfies Deficiency  
 \* = Updated for 2011 CEDS Annual Update  
 # = New Material for 2011 CEDS Annual Update

## Tables, Graphs, and Maps

### Tables

1. **"Hudson County Municipality Demographic Data"**# (page 10) *Source: 2010 Census*
2. **"Unemployment Net Changes, 2009-2010 & 2010-2011"**\* (page 12) *Source: U.S. Bureau of Labor Statistics*
3. **"Unemployment Rate by Municipality Over 25,000 People"** (page 13) *Source: U.S. Bureau of Labor Statistics*
4. **"Payroll employment in Bergen-Hudson-Passaic by major industry sector (in thousands)"**# (page 14) *Source: U.S. Bureau of Labor Statistics*
5. **"Total Personal Income (millions) & Per Capita Personal Income (dollars)"**\* (page 22) *Source: U.S. Department of Commerce, Bureau of Economic Analysis, April 2010*
6. **"Housing Units & Occupancy: United States, New Jersey, & Hudson County"**\* (page 24) *Source: 2000 Census & 2010 Census*

### Graphs

1. **"2010 Population Comparison and Diversity Index for the United States, New Jersey, and Hudson County"**\* (page 11) *Source: USA Today Diversity Index Data*
2. **"Educational Attainment 2007: Population 25 to 64 years"**\* (page 12) *Source: 2007 American Community Survey*
3. **"Annual Unemployment Rate Averages"**\* (page 13) *Source: U.S. Bureau of Labor Statistics*
4. **"Unemployment Rates: Apr. 2009, Apr. 2010, & Apr. 2011"**\* (page 13) *Source: U.S. Bureau of Labor Statistics*
5. **"Labor Force Participation for Hudson County, NJ (Annual Averages), 2009 & 2010"**\* (page 14) *Source: U.S. Bureau of Labor Statistics*
6. **"Nonfarm Payroll employment in Bergen-Hudson-Passaic by industry sector- May 2011 (preliminary)"**\* (page 15) *Source: U.S. Bureau of Labor Statistics*
7. **"Income: Median Household, Median Family, & Per Capita Income"**\* (page 23) *Source: 2009 American Community Survey 1-Year Estimates*
8. **"Hudson County Occupancy, 2000 & 2010"**\* (page 23) *Source: 2000 Census & 2010 Census*

### Occupation and Economic Cluster Maps (pages 16-21)#

*Source: Selectory D&B (Employment Locations); U.S. Bureau of Labor Statistics, Quarterly Census of Employment & Wages (QCEW) and Purdue Center for Regional Development (cluster definitions)*

### Addendum A: List of the Major Employers by Municipality#

1. Arts, Entertainment and Media
2. Apparel and Textile Manufacturers
3. Chemical and Plastic Manufacturers
4. Energy Industries
5. Information and Technology
6. Material Manufacturers
7. Printing and Publishing
8. Financial Services
9. Food Manufacturing
10. Transportation Logistics

Legend: Gray Highlight	= Satisfies Deficiency
*	= Updated for 2011 CEDS Annual Update
#	= New Material for 2011 CEDS Annual Update

## Organization & Management

The 2010 Hudson County Regional Comprehensive Economic Development Strategy or “CEDS” is a five-year economic plan to guide the growth of jobs, development and commerce in the County. The CEDS plan is a requirement of the U.S. Department of Commerce, Economic Development Administration, USEDA, in order to become and remain eligible for public works grants and economic development assistance from the federal EDA. *The United States Economic Development Administration conditionally approved the Hudson County Regional CEDS Plan on August 31, 2010. An additional requirement for grant eligibility is the submission of annual updates to the CEDS document, which highlights economic development projects, updates key economic growth metrics, and identifies priority infrastructure needs.*

The federal regulations (13 C.F.R. § 303.7) require the establishment of a CEDS Committee to oversee development of the CEDS Plan and designation of a Planning Organization to administer the federally sanctioned CEDS process. In response, the County Executive issued Executive Order no. 71 establishing the Hudson County CEDS Committee. The most recent CEDS Committee was appointed by the County Executive and confirmed by the Board of Chosen Freeholders via Resolution No. 491-11-2007 on November 8, 2007. Hudson County’s CEDS Committee is comprised of more than 30 individuals representing a broad range of interests, including local government officials from Hudson County and its twelve municipalities. There are also representatives from institutions of higher education, workforce development, minority organizations, non-profit groups, organized labor, chambers of commerce and economic development agencies. Additionally, the financial services, insurance, real estate, transportation, and logistics industries are represented on the CEDS Committee. Finally, all regional transportation agencies and utilities that serve Hudson County have CEDS representation (for a full list of membership and *Affiliations* see the page). The CEDS Committee has met on a quarterly basis to discuss economic development matters of regional concern since its establishment in 1999. Additionally, the governing body of Hudson County designated The Hudson County Division of Planning as the Planning Organization responsible for managing the CEDS process.

The approved 2010-2014 CEDS Plan analyzed the strengths, weaknesses, opportunities and threats facing the region; and sets out to identify economic clusters within the County. The CEDS Plan contains both broad goals and achievable objectives. The CEDS Plan was prepared with wide and robust community and private sector participation that involved interviews with dozens of stakeholders, an internet based survey in both English and Spanish that garnered nearly 800 responses, and a formal public hearing. The CEDS Plan contains a plan of action that identifies strategic projects, programs and activities and performance measures to evaluate the Plan’s success. The CEDS document also serves as an addendum and update to the Hudson County Master Plan’s Economic Development element of the 2002 Master Plan and the 2008 Master Plan Re-Examination Report.

## Vision Statement

*The CEDS Committee envisions a Hudson County in 2015 marked by economic growth in many sectors, a major turnaround from the economic recession that began in 2007. The County leads the State in total private sector job creation, wage growth, and new housing starts. Locally, communities have been successfully employing available resources including the Urban Transit Hub Tax Credit program, redevelopment powers, special improvement districts, public bonds and CDBG funds to leverage private investment and create local jobs. Funding from the federal EDA is used in vital infrastructure projects outlined within the County's approved CEDS, including roadway repairs, new utilities and storm sewer system construction, public transit upgrades, and improvements for pedestrian and bicycle mobility. Companies continue to be attracted to Hudson County because of its multi-modal transportation system, diverse labor pool, and ideal proximity between New York City and New Jersey. Additionally, Hudson County has been at the forefront of the "green economy" facilitating the creation of thousands of sustainable "green collar" jobs.*

Despite the public investment and private job growth, Hudson County is still challenged by pockets of poverty and high unemployment. Hudson County remains one of the least affluent counties in New Jersey and working families are still confronted by both the cost of living and the prohibitively high cost of housing in the New York City area. *However, through affordable housing developments, the efforts of local Workforce Investment Boards ("WIBs"), the education efforts of local high schools and colleges, anti-poverty and homelessness policies, and state and federal funding initiatives, the economic future is bright for a variety of Hudson County's residents. From North Bergen to Bayonne, the Hudson River to the Passaic River, Hudson County continues to grow in population, employment, developments, tax ratables, and economic vitality into 2015.*

## Economic Analysis\*

### United States Economic Outlook 2011\*

In official economic terms, the United States is no longer in a recession. However, the overall economic climate has not displayed an overwhelming upswing. Since the 2010 CEDS Plan, some economic indicators have shown positive outcomes. According to the US Bureau of Labor Statistics, the national unemployment rate for June 2011 was 9.2%, a slight decrease from the June 2009 level of 9.5%. The all items consumer price index increased by 3.6 % before seasonal adjustment from June 2010 to June 2011. According to the US Bureau of Economic Analysis estimate, the real gross domestic product increased at an annual rate of 1.9 % in the first quarter of 2011, while real GDP grew by 3.1%. Although signs of economic stabilization have occurred in recent months, it is certain that recovery will still be a long and difficult process.<sup>1</sup>

### New Jersey Economic Outlook 2011\*

Like the nation, New Jersey witnessed some encouraging strides, but is still experiencing economic hardships as it recovers. According to the preliminary numbers in a July 2011 US Bureau of Economic Analysis report, total personal income for New Jersey for the first 2011 quarter was about \$454 billion. Therefore, the State's total personal income increased by about 5.5% from the first quarter of 2009 to the first quarter of 2011. In addition, per capita personal income in New Jersey for 2010 is \$50,781. This number ranks New Jersey as third in the nation for per capita personal income since it is 125.1% of the US average. In addition, New Jersey's industries remained stable, as the state annual average GDP increased by approximately .8% from the 2008 to 2010. New Jersey ranked at number 7 in the country for 2010 GDP, at about \$487 billion.<sup>2</sup>

However, unemployment rates have been less promising in New Jersey. According to the June 2011 US Bureau of Labor Statistics, New Jersey's unemployment rate increased from 9.3% in June 2009 to June 2010 in 9.5%. New Jersey is ranked 38 in the country for its unemployment rate of 9.5%. At the same time, the New Jersey unemployment in June 2010 was the same as June 2011, revealing that it has made little improvement in recent months.

Since the release of the Hudson County CEDS 2010 Report, New Jersey has fully transitioned into the Christie administration, which initiated a new economic approach for the state. This economic policy shift on the state level has direct and significant effects for Hudson County at the county and the municipal level. To compensate for depleting state funds, recent budget cuts have been made to economic development state funding programs, including the Urban Enterprise Zone ("UEZ") program and the Hazardous Discharge Site Remediation Fund. Therefore, the Hudson County CEDS has begun to explore other state funding programs, including the Neighborhood Revitalization Tax Credit (NRTC) Program. The committee plans to encourage the Hudson County municipalities and community organizations to take advantage of the funding opportunities that are currently available.

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<sup>1</sup> U.S. Bureau of Economic Analysis- June 2011 <http://www.bea.gov/newsreleases/national/gdp/gdpnewsrelease.htm>

<sup>2</sup> U.S. Bureau of Economic Analysis- July 2011 [http://www.bea.gov/scb/pdf/2011/07%20July/D%20pages/0711dpg\\_i.pdf](http://www.bea.gov/scb/pdf/2011/07%20July/D%20pages/0711dpg_i.pdf)

# Hudson County Trends

## Geography

Hudson County is the smallest, most urbanized and most densely populated county in the State of New Jersey. Often referred to as part of New Jersey's "Gold Coast", the County is comprised of 12 incorporated municipalities, located in the northeastern region of New Jersey within the New York Metropolitan Statistical Area (as designated by the US Census Bureau). The County's urbanized core is comprised of the Cities of Hoboken and Jersey City. The northern swath of the County consists of the five densely populated communities of the Towns of Guttenberg and West New York, Townships of North Bergen, Weehawken, and the City of Union City. The County's southern peninsula is comprised of the City of Bayonne. West Hudson consists of the County's smaller, less densely populated areas and includes the Borough of East Newark, Town of Harrison, and the Town of Kearny. The northwestern area of the County is comprised of the Town of Secaucus.

The land area of Hudson County is 46.6 square miles, making it the smallest of New Jersey's 21 counties. With the 2010 Census counting 634,266 inhabitants and an average population density of 13,731.4 persons per square mile<sup>1</sup>, Hudson County is the most densely populated county in New Jersey and the sixth<sup>2</sup> most densely populated county in the country, trailing only four of New York City's boroughs and San Francisco County, California<sup>3</sup>.

The County is a coastal peninsula bounded by the Hudson River to the east,



<sup>1</sup> US Census Bureau 2008 Estimates

<sup>2</sup> Data is based on U.S. Census department data from 2000. Calculations made by dividing the population by the land area. All county-equivalents are included

<sup>3</sup> ibid

the Kill Van Kull strait to the south and the Passaic River and Newark Bay to the west. The Hackensack River also runs through the center of the County from north to south. The County is divided into four tidally influenced watersheds: the Hackensack Watershed to the north, the Passaic River watershed to the west, the Rahway River/Arthur Kill/Kill Van Kull watershed to the south and the Hudson River to the east. Newark Bay is located at the southwestern end of the County and there are four creeks, which are tributaries to the Hackensack River, including the Penhorn Creek, the Cromakill Creek, Bellmans Creek and Mill Creek.

The climate is typical of the Middle Atlantic seaboard, with the winters influenced by cold dry air masses, which have their origin over sub-polar continental regions, and summers affected by warm, humid air masses from sub-tropical regions, modified by their passage over land surfaces. The vegetation consists of planted lawns, trees and shrubbery and is typical of residential and commercial areas. The average annual rainfall averages between 43 and 47 inches<sup>6</sup> and snowfall averages about 30 inches per year<sup>7</sup>. The average annual maximum temperature is 60.13 and the average annual minimum temperature is 45.08 degrees Fahrenheit<sup>8</sup>.

### **Population\***

*Hudson County, despite its already high levels of density and limited developable space, continues to feature high population growth. The 2010 Census estimated the New Jersey population to be 8,791,894 and expected the state to grow by 1.4 million people by the year 2025<sup>9</sup>. From 1990 to 2000 Hudson County's population grew 10 percent reaching a population of 608,975, while New Jersey had only an 8.85 percent increase. In 2010, the County's population jumped to 634,266, up 4.2% from 2000, according to the 2010 U.S. Census.<sup>10</sup> This population change was highlighted by a drastic increase in the city of Hoboken's population as it reached 50,005, up 29.6% from 2000. The result of this increasing population size and stable land area is an intensification of the County's already high density. This trend is expected to continue with the North Jersey Transportation Planning Authority ("NJTPA") and New York Metropolitan Transportation Council ("NYMTC") predicting Hudson County's population will rise to more than 800,000 people by the year 2040.*

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<sup>6</sup> The Office of the New Jersey State Climatologist

<http://climate.rutgers.edu/stateclim/?section=uscp&target=NJCoverview>

<sup>7</sup> Federal Emergency Management Agency Flood Insurance Study: Hudson County, New Jersey August 16, 2006.

<sup>8</sup> Based Jersey City, NJ [NOAA U.S. Daily Climate Normals 1971-2000](http://www.noaa.gov/data/normal/usa/usa-stations/nj/nj284339.php). USA Climate Index <http://www.climate-charts.com/USA-Stations/NJ/NJ284339.php>

<sup>9</sup> NJ Dept. of Labor and Workforce Development

<sup>10</sup> 2010 United States Census. U.S. Census Bureau.

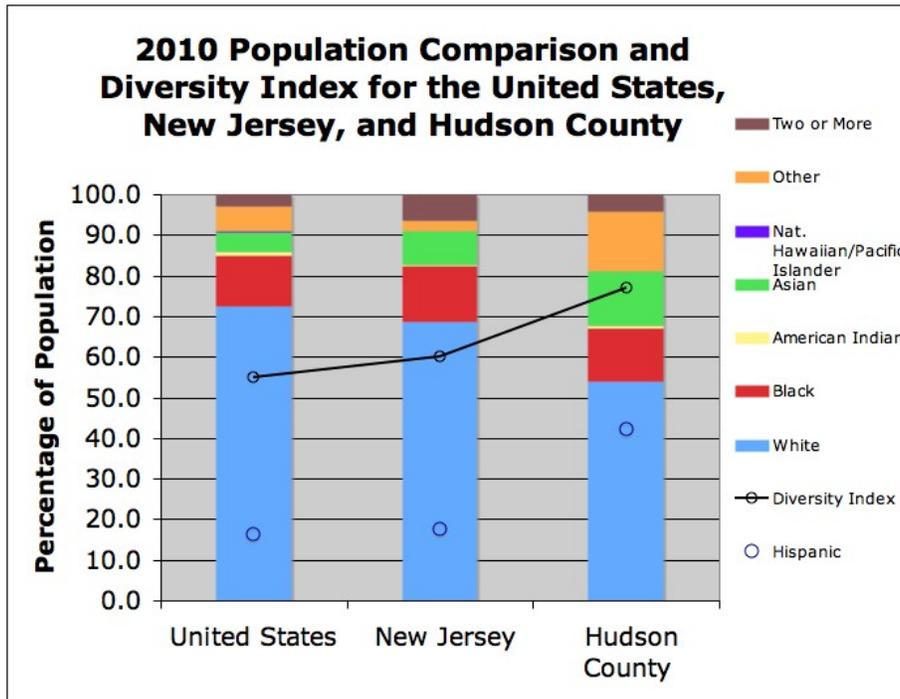
[http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC\\_10\\_DP\\_DPDP1&prodType=table](http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC_10_DP_DPDP1&prodType=table)

**Table 1\***

Municipality	Demographic Data from the 2010 U.S. Census											2010 Housing Data		
	Total Population	African-American (Only)		Asian (Only)		Caucasian (Only)		Two or More Races		Hispanic (of any race)				
		Total African-American Population	% of Total	Total Asian Population	% of Total	Total Caucasian Population	% of Total	Total Population of Two or More Races	% of Total	Total Hispanic Population	% of Total			
Bayonne	63,024	5,584	8.90%	4,861	7.70%	43,618	69.20%	2,448	3.90%	16,251	25.80%	27,799	25,237	2,562
East Newark	2,406	46	1.90%	188	7.80%	1,516	63.00%	94	3.90%	1,477	61.40%	794	759	35
Guttenberg	11,176	537	4.80%	818	7.30%	7,537	67.40%	585	5.20%	7,245	64.80%	4,839	4,473	366
Harrison	13,620	297	2.20%	2,217	16.30%	7,941	58.30%	570	4.20%	6,017	44.20%	5,228	4,869	359
Hoboken	50,005	1,767	3.50%	3,558	7.10%	41,124	82.20%	1,324	2.60%	7,602	15.20%	26,855	25,041	1,814
Jersey City	247,597	64,002	25.80%	58,595	23.70%	80,885	32.70%	10,956	4.40%	68,256	27.60%	108,720	96,859	11,861
Kearny	40,684	2,186	5.40%	1,793	4.40%	29,933	73.60%	1,478	3.60%	16,253	39.90%	14,180	13,462	718
North Bergen	60,773	2,456	4.00%	3,979	6.50%	40,705	67.00%	2,942	4.80%	41,569	68.40%	23,912	22,062	1,850
Secaucus	16,264	668	4.10%	3,318	20.40%	11,125	68.40%	402	2.50%	3,025	18.60%	6,846	6,297	549
Union City	66,455	3,487	5.20%	1,587	2.40%	38,549	58.00%	3,749	5.60%	56,291	84.70%	24,931	22,814	2,117
Weehawken	12,554	606	4.80%	1,024	8.20%	9,020	71.80%	491	3.90%	5,055	40.30%	6,213	5,712	501
West New York	49,708	2,289	4.60%	2,986	6.00%	30,839	62.00%	2,788	5.60%	38,812	78.10%	20,018	18,852	1,166
<b>Hudson County Totals</b>	<b>634,266</b>	<b>83,925</b>	<b>13.20%</b>	<b>84,924</b>	<b>13.40%</b>	<b>342,792</b>	<b>54.00%</b>	<b>27,827</b>	<b>4.40%</b>	<b>267,853</b>	<b>42.20%</b>	<b>270,335</b>	<b>246,437</b>	<b>23,898</b>

Additionally, Hudson County has one of the most diverse populations in the country. Data collected from the 2010 Census (displayed in Table No. 1) shows of the total population in Hudson County (634,266) about 13.2% are African American, 13.4% are Asian, 54% are Caucasian, 4.4% are mixed racially, and 42.2% are identified as Hispanic. Each of these minority percentages are well above the national averages in the 2010 Census. According to 2007 ACS estimates, 40 percent of Hudson County's population is foreign born, and of that portion, over 60 percent (approximately 149,379 people) are from Central America, the Caribbean, or South America. In addition, over 50 percent of Hudson County speaks a language other than English at home.<sup>11</sup>

The USA Today Diversity Index formula<sup>12</sup> illustrates how Hudson County's diversity compares to the US and the State's population. The index is a scale from 0 to 100, with 100 being the most diverse and 0 being not diverse at all. A score of 50 would indicate that when choosing two people at random from the geography, there is a 50% chance they would be of a different ethnicity. The graph shows that as the mix of ethnicities and races changes for the total population the diversity index increases. Hudson County has an extremely high diversity index of 77, the highest in New Jersey, and well above the state and the US averages (respectively 60 and 52)<sup>13</sup>. This diversity is a great asset to the County and should be valued as a unique characteristic of the County's personality and history.



Graph 1\*

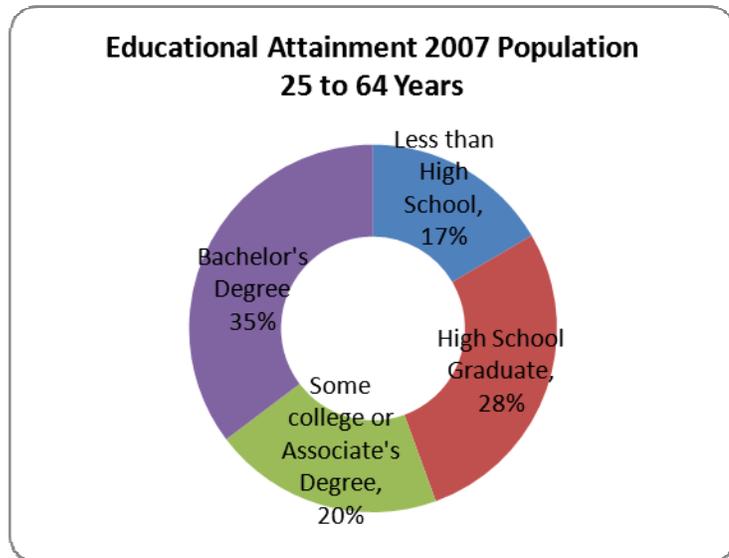
11 2007 American Community Survey

12 <http://www.usatoday.com/news/nation/census/2001-03-14-diversityindex.htm>

13 USA Today Diversity Index Data. <http://www.usatoday.com/news/nation/census/county-by-county-diversity.htm>

**Graph 2\***

Educational attainment is extremely varied in the County. There is a wide gap between the population with High School diploma or less and those with a Bachelor's degree or higher. About 55 percent of the population from 25 to 64 years of age has attended some college or attained a Bachelor's degree while the other 45 percent of the population has a high school diploma or less. This is consistent with national educational attainment levels. The County and the region offer many opportunities for persons to receive job training and higher education. The County should continue to focus energy and efforts on providing career, vocational, and higher education for its residents, especially those with only basic job skills. Interestingly, as illustrated in the charts the percent of unemployed persons in the various educational categories does not vary much. For persons with less than a high school diploma the unemployment rate is 6.73 percent, while those with a Bachelor's degree or greater the unemployment rate is 3.51 percent. The fact that those with a Bachelor's degree or greater is almost half the unemployment rate of those with less than a High School Diploma reveals Hudson County's need to invest in education and to get students to finish high school. This is not an abnormal number when compared to the US. However, Hudson County is a very highly educated county and therefore in order to be competitive in the job market a Bachelor's degree is essential. The CEDS Committee has already partnered with the universities and community colleges in the County and is looking to foster these relationships into 2012.



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### Unemployment\*

#### 2009-2010

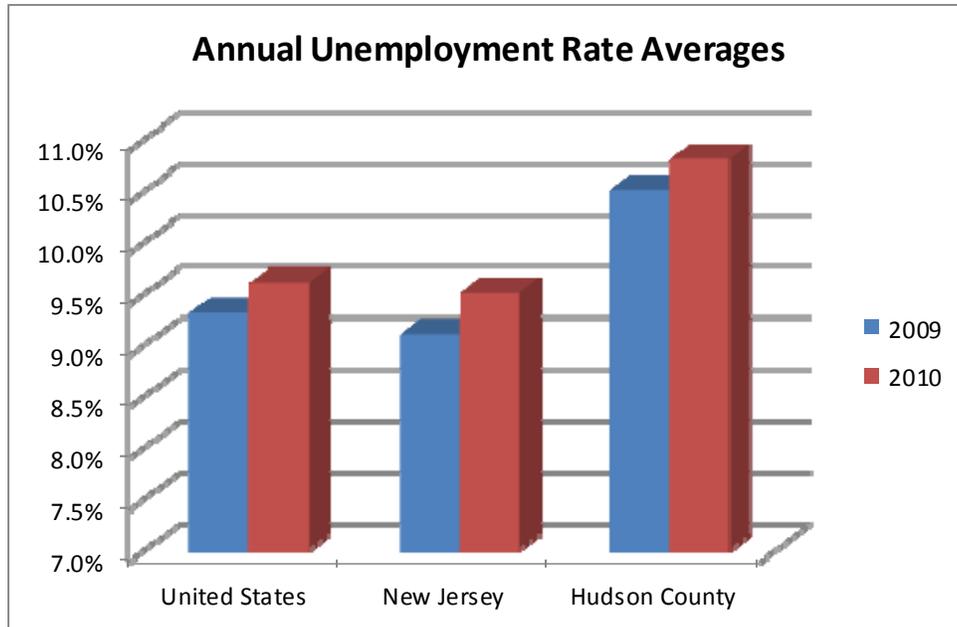
Hudson County is an eligible jurisdiction of the CEDS Program because it has seen a significant increase in unemployment rate. Hudson County's unemployment rate has a long history of being greater than New Jersey's unemployment. This gap still remains amongst the most recent unemployment data. According to the Bureau of Labor Statistics, the annual average unemployment rates for Hudson County, New Jersey, and the United States all rose at least .3 percent. However, Hudson County's 2010 average rate of 10.8% is more than a full percentage point higher than New Jersey's and the United States' average rate for 2010.<sup>14</sup>

**Table 2\***

Unemployment Net Changes			
Net Change	National	New Jersey	Hudson County
2009-2010	0.9%	0.9%	0.8%
2010-2011*	-0.8%	-0.3%	-0.4%
*preliminary			

<sup>14</sup> U.S. Bureau of Labor Statistics

**Graph 3\***



**2011**

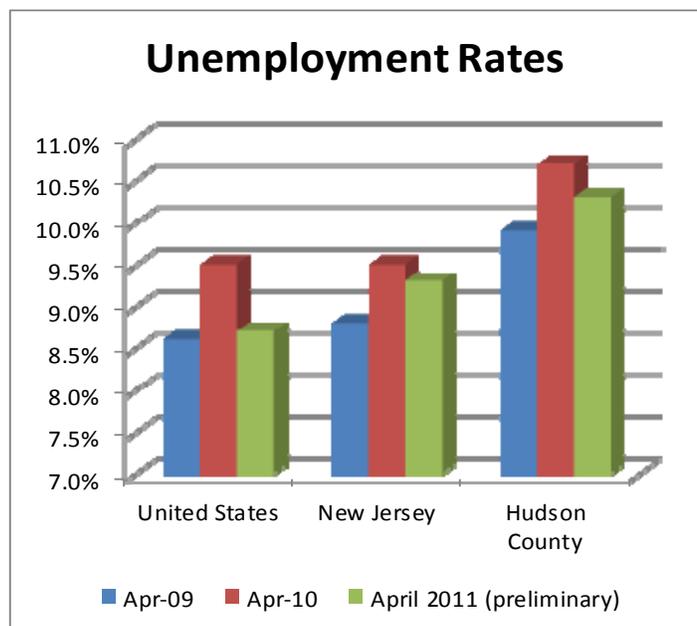
The US Bureau of Labor Statistics preliminary unemployment data for 2011 may provoke cautious optimism for Hudson County. The County’s unemployment rate in April 2011 was certainly lower than the rate in April 2010. However, both Hudson County’s, and New Jersey’s unemployment rate did not drop as significantly as the national rate did over the April 2010 to the April 2011 period. The national, state, and county data over the two-year period suggests more of a leveling off from the 2010 spike, rather than a solid indication of a growth trend. When fully reported, the numbers for 2011 should distinguish whether the unemployment rate changes over the past 2 years were a sign of a lowering unemployment pattern or merely a stabilization of the unemployment rate.<sup>15</sup> Hudson County’s current unemployment rate is 10.94%, 1.42% above the distressed area level

**Graph 4\***

restriction of 9.52%. There are seven Hudson County municipalities with more than 25,000 people<sup>16</sup>; Bayonne, Hoboken, Kearny, Jersey City, North Bergen, Union City, West New York. Of these municipalities, six have unemployment rates above 11%, with Hoboken the lone exception.

**Table2\***

Municipality	Unemployment Rate
Bayonne	11.5
Hoboken	5.6
Kearny	12.2
Jersey City	11.1
North Bergen	11.0
Union City	13.7
West New York	11.6

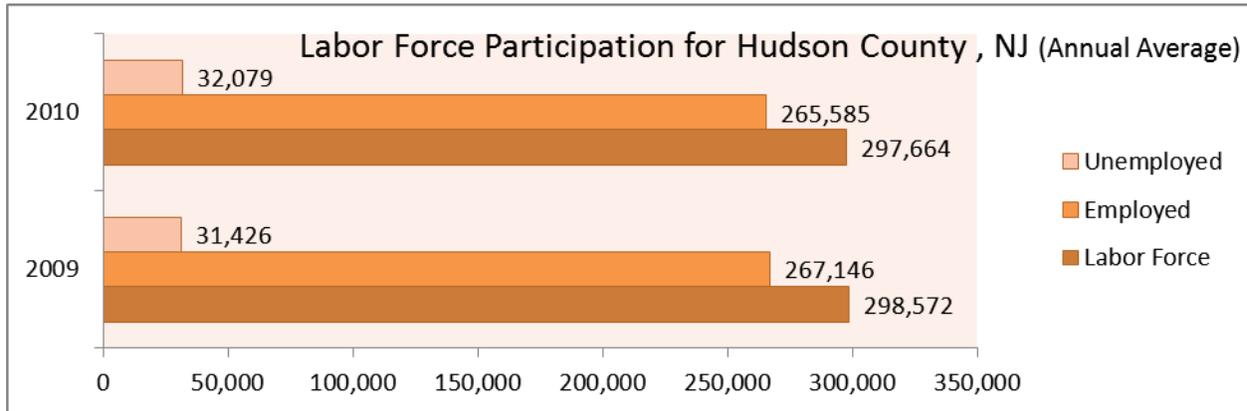


<sup>15</sup> U.S. Bureau of Labor Statistics

<sup>16</sup> Smallest area of measure for Bureau of Labor Statistics Unemployment Data

### Labor Force Participation\*

Between 2009 and 2010, the annual average labor force participation for Hudson County remained relatively constant. Consequently, its 2009 labor force participation rate of **89.5%** dropped only slightly to **89.2%** for 2010. The minor changes in labor force correspond with unemployment rates for these years. The only noteworthy change would be the decrease in the labor force from 2009 to 2010 by nearly 1,000 individuals.<sup>17</sup>



**Graph 5\***

### Employment by Industry\*

Hudson County is part of the New Jersey Department of Labor’s Northern New Jersey Region, which includes Hudson, Bergen, and Passaic Counties as a defined Labor Area. The New York-New Jersey regional office for the US Bureau of Labor Statistics recently released a report for this particular area. It included information on the payroll employment, broken down by major industry, for May 2010 and May 2011. The total nonfarm employment decreased by nearly 3% overall. Specific industry sectors that experienced decreases were the mining, logging, and construction industry, the manufacturing industry, and the professional and business service industry. This collection of industries illustrates that job loss is spread amongst sectors with different skill levels. Moreover, the most dramatic change in nonfarm employment is the reduction of government employment by -5.4%. This drop certainly reflects the policy of public sector job cuts throughout New Jersey municipalities.<sup>18</sup>

**Table 3\***

Payroll employment in Bergen-Hudson-Passaic by major industry sector (in thousands)			
Industry	May 2010	May 2011 (p)	Net Change
Total nonfarm	871.4	868.5	-2.9
Mining, logging, and construction	26	25.5	-0.5
Manufacturing	60.2	59.2	-1
Trade, transportation and utilities	199.9	200.7	0.8

<sup>17</sup> U.S. Bureau of Labor Statistics

<sup>18</sup> U.S. Bureau of Labor Statistics, NJ-NY Information Office: [http://www.bls.gov/ro2/berg\\_hud\\_pass.pdf](http://www.bls.gov/ro2/berg_hud_pass.pdf)

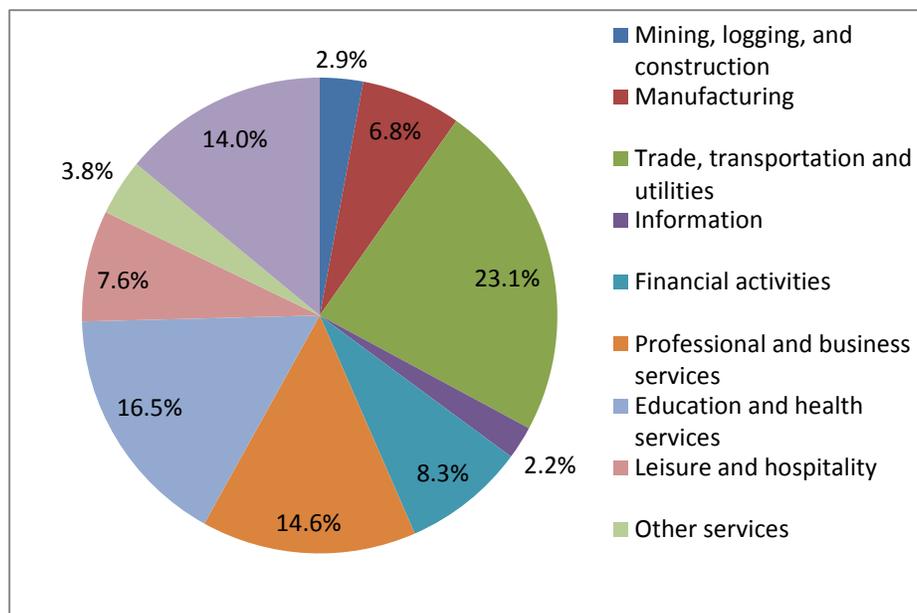
Information	19.2	19.5	0.3
Financial activities	72.5	72.5	0
Professional and business services	128	126.9	-1.1
Education and health services	141.3	143.6	2.3
Leisure and hospitality	64.1	65.7	1.6
Other services	33.1	33.2	0.1
Government	127.1	121.7	-5.4

\*p = preliminary

\*Note: Total includes industries not shown separately.

However, some industries experienced a positive net change in payroll employment: the trade, transportation, and utilities sector, the information sector, the education and health services sector, and the leisure and hospitality sector. Another noteworthy point in the data is the constant employment in the financial services sector. Hudson County is home to a major portion of New Jersey's finance industry and a critical aspect of its economy. Whether the industry has remained stagnant over this length of time or the sector's jobs have been filled by individuals outside of this defined labor area, the zero net growth is not positive for the current economic state of Hudson County, NJ.

**Nonfarm Payroll employment in Bergen-Hudson-Passaic by industry sector- May 2011 (preliminary)**



**Graph 6\***

## **Economic and Employment Clusters#**

Hudson County features a diverse economy housing major employers (more than 50 employees) in the manufacturing industries, financial services and insurance sectors, accommodations and food services, distribution facilities, corporate headquarters, and communications fields. This industrial diversity is based on the County's close proximity to New York City, multi-modal transportation options, mixed skill labor force, former industrial facilities, and pockets of relatively low cost land. These factors often result in the clustering of businesses in particular geographic locations. The Economic Cluster Maps included below display business (from 50-6000 employees) locations in 10 distinct industries: (1)Arts, Entertainment and Media; (2)Apparel and Textile Manufacturers; (3)Chemical and Plastic Manufacturers; (4) Energy Industries; (5)Information and Technology; (6)Material Manufacturers; (7)Printing and Publishing; (8)Financial Services; (9)Food Manufacturing; and (10)Transportation Logistics. While these maps provide insightful information about the clustering of major employers it is important to remember that businesses under 50 employees, such as restaurants or individuals stores in a mall, are not depicted for on these maps.

Overall, the largest clustering of major employers occurs at the Jersey City waterfront, Secaucus industrial centers, around the Hoboken transportation center, and throughout Kearny. While Kearny and Secaucus' clusters were generally made of companies that ship products, warehouse goods, or are corporate headquarters; Jersey City and Hoboken featured clustering for high skill technology firms and financial service providers. **Manufacturing of Chemicals, Materials, and Food** featured no clear clusters, with major employers disbursed throughout the County.

Kearny and Secaucus (as well as the smaller Harrison and East Newark) are the less densely developed areas of Hudson County, with former large manufacturing facilities and meadow areas suitable for business types that require large physical space. This available space is coupled with access to major roadways, trains, and waterways perfect for the transfer of goods (see maps for **Apparel and Textiles, Printing and Publishing, Transportation and Logistics**). Secaucus also has a major cluster of corporate headquarters for varied companies including Goya Foods, Hartz Mountain, The Children's Place, MLB Network, Red Bull New York, WWOR-TV, and National Retail Systems (see map for **Arts, Entertainment, and Communications**). Secaucus is also home to County's largest employer United Parcel Services (UPS), with more than 5,000 employees handling the shipping of goods for the New York-metro area.

The clustering of major employers in Jersey City along the Hudson River, and to a lesser degree Hoboken, consists of high-skill employment industries (see maps for **Financial Services, Energy Management, and Information and Technology**). These areas feature high-rise buildings in a dense urban environment that are easily accessible by public transportation. Additionally, these areas are both close to the economic powerhouse of Manhattan and offer office and retail space at lower price. Both areas also feature dense housing stocks and rental spaces. The result is an area prime for company headquarters or back-end services for businesses that interact with other companies in the New York City area.

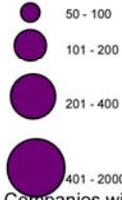
The outlook for these two cluster types, high-skill service providers along the waterfront and industries that rely on movement in West Hudson, remains promising. The unchanging proximity of Hudson County to New York City ensures that companies will continue to need goods and people transported around the area and that international corporations in areas such as technology and finance will remain close by. Primary threats to these clusters are the relocation of Secaucus' headquarters to nearby cities and economic downturns that threaten the corporations located in downtown Jersey City. However, the continued growth of public transportation in the area will bolster these industrial clusters, as Hudson County has a highly developed and well-connected transit system.

Cluster Map 1

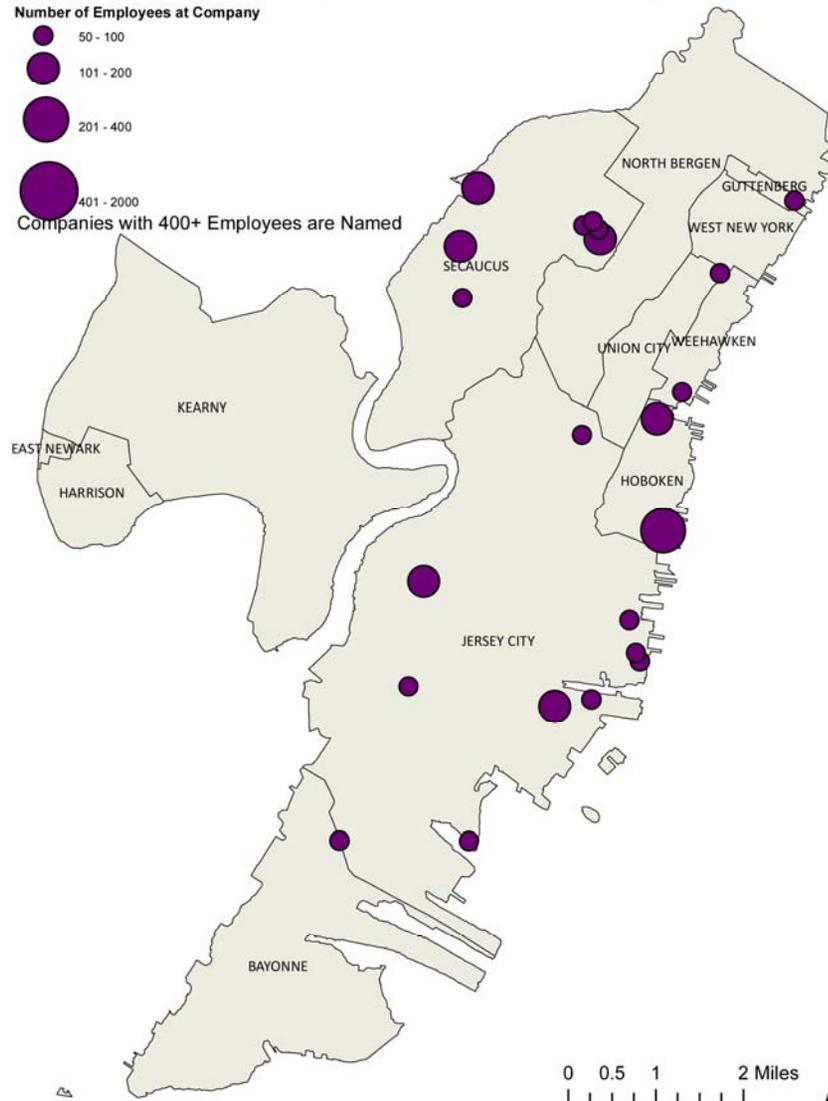
# Arts, Entertainment, and Media Companies

## Economic and Occupation Clusters Analysis

Number of Employees at Company



Companies with 400+ Employees are Named

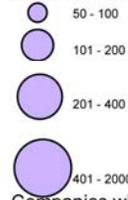


Cluster Map 2

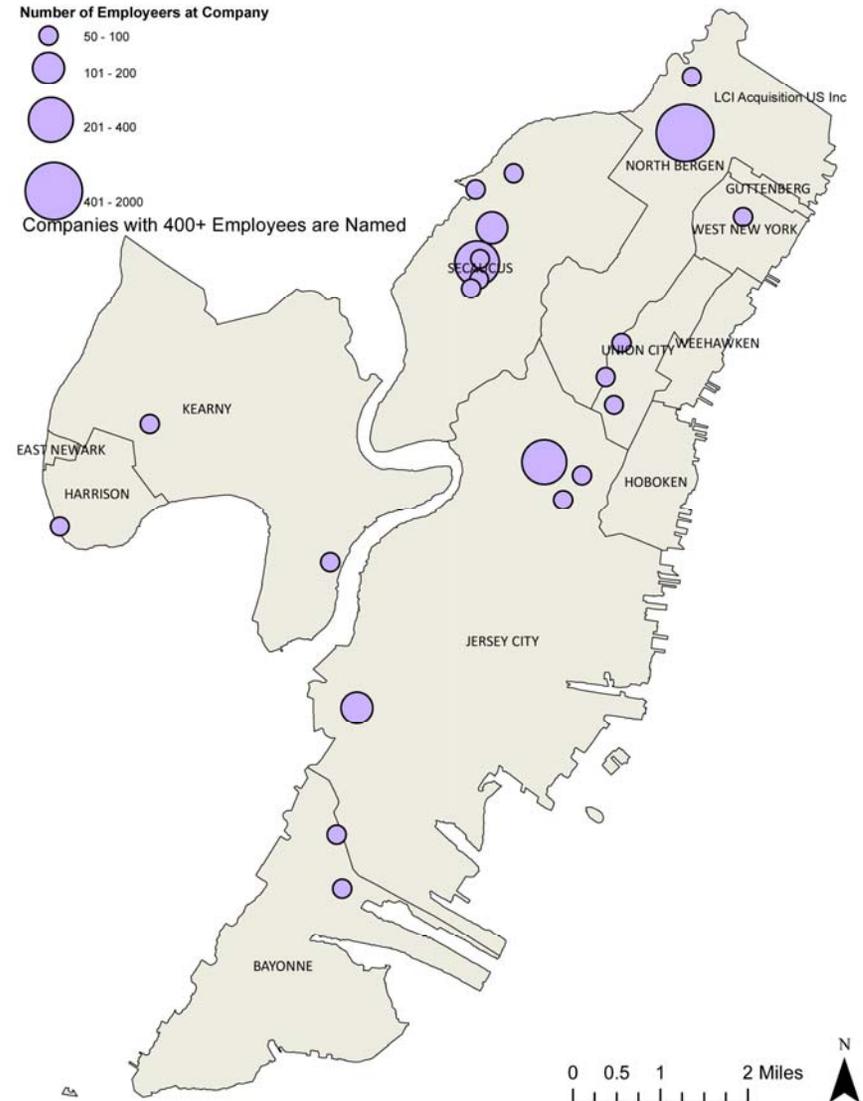
# Apparel and Textiles Industries

## Economic and Occupation Clusters Analysis

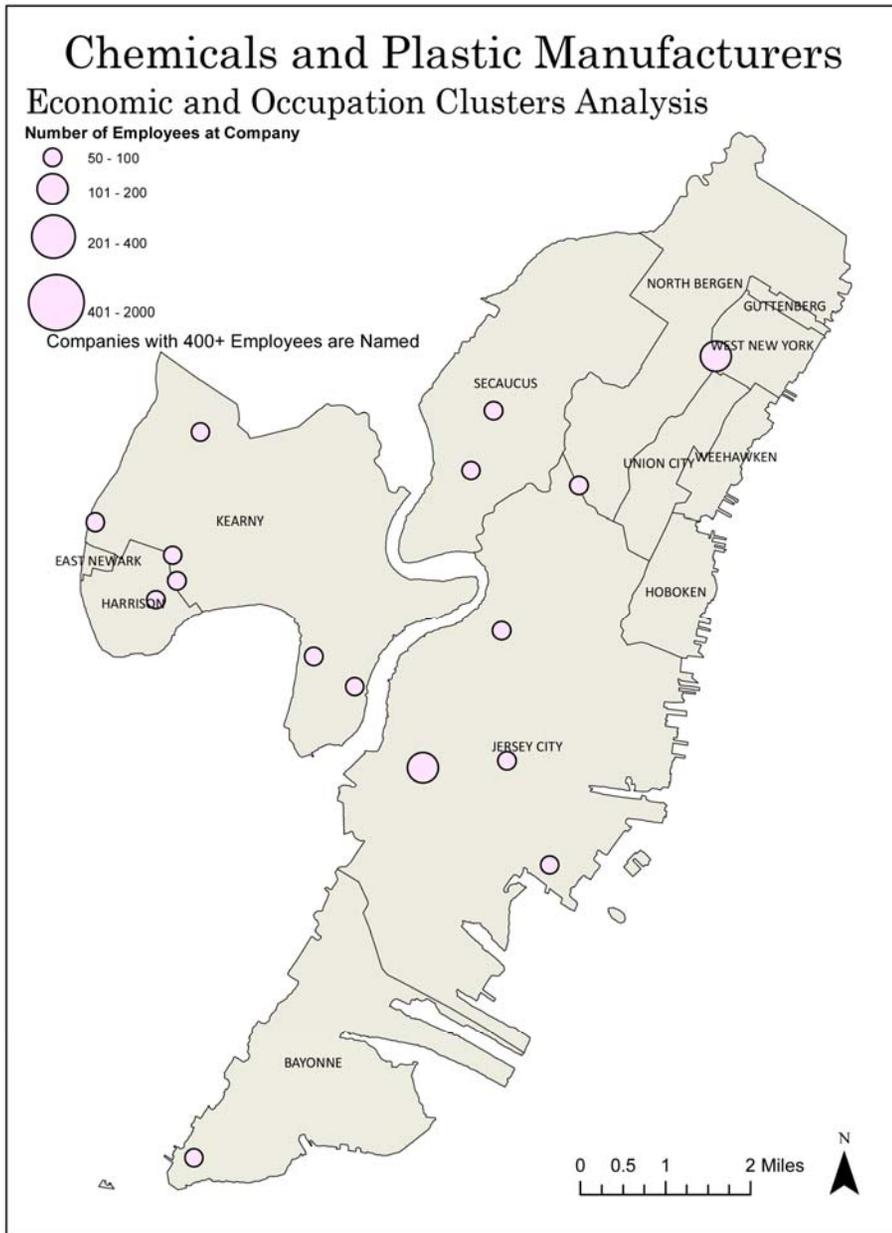
Number of Employees at Company



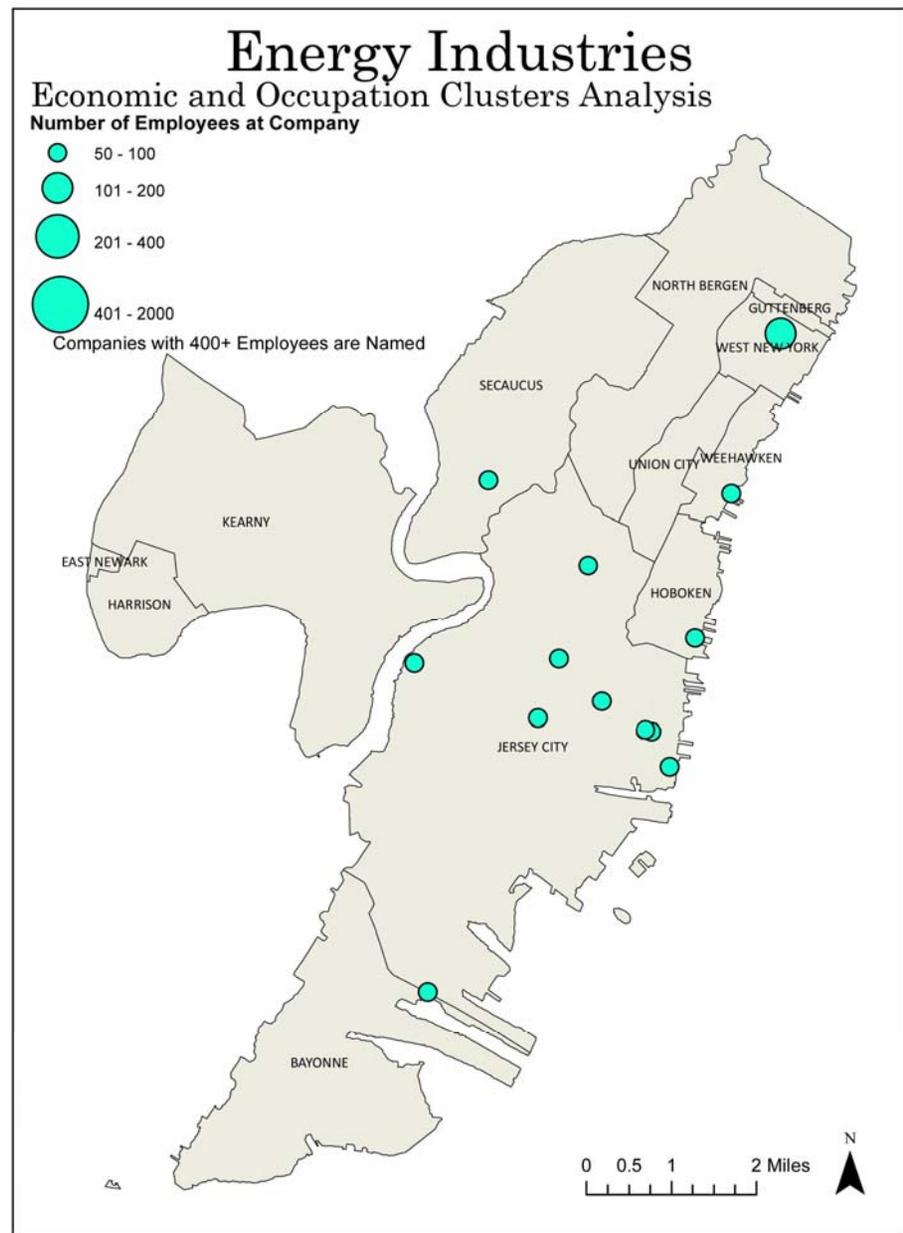
Companies with 400+ Employees are Named



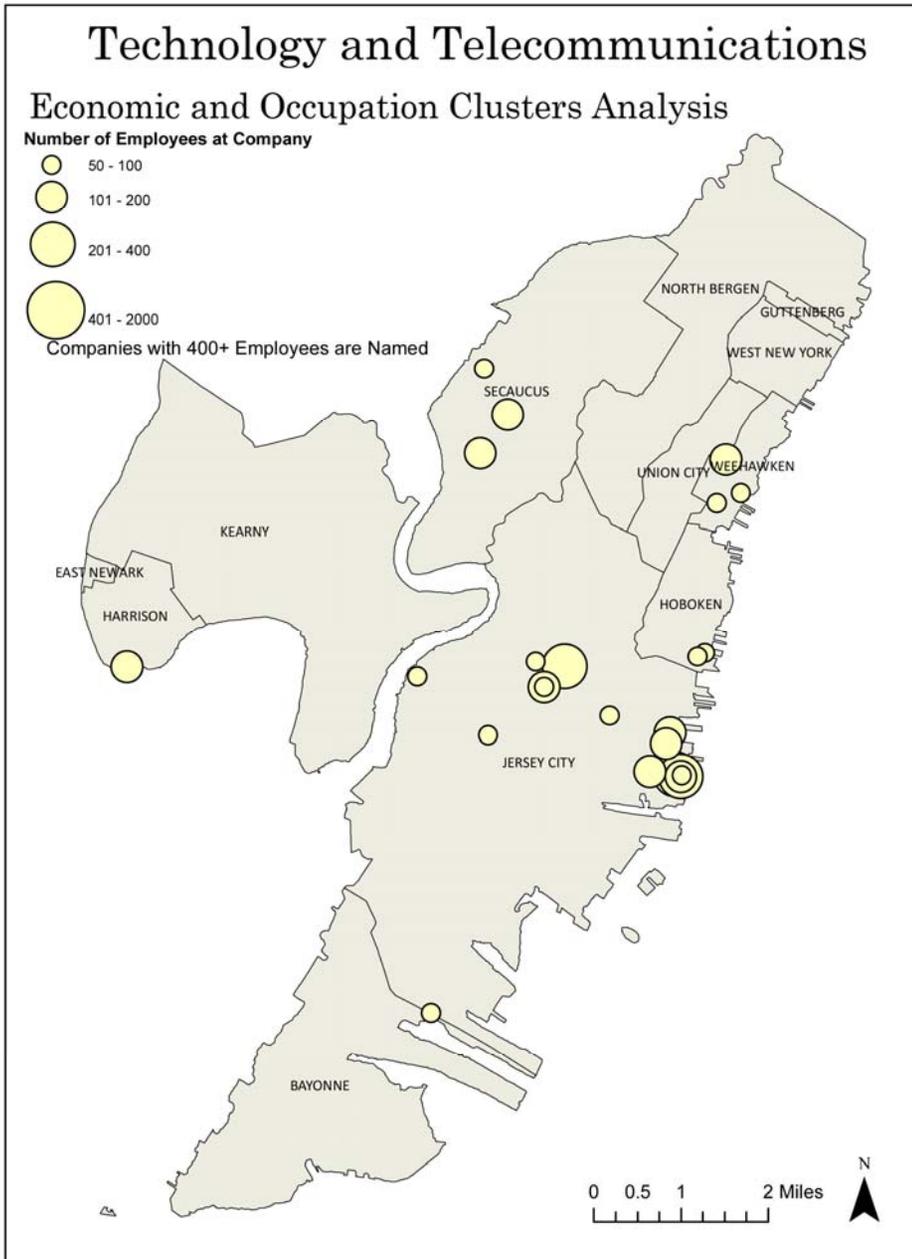
Cluster Map 3



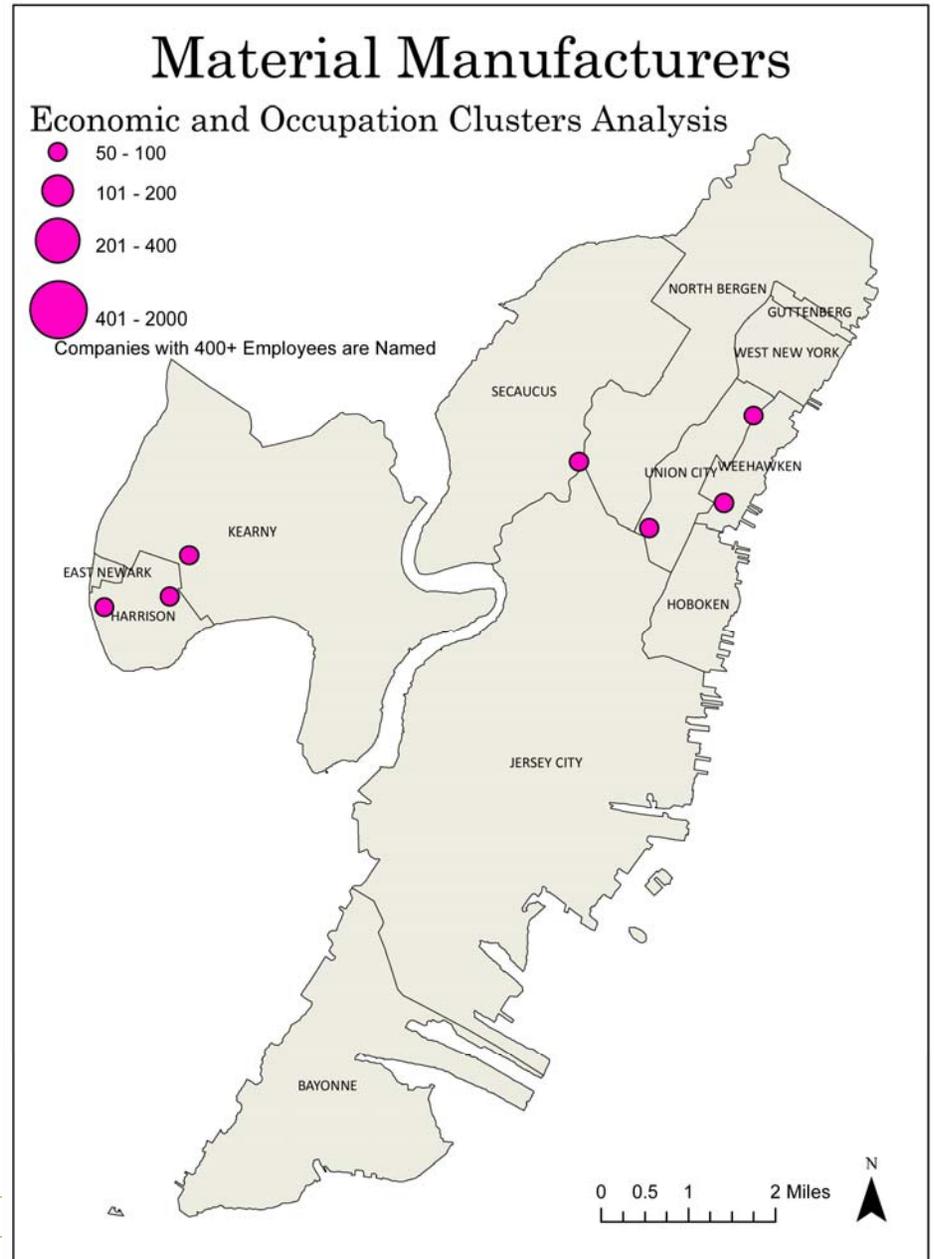
Cluster Map 4



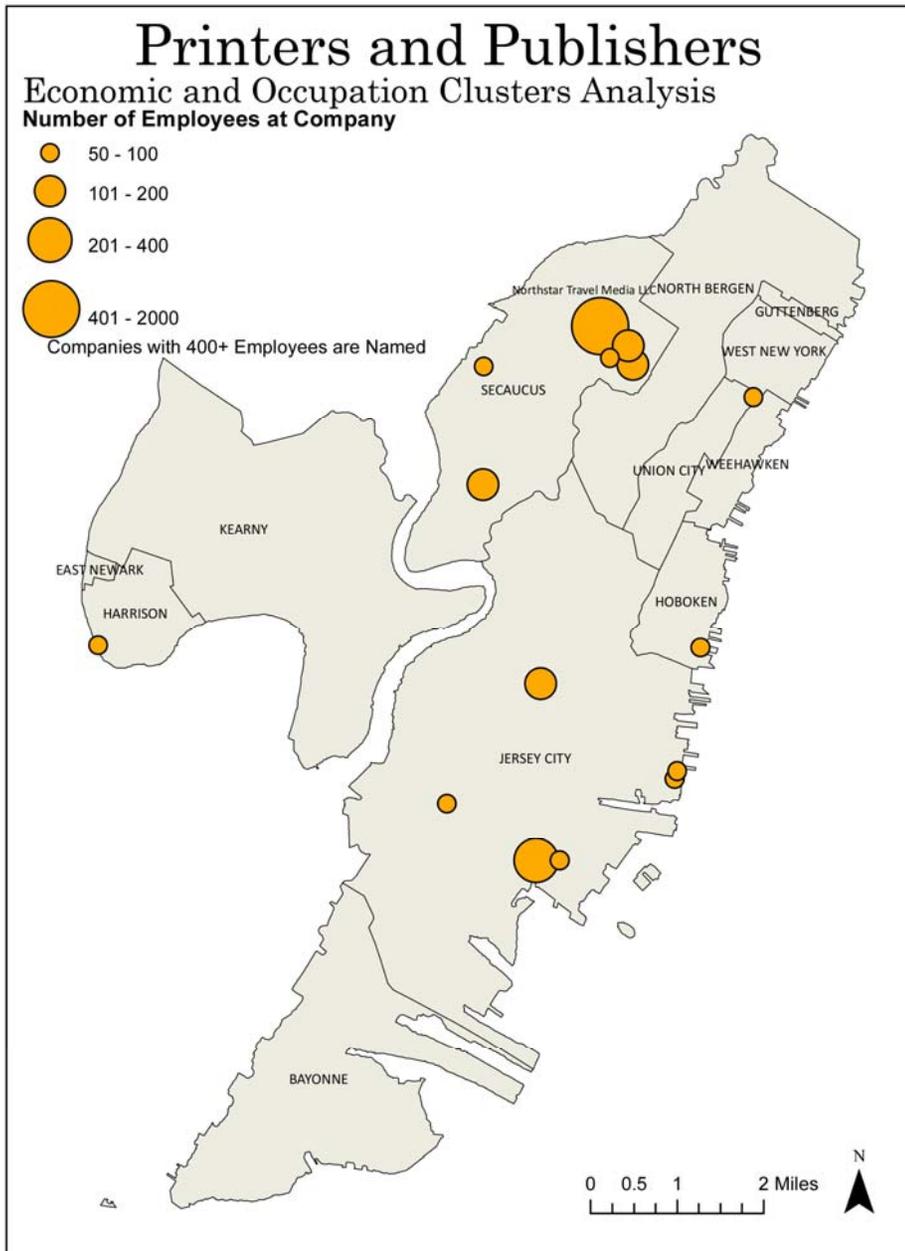
Cluster Map 5



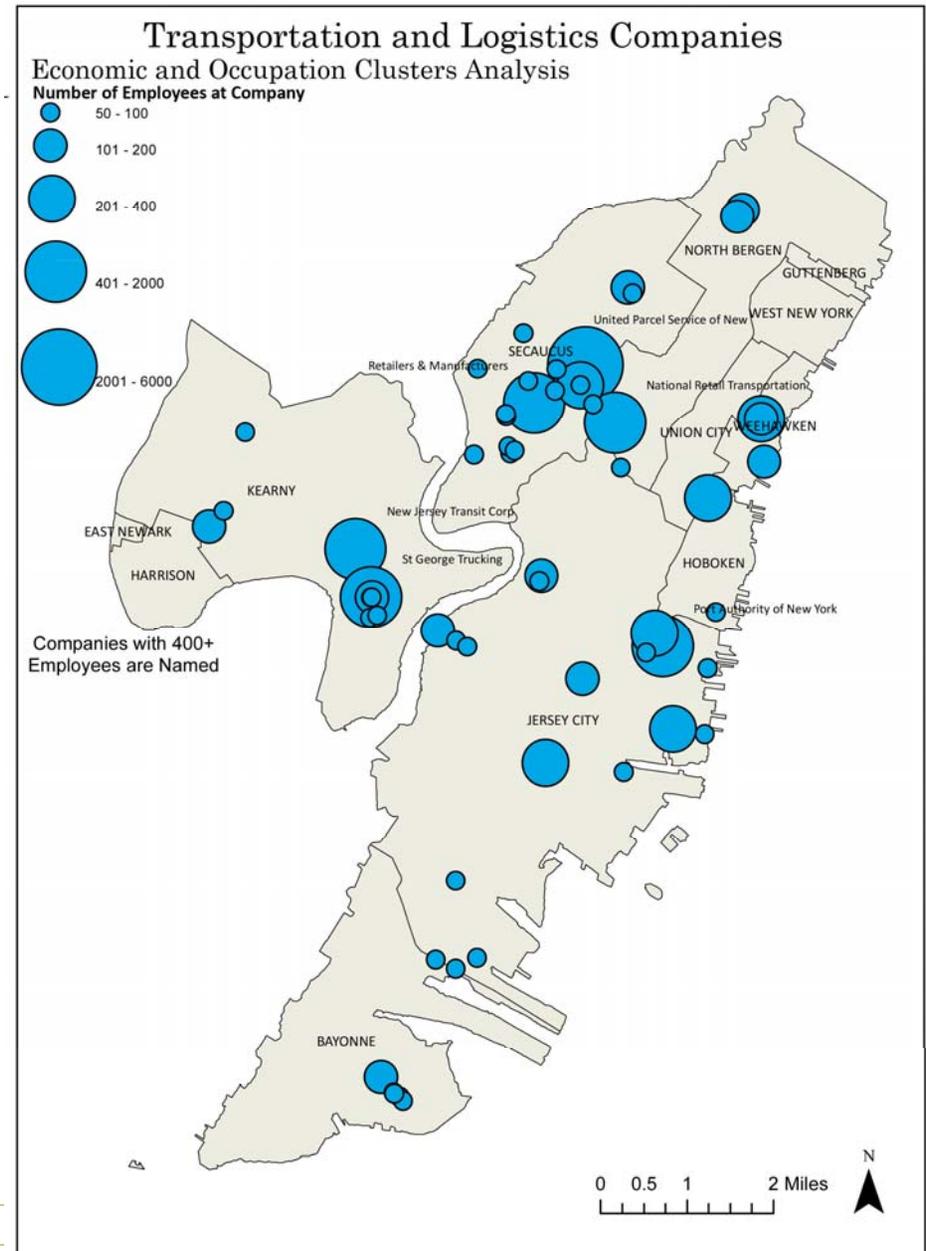
Cluster Map 6



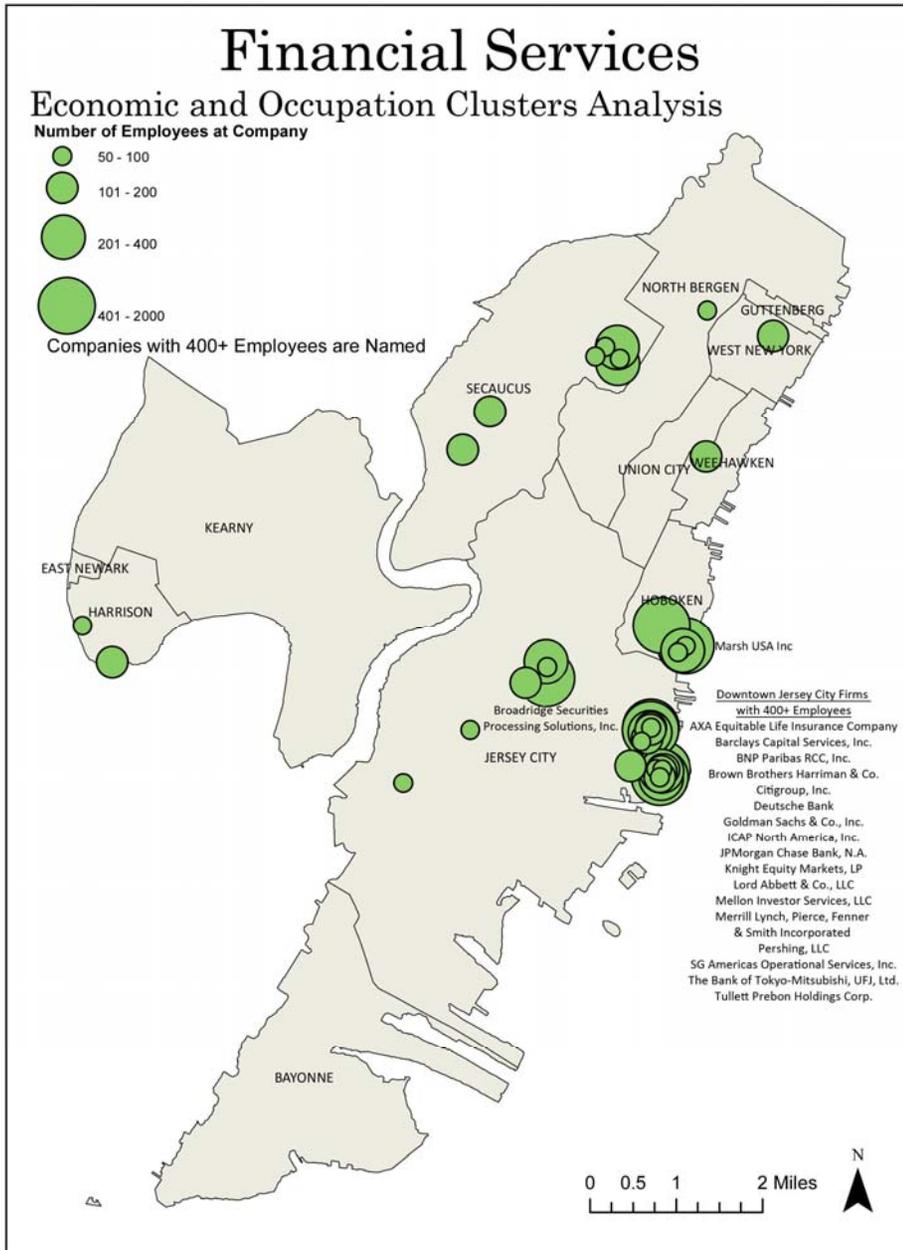
Cluster Map 7



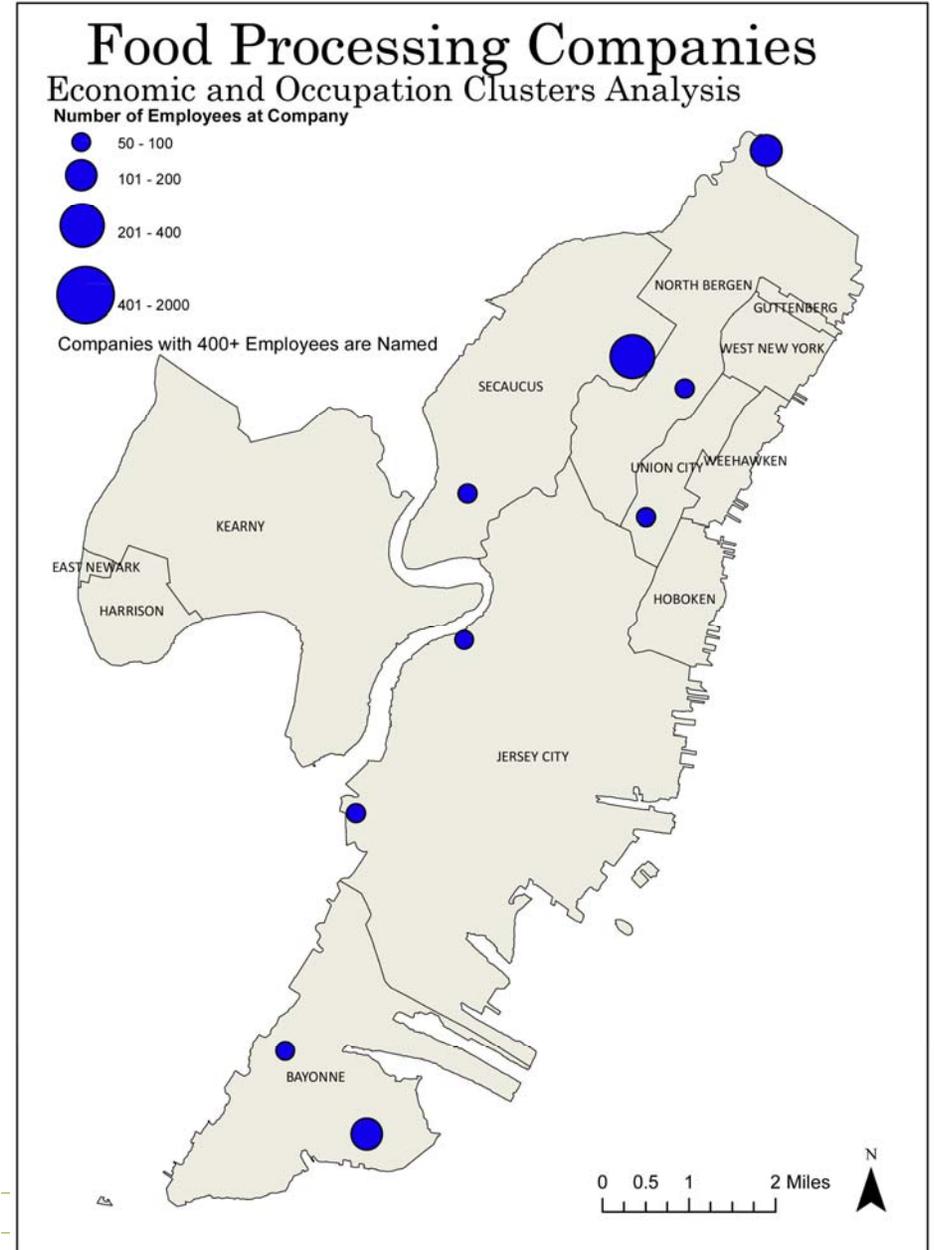
Cluster Map 8



Cluster Map 9



Cluster Map 10



## Personal Income and Housing\*

### *Personal Income*

According to preliminary Department of Commerce data, the Hudson County per capita personal income is \$43,388 for 2009, which increased by **5.6%** since 2007. However, this per capita amount is still significantly less than New Jersey's 2009 amount of \$49,980. Consequently, Hudson County's 2009 rank amongst New Jersey's counties is thirteenth (13<sup>th</sup>). Still, the County per capita personal income is \$4,250 more than the national per capita personal income.

Total Personal Income (TPI) for Hudson County **grew by 7.2%** between the years 2007 and 2009, while the state's overall TPI decreased. Hudson County's growth in TPI exceeded the nation's growth rate within this time period. The discrepancy between the rate of total personal income growth and the rate of per capita personal income growth indicates an uneven distribution of personal income increases and thus, a widening gap of the already existing uneven share of wealth in Hudson County.<sup>19</sup>

**Table 4\***

	<i>Total Personal Income (millions)</i>				<i>Per Capita Personal Income (Dollars)</i>			
	<b>2007R</b>	<b>2008 R</b>	<b>2009 P</b>	<b>Rate from 2007-2009</b>	<b>2007 R</b>	<b>2008 R</b>	<b>2009 P</b>	<b>Rate from 2007-2009</b>
United States	11,900,562	12,380,225	12,168,161	2.25%	39,392	40,166	39,138	-0.64%
New Jersey	436,120	447,989	435,216	-0.21%	50,500	51,711	49,980	-1.03%
Hudson County	24,206	26,008	25,943	7.18%	41,071	43,925	43,388	5.64%

R= Revised P= Preliminary

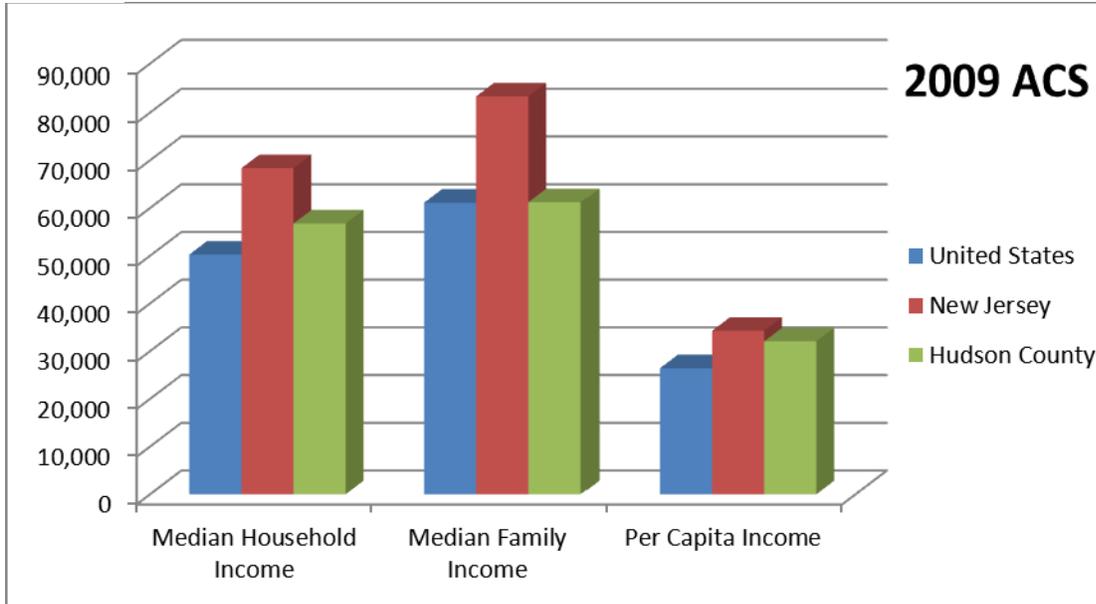
The 2009 American Community Survey 1-year Estimates provide further insight into the current economic conditions of Hudson County. Within these data sets, Hudson County has a median household income of \$56,745 and a median family income of \$61,193.

According to the 2009 estimates, the poverty issue in Hudson County is worsening, even though County income levels have increased. As noted in 2010-2014 CEDS report, the 2007 ACS figure for the amount of individuals in poverty was at 13.1%. For 2009, the ACS indicated that 14.5% of individuals and 11.8% of families were living in Hudson County below the poverty threshold. Consequently, each group of the Hudson County population that has an income under the poverty level has increased, including female-headed households.<sup>20</sup>

<sup>19</sup> Source: U.S. Department of Commerce, Bureau of Economic Analysis, April 2010; Prepared By: New Jersey Department of Labor and Workforce Development, April 2010

<sup>20</sup> 2007 American Community Survey & 2009 American Community Survey Estimates

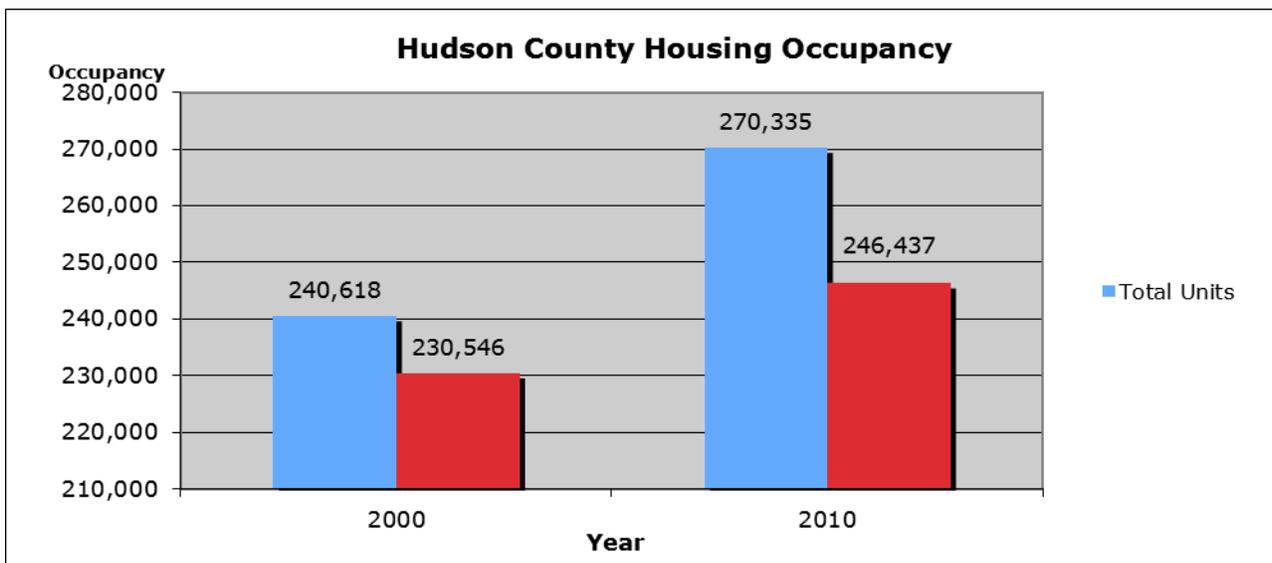
**Graph 7\***



*Housing*

The release of the 2010 Census data allows the provision of various accurate updated figures and information for housing in Hudson County. The total number of housing units in the County increased by about 30,000 since the 2000 Census. However, the total number of occupied housing units only increased by about 16,000, resulting in a drop in the housing occupancy rate. Still, Hudson County occupancy rate is still greater than the state and country average. In addition, Hudson County continues to have a major portion of its population that rents rather than owns housing: 67.9% of housing units are renter-occupied.<sup>21</sup>

**Graph 8\***



<sup>21</sup> 2010 Census Data.

**Table 5\***

	<i>Total Units</i>	<i>Total Units Occupied</i>	<i>Rate of Occupancy</i>	<i>Total Units</i>	<i>Total Units Occupied</i>	<i>Rate of Occupancy</i>	<i>Total Units</i>	<i>Total Units Occupied</i>	<i>Rate of Occupancy</i>
	<b>United States</b>			<b>New Jersey</b>			<b>Hudson County</b>		
<b>2000</b>	115,904,641	105,480,101	91.0%	3,310,275	3,064,645	92.6%	240,618	230,546	95.8%
<b>2010</b>	131,704,730	116,716,292	88.6%	3,553,562	3,214,360	90.5%	270,335	246,437	91.2%

The 2010 Census housing information discourages updates that relates back to economic conditions and income, such as the share of income spent on housing or average monthly rent amount. The Census housing numbers are as precise as possible, but the income data, such as from the ACS, is still only estimated figures. The combination of data may produce high levels of inaccuracy. In addition, other outside data reporting entities, such as the National Low Income Housing Coalition, have not released new research since prior to the 2010 Hudson County CEDS report. Therefore, economic housing data will need to be submitted in subsequent CEDS updates.

## Action Plan by Municipality or Agency

### The City of Bayonne\*

Despite its optimal location adjacent to New York City, Bayonne is a terminal peninsula located at the southernmost tip of the County, which has made it difficult to spur economic growth. In addition, Bayonne is largely a “bedroom community” that exports most of its labor force to the surrounding municipalities, and this has resulted in an imbalance between employment opportunities and the residential housing stock. However, Bayonne is strategically located in close proximity to a large consumer market, diverse labor pool and multi-modal infrastructure and transportation systems. In order to capitalize on the competitive advantages of Bayonne, there are currently several projects that aim to increase economic activity and are of major significance to both the City and the County.

The redevelopment of the former military base, known as MOTBY, is a major project that addresses local and regional matters. The military base closed in 1999, and in August 2001, the City Council adopted the “Peninsula at Bayonne Harbor Redevelopment Plan” which was amended in 2004 and 2006. The plan will greatly expand housing and employment opportunities in Bayonne and Hudson County. The Port Authority of N-NJ recently purchases three districts covered by the plan as part of their Long Range Capital Program: the Loft, the Landing, and the Pointe. The “Alexan City View” building on the Peninsula has been commended as the largest LEED certified residential building in New Jersey. The plan also promotes the use of mass transit by including two new transit villages tied to the Hudson Bergen Light Rail System and passenger ferry service to Manhattan as well as integration of the Hudson River Walkway Plan into the development. In addition, the redevelopment of the peninsula has also generated a newly renovated docking berth for Royal Caribbean’s cruise ship operations and after pending litigations are resolved should also result in PortsAmerica operating its car import/export facility in the Maritime District at the Peninsula<sup>22</sup>.



Peninsula at Bayonne Harbor: Town Square

Artist rendering of The Peninsula at Bayonne Harbor

Source: Bayonne Local Redevelopment Authority Redevelopment Plan 2006

<sup>22</sup> Sullivan, Al. “One Small Step for Bayonne” The Hudson Reporter, March 2009.



Aerial Photograph of current MOTBY Site Source: BLRA

In November of 2009 ground was broken for the new Bayonne Crossing shopping mall along Route 440 East. The 30-acre project is a remediated brownfield site and currently has leases signed with Lowe's Home Improvement Center, Wal-Mart and a Sonic Drive-Thru, with additional stores to be added. The mall will generate an anticipated \$1.5-\$2 million in UEZ revenues for the City as well as create approximately 1,200 jobs during construction and 900 retail jobs when it is completed<sup>23</sup>.

The Bayonne Urban Enterprise Zone (UEZ) Program has continued to expand and promote the creation of jobs, bringing new businesses prosperity and raising the quality of life within the city. Since its inception in 2003, over 213 businesses have registered with the Bayonne UEZ Program. The UEZ Program also created a small business loan program that utilizes ARRA funds to help businesses in distress during the economic downturn.

The extension of the Hudson Bergen Light Rail began in March 2009, extending the light rail system from 22<sup>nd</sup> Street to 8<sup>th</sup> Street, completing a rail viaduct between 11<sup>th</sup> Street and 8<sup>th</sup> Street and building an 8<sup>th</sup> Street station.

The 64-acre Chevron-Texaco brownfield site located at the southernmost tip of Bayonne has a city approved redevelopment plan which includes 1,300 residential units and 500,000 square feet of retail. The project is waiting for NJDEP approval of the proposed Remedial Action Work Plan in order to remediate existing contamination on the site.

Bayonne has also received NJ Environmental Infrastructure Trust funds (NJEIT) to help improve its storm water system. The Bayonne Municipal Utilities Authority received \$2,628,800 toward the installation of storm water sewer system with catch basins, pump station and force main.

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<sup>23</sup> Rahman, Sarah. "Ground Broken for Bayonne Crossing" The Bayonne Journal. November 5, 2009.

The Bayonne Housing Authority has recently completed three workforce housing projects and Bayonne was the second city in the state to sign onto the “Live Where You Work” Program.

The current Special Improvement District is not achieving the desired results because the businesses along the 52-block Main Street are too spread out. There are currently a lot of vacancies and the City is looking to focus efforts on the main center of activity to create a destination downtown area.

A study has been conducted to evaluate the best course of action for upgrading the Bayonne Bridge so that new, larger post-panamax ships can pass under it to existing ports. The recommendations are currently under review. This is a vital infrastructure project in order for Hudson County remain competitive in global economic markets.

In 2008 funding was approved for the New Jersey Turnpike Exit 14A replacement project. This was a vital project in order to address operational and capacity deficiencies in the existing plaza. The \$6 million project to extend Pulaski Street to carry truck traffic from Exit 14A on the New Jersey Turnpike Extension to the Maritime Industrial District and the Ports America Terminal on the northern side of the Peninsula was completed in 2009 and the roadway is expected to be open for use in early 2010<sup>24</sup>.

Bayonne, along with the city of Jersey City, has planned a study to explore the option of bus rapid transit (BRT) service in the City of Bayonne, the Greenville section of Jersey City and the Journal Square transportation center in the City of Jersey City using existing rights-of-way. This study would locate the necessary corridors and alternate routes where bus transportation is required to connect these communities to downtown areas and employment centers. The existing bus service is constrained by excessive headways, substantial travel times, low average speeds, lack of passenger amenities and the absence of transit priority along the route. As a result, there is a need for improved transit service in the corridor with a focus on improvement of the existing bus service for intra-county trips and transfers to PATH for out-of-county trips especially to Newark.

### **Borough of East Newark**

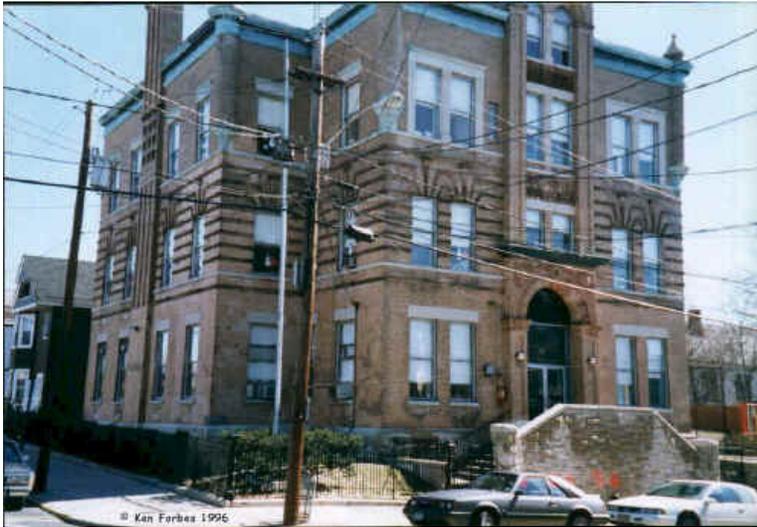
East Newark is the smallest municipality within the County. Over the past forty years, the Borough has evolved away from an industrially based economy leaving the Borough with the vacant Clark Thread Mill building, which comprises one-third of the town's land area. In addition, the local sewer infrastructure is in need of updating and the only school within the Borough is almost at its capacity. East Newark does not have any local transit stops, and a regional cross-municipality approach to train shuttles would help make the area more transit accessible. In order to revitalize the underutilized areas of the town and grow sustainably, East Newark has created a redevelopment plan that addresses three (3) areas in need of rehabilitation. The areas are commonly known as Clark Thread Mill; East Newark Elementary and surrounding lands; and the Saint Anthony's School and surrounding lands. The plans aim to utilize adaptive re-use to convert the mill and school buildings into mixed-use developments.

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<sup>24</sup> Hack, Charles. “Peninsula Roads to Open in January” November 19, 2009.  
<http://www.nj.com/news/jjournal/bayonne/index.ssf?/base/news-5/1258617334146040.xml&coll=3>

The Borough has been in negotiations with a developer about the Thread Mill building, plans for which include about 830 residential units, retail space, a 1500 space garage and a surface parking lot. Plans are also underway for a new green firehouse to replace the current one.

As noted, the only school in the Borough is almost at maximum capacity and any growth in the school-aged children from redevelopment projects will put a serious strain on the school system. The Borough is considering a new school to replace the existing outdated one.



East Newark's Public School <http://www.city-data.com/picfiles/picc18226.php>

The Borough holds an unconditional lease for a plot of land underneath Route 280 which is currently used for parking. This is an area that the Borough is looking to possibly convert into park space.

There is currently little transit access for residents of the Borough. It is important that Hudson County integrates shuttles and more frequent bus stops throughout East Newark to better service the local population and provide the workforce with more transit options.

The Borough has completed some repaving and repair of sidewalks; however there are still more repairs that need to be completed. In addition, the Borough needs to replace approximately 11,000 linear feet of water distribution mains, fire hydrants, water services and curb stops. The Borough is seeking funding to be able to complete the remaining sidewalk repairs and to address the necessary upgrades to the water system.

### **Town of Guttenberg**

The Town of Guttenberg is the most densely populated town in the County. The largest obstacle for the Town is continuing to grow sustainably while ensuring that the existing infrastructure and local services are continuously upgraded to meet the increasing demands. The UEZ in the Town has been stable. However, because there are multiple townships that have UEZ'S located along Bergenline Avenue, there is little, if any, coordinated effort manage the area. This fragmented management of the UEZs along Bergenline Avenue is inefficient and a more regional approach throughout the County would make the program more successful. In addition, there is an opportunity for increasing residential density and

green space along Bergenline Avenue by updating the current zoning, which would be advantageous for economic activity in the area.

There is currently a proposal for a waterfront park along the Hudson River. The Town is about one-third done with streetscape improvements; additional funding is required to complete the remainder.

Guttenberg is concerned with emergency preparedness and is interested in conducting a study to identify vulnerable areas. This is a proactive approach to dealing with unforeseen events and it is important to develop a study and subsequent plan of action to address the study's findings. In addition, Guttenberg is concerned with the aging infrastructure and is assessing upgrading the sewer system.

Because the land area for the municipalities in North Hudson is smaller, this area would benefit from a more regional approach to development and policy implementation. The operational efficiency of North Hudson would be greatly improved with the creation of a North Hudson advisory board to coordinate projects and review the implementation of policies to ensure efficiency and regional functionality.

### **Town of Harrison\***

The Town of Harrison is currently undergoing a transformation as key underutilized areas are revitalized as transit oriented mixed-use developments that capitalize on the town's strategic location and robust access to mass transit. Because of the town's history as a dense, industrially based economy, there are large areas of industrially zoned lands which have outlived their efficiency and have left a legacy of large underutilized brownfields throughout the town. The town has multiple redevelopment projects underway to capitalize on the availability of transit, economic advantages of strategic growth and proximity of the Town to regional markets.

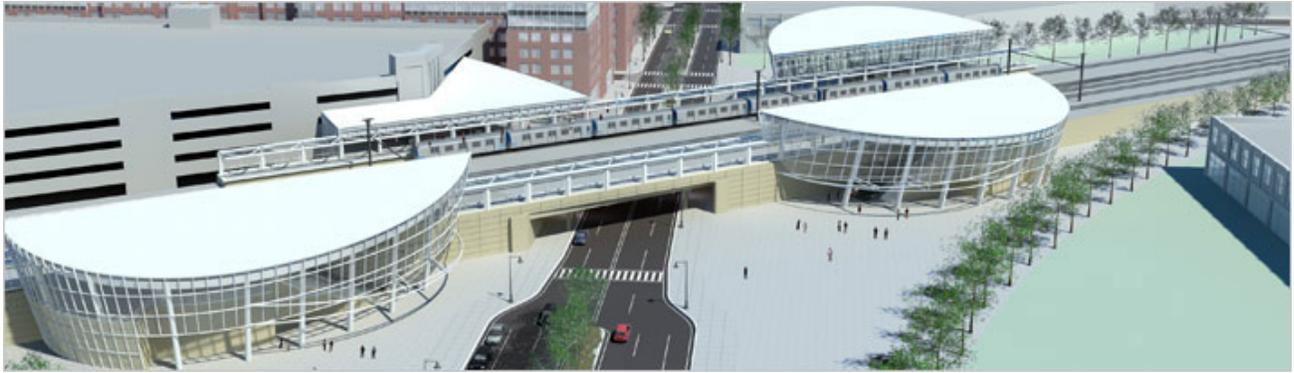
The Red Bull Soccer Stadium, with 25,000 seats, opened in April 2010<sup>25</sup>. The stadium has provided employment for the construction industry during its development and will create employment opportunities for residents while in operation and will increase the economic activity when events are held.

Significant upgrades are planned for the Harrison PATH station in order to better serve the existing and anticipated increase in ridership. Over the next four years, the Port Authority plans to drastically modernize Harrison through a \$173 million renovation of the station. The new station will feature longer platforms for additional cars, wider platforms for an increased amount of standing room, and street-level-to-platform elevators in compliance with ADA regulations, as well as architectural modifications to its appearance<sup>26</sup>. The upgrades include signal replacement, a 10-car platform expansion, and general station improvements to make using the PATH more efficient and safe for riders.

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<sup>25</sup> Town of Harrison website. [www.townofharrison.com/redevelopment.html](http://www.townofharrison.com/redevelopment.html)

<sup>26</sup> "The New Harrison PATH Station" July 10 2009 <http://www.dailyharrison.com/new-harrison-path-station>



Artist rendering of the new Harrison PATH Station Source: <http://www.panynj.gov>

Approximately 275 acres (35 percent of the Town) that includes the area surrounding the PATH station south to the Harrison/Newark border have been designated as a redevelopment zone. Redevelopment plans that are currently on the table include the creation of the “Harrison Commons” and “The Riverbend District”. The “Harrison Commons” will be the area immediately surrounding the PATH station and will include 2,600 residences and 80,000 square feet of office and street-level retail space<sup>27</sup>. “The Riverbend District” will include over 15 million square feet of mixed-use space which is anticipated to include over 800,000 square feet of retail space, a 350-room hotel, over 1.7 million square feet of office space. The Harrison Port Authority Trans-Hudson (PATH) station is scheduled for additional space, 1,950 residential units and parking accommodations at a 4:1 ratio<sup>28</sup>.



Artist rendering of Riverbend District” Source: Advance Realty Group

<sup>27</sup> Applied Development Company. <http://www.appliedco.com/aboutUs/pipeline/harrison.shtml>

<sup>28</sup> Advance Realty Group. [www.riverbenddistrict.com](http://www.riverbenddistrict.com)



Artist rendering of the Red Bull Stadium Source: Rosetti Architects

In addition to the NJEIT funds for the Harrison Commons, the Town of Harrison also received NJEIT funds of \$3,593,485 toward the installation of sanitary sewer extension and storm sewer and sanitary sewer improvements.

The Town is concerned that Harrison Avenue will be ignored during the redevelopment of the waterfront district which could negatively impact existing businesses. The CEDS supports the revitalization of Harrison Avenue as part of a larger redevelopment action that will connect the new communities along the waterfront with the business activities along Harrison Avenue.

The Town received a \$5 million NJDEP Brownfield Development Area Grant for “Hazardous Discharge Site Remediation Funds” to clean up the remaining brownfield sites. Part of the program includes expedited permit review under the direction of a single case manager to help expedite the clean-up process.

The Town is seeking to upgrade the I-280 interchange because studies have concluded that the ramp is insufficient for downtown traffic and that the new stadium traffic will worsen traffic. In addition, Harrison is seeking funding for infrastructure projects to upgrade the water and sewer mains as well as the local roads and interchanges.

There is an opportunity to make the area more accessible by re-opening the NJ Transit station located at the bottom of the Sickie Bridge. Because the new developments will bring more people, it would be an attractive amenity for this line to be re-opened as a possible “midtown direct” line. It is important to begin conducting further studies to address the feasibility of re-opening this line, considering the increase in potential ridership that will come to the Town.

## City of Hoboken\*

The City of Hoboken is an economy primarily driven by real estate and the sales & hospitality industries. The city's strategic proximity to New York City and to multi-modal transit options has increased the number of people relocating to Hoboken, which has been the major catalyst for development. The extension of the Hudson-Bergen Light Rail along the northwestern side of the city has spurred residential and mixed-use development in former industrial areas, and this has generated tax ratable and revived the northwestern portion of Hoboken. Projects that are being considered or approved by the City are aimed at sustainable growth and managing the anticipated increase in population density as the northwestern section of the City continues to develop into a new hub of residential and retail activity.

The Northwest Redevelopment Plan continued moving forward with the opening of another large residential development in December of 2008 located a block away from the 9<sup>th</sup> Street Light Rail station.

The County received \$45 million in funding from the Federal Highway Administration to create a strategy for renovations and upgrades to the 14th Street viaduct. The final design stage is anticipated to be completed by September 2010 and will be presented for federal approval before going out to bid. In addition to upgrading the safety for vehicular traffic, the project includes pedestrian pathways.

As part of the State's nearly \$104 million Municipal Aid Grant Program, the City of Hoboken received \$460,531.00 from the New Jersey Department of Transportation for various street improvements throughout the community<sup>29</sup>.

The W Hotel opened in April of 2009 and includes 225 hotel rooms and 40 waterfront luxury residences<sup>30</sup>. The NJ Transit "Hoboken Terminal & Rail Yards Project", which is a proposal to redevelop the multi-modal transit station along the Hudson River, was presented to the City in 2008. The plan included 9.2 million square feet of mixed-use development, 8 acres of new parks and plazas, a landscaped Observer Highway, traffic improvements, new infrastructure and bike paths<sup>31</sup>. The public comments are being taken into account and a revised plan is in the works.

In August of 2009 a pending lawsuit was resolved and the Hoboken municipal garage has been approved for



<sup>29</sup> The City of Hoboken website <http://www.hobokennj.org/news/street-paving-completed-for-2009/>

<sup>30</sup> Starwood Hotels website

[http://www.starwoodhotels.com/whotels/property/features/attraction\\_detail.html?propertyID=1785&attractionID=1000981053](http://www.starwoodhotels.com/whotels/property/features/attraction_detail.html?propertyID=1785&attractionID=1000981053)

<sup>31</sup> FXFOWLE:Architectural design, interior design, environmental design, planning and sustainable design service <http://www.fxfowle.com/projects/planning-urban-development/hoboken-terminal-and-rail-yard-redevelopment-plan.php>

redevelopment into a 12-story, 240-residential-unit complex which will include 8,000 square feet of retail space, 180 parking spaces and a public arts studio<sup>32</sup>.

The City has a lack of available parking space. Although a large portion of city residents are commuters who use transit, they also tend to own cars for out of town trips. The City is looking for opportunities to open more municipal lots and incentives to reduce the number of cars in the City.

Hoboken is also prone to flooding, and the City wishes to upgrade and replace the sewer pumps to address this problem. The City has been installing new pump stations that are anticipated to address most of the flooding problems. Hoboken received approximately \$40-45 million in stimulus funding for this project. However, in the southwest portion of the City they estimate that the City will need an additional four pumps, at a cost of \$12 million each.

The City also expressed interest in a potential partnership with Stevens Institute of Technology, the engineering college located in Hoboken, in the creation of a small business incubator in order to retain local talent and create new companies. As the County begins to recover from the economic recession, it is important to be innovative and foster this type of public-private partnership.

Hoboken will benefit from the Jersey City/Hoboken Subregional Transportation study, a 2-year study that evaluated the vicinity of the border between Hoboken and Jersey City. The Palisade Cliffs divide the study area into two sections, one on the cliffs and one at the foot of the cliffs. The portion of the study area at the foot of the Palisades is in both Hoboken and Jersey City and is bound by Paterson Plank Road (in Jersey City) to the west, 2nd Street (in Hoboken) to the north, Willow Avenue (in Hoboken) to the east, and 18th Street (in Jersey City) to the south. The purpose of the study was to identify recommendations to improve the connectivity of the street network between Jersey City and Hoboken in the vicinity of Paterson Plank Road. After 4 open houses, 2 held in each municipality, and 4 TAC meeting, recommendations included: altering the flow of traffic; installing additional traffic signals; and introducing additional pedestrian and bicycle elements.

#### **City of Jersey City\***



Jersey City is the largest municipality in Hudson County and the second largest city in the State of New Jersey. It houses over one-third of the County's population. The City benefits from having the most public transit available in the state. The City is home to several Hudson Bergen Light Rail stations and four Port Authority Trans-Hudson (PATH) stations. Statistics show that 51 percent of residents use mass transit at some point during the day and an additional 10 percent walk to work.

<sup>32</sup> Baldwin, Carly. "Hoboken Wins Lawsuit Over Sale of Its Municipal Garage". Hoboken Now, August 5, 2009. [http://www.nj.com/hobokennow/index.ssf/2009/08/hoboken\\_wins\\_lawsuit\\_over\\_sale.html](http://www.nj.com/hobokennow/index.ssf/2009/08/hoboken_wins_lawsuit_over_sale.html)

Over the past few decades, Jersey City has attracted financial firms from New York City and created a new industry cluster in the County. In October 2009, Depository Trust & Clearing Corporation, a company that handled more than \$1.88 quadrillion in securities last year, after negotiations with the city agreed to move 1,600 jobs to Jersey City. The company will renovate one of the J.P. Morgan Chase buildings and begin moving employees in 2013. However, since Jersey City is now tied to the NYC financial markets, the recession has cost the City jobs and development has slowed.

Jersey City faces the same issues as other dense, urban areas in the world; a lack of vacant land for development. The City has utilized the Jersey City Redevelopment Agency to redevelop former industrial sites. Most of the redevelopment in Jersey City has occurred on the waterfront where many of these brownfield sites were located. It is important to continue development efforts along the waterfront while also incentivizing revitalization and redevelopment actions in more distressed areas and to diversify the economy. One such initiative is the proposed McGinley Square East Redevelopment Plan. The intent of this Redevelopment Plan is to promote the resurgence of McGinley Square as a center of commerce, education, entertainment & culture within a revitalized & livable transit-oriented neighborhood. The area consists of 10.2 acres located near the geographic center of the City, about ½ mile south of Journal Square.

Today, the "Journal Square 2060 Redevelopment Plan" envisions the creation of a "street car" / bus rapid transit link from Journal Square to McGinley Square. This Plan envisions a neighborhood incorporating the best principals of sustainable development; including the combined principals of Smart Growth, New Urbanism and Green Building. All new buildings will be required to comply with the "LEED for New Construction Rating System" (LEED-NC) or equivalent. It is now time to begin the process of re-planning and redeveloping this former focal point and center of activity within the larger neighborhood. McGinley Square will once again serve as the centerpiece of a vibrant mixed-use neighborhood for the 21st century.

Jersey City has initiated its extensive plans for redevelopment on the Western Waterfront. These plans include new residential units, increased multi-modal transportation options, complete street improvements, open space, and a public walkway along the Hackensack River. The centerpiece of the redevelopment plans is Bayfront, a large-scale development of combined residential, commercial, and open space on a former brownfield site funded by Honeywell. The remediation stages are underway and construction will follow once the cleanup is complete. In addition, the Route 440/Routes 1&9T Multi-Use Urban Boulevard and Through Truck Diversion Concept Development Study was released in May 2011. It identifies a locally preferred alternative (LPA) for Route 440 and Routes 1&9T that resolves current traffic congestion, and transforms the highway into a boulevard and complete street in the middle section, and into a complete street at the north and south ends. This study also features the extension of the HBLR along the West Side and the Hackensack River.

Jersey City will benefit from the Jersey City/Hoboken Subregional Transportation study, a 2-year study that evaluated the vicinity of the border between Hoboken and Jersey City. The Palisade Cliffs divide the

study area into two sections, one on the cliffs and one at the foot of the cliffs. The portion of the study area at the foot of the Palisades is in both Hoboken and Jersey City and is bound by Paterson Plank Road (in Jersey City) to the west, 2nd Street (in Hoboken) to the north, Willow Avenue (in Hoboken) to the east, and 18th Street (in Jersey City) to the south. The purpose of the study was to identify recommendations to improve the connectivity of the street network between Jersey City and Hoboken in the vicinity of Paterson Plank Road. After 4 open houses, 2 held in each municipality, and 4 TAC meeting, recommendations included: altering the flow of traffic; installing additional traffic signals; and introducing additional pedestrian and bicycle elements.

Jersey City, along with the City of Bayonne, has planned a study to explore the option of bus rapid transit (BRT) service in the City of Bayonne, the Greenville section of Jersey City and the Journal Square transportation center in the City of Jersey City using existing rights-of-way. This study would locate the necessary corridors and alternate routes where bus transportation is required to connect these communities to downtown areas and employment centers. The existing bus service is constrained by excessive headways, substantial travel times, low average speeds, lack of passenger amenities and the absence of transit priority along the route. As a result, there is a need for improved transit service in the corridor with a focus on improvement of the existing bus service for intra-county trips and transfers to PATH for out-of-county trips especially to Newark.

The City has a business assistance program, which is administered by the Jersey City Economic Development Corporation. The program includes small business refinancing, microloans and expansion loans as well as technical assistance. In addition, the City provides a variety of job training classes, English language courses, and job placement assistance programs.

Because it has little vacant land, the City is always looking for possibilities to preserve open space or to create new parks. Reservoir #3 is currently being protected and the City is working to create a viable city park on this oasis in the urban landscape.

The City also hopes to convert the 6<sup>th</sup> street embankment into both a park and to reopen the rail service. The embankment is wide enough to allow for a mixed use that could include parks and open space, pedestrian/bike lanes, as well as rail service. The rail lines could serve as an added branch to the HBLRT as well as freight service during off-peak hours to service businesses in the downtown area. The City also has potential for extending the Hudson Bergen Light Rail through the Bergen Arches as well as a westward out toward Route 440 and Newark Bay.



The City is also looking into creating more cultural centers for the community. The Powerhouse Arts District is becoming a haven for local artist and the City hopes to renovate the Powerhouse building for use by the public. Also the County and City have funded the Friends of the Loews Theater to help restore and preserve this historic building in Journal Square. The City hopes to create a center that combines transit, arts and recreation, and commerce through redeveloping Journal Square and the PATH station.

There are four active Special Improvement Districts (SIDs) in the City; Central Avenue, Downtown, Journal Square, and McGinley Square. Also, one third of the City lies within an Urban Enterprise Zone (UEZ). These designated areas have benefited from various policies that make it easier for businesses to open and attract customers with a lower sales tax.

### **Town of Kearny\***

Kearny historically was an industrial center, but as the economy has evolved, so has the direction of the Town's redevelopment interests. Kearny has approved two redevelopment plans in conjunction with an overall vision statement that aims to capitalize on currently defunct industrial lands while reclaiming the waterfront as both a valuable amenity for the public and high value real estate.

The Town continues to move forward with two redevelopment plans detailed in the most recent Master Plan. They include the Passaic Avenue and Schulyer Avenue Redevelopment Plans. The Passaic Avenue plan aims to reclaim the Passaic waterfront for public use, a riverfront park and mixed-use development. The Schulyer Avenue Plan suggests development of a transit village with additional park space and mixed-use development.

In November of 2009, Kearny's Passaic Avenue Redevelopment Zone (approximately 77 acres) was designated as a Brownfields Development Area by the NJDEP which qualifies properties for funding of up to \$5 million dollars annually for cleanup of contaminated sites<sup>33</sup>. Kearny still has two active Superfund (CERCLA) sites which are still in need of continued remediation efforts.

In 2009 Kearny became the first Hudson County municipality to enroll in the Sustainable Jersey Program, and the town was designated as a Certified Community in the programs first year.

Kearny continues to support the UEZ, which have resulted in continued improvements to the business atmosphere in the Town. Kearny has made substantial streetscaping improvements through its Urban Enterprise Zone Program.

In November of 2009, Kearny was awarded a \$725,000 grant from the Hudson County Open Space Trust Fund. The funds were approved for three separate projects, one of which will be a new field house that will achieve Leadership in Energy and Environmental Design (LEED) Certification<sup>34</sup>.

The Town recently completed two projects with the Hudson County Economic Development Corporation (HCEDC) in which former brownfield sites were developed into senior housing and a community park. The senior housing project currently has a wait list of potential residents. The township is in need of additional senior housing options, and is considering working with the EDC on additional brownfield redevelopment projects.

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<sup>33</sup> "Kearny's Passaic Avenue Redevelopment Zone Designated as Brownfields Development Area (BDA)". November 8, 2009. <http://www.kearnynj.org/node/525>

<sup>34</sup> "Kearny Awarded \$725,000 from the Hudson County Open Space Trust Fund". November 8, 2009. <http://www.kearnynj.org/node/526>

Kearny has an excess supply of drinking water and they have begun selling it to other municipalities. The Town has undertaken a multi-year project to address all of its combined sewer over flow points, which includes completed sewer separation and netting chambers at overflow points.

In 2007, the Town hired the Regional Planning Association (RPA) to conduct a Transit-Oriented Development (TOD) study for a proposed new train station in Kearny. The area in the study consisted of the area surrounding a proposed new rail station at the intersection of Bergen Avenue and the Kingsland branch of NJ Transit's existing rail service. In addition, the Town would seek to create a more sustainable and walkable community around the proposed station. The RPA used stakeholder meetings, a community design workshop, and other public participation meetings to develop a vision plan. A full report of the vision plan was released in the summer of 2009.

#### **Township of North Bergen\***

North Bergen has a successful UEZ, which generates approximately \$200,000-\$300,000 per month. As a result, the Township has expanded its economic base and has continued to increase their retail base with the addition of a new mall along Tonnelles Avenue (Rt. 1 & 9) that brings increased tax rates and employment opportunities to the township. The light rail station has also been successful, and the township encourages transit use by providing a free shuttle bus service within the town during rush hours.

The Vornado Project within the UEZ was expanded to include several additional big box retail stores during the summer of 2009. The UEZ maintains a job bank for local residents, giving them priority for all new jobs created within the UEZ.

The Township has acquired property directly on the Hudson River adjacent to a parcel owned by the Town of Guttenberg. Both towns have recently entered an inter-local agreement to develop a public park that should be completed in the spring of 2012.

An overpass is being constructed along the West Side Avenue corridor at 69<sup>th</sup> Street to address the existing gridlock problem. After the overpass is completed additional road rehabilitation and streetscaping will be required to bring more businesses to the area, and the Township intends to develop this area into a new UEZ. In addition, Hudson County will soon begin construction on the 32<sup>nd</sup> Street Pedestrian Bridge over JFK Boulevard in Union City & North Bergen. It will provide better and safer pedestrian movement between two retail centers: Columbia Park mall in North Bergen and Kennedy Center in Union City.

North Bergen received a \$514,000 Energy Efficiency and Conservation Block Grant in 2009 and is implementing a program to make Township Hall more energy efficient with a new HVAC system and new windows.

Just this spring construction began on the Avalon Bay rental community consisting of 150 apartments and a retail component. Slated to be completed next summer, this development is located in the center of town on Kennedy Boulevard and will revitalize this area, which has been vacant for a number of years due to contamination issues that have been remediated.

Jitney services run along major roads through several towns and often into NYC, bringing residents to shopping, work, or recreation. However, these jitney services often lead to further congestion through

frequent stops and idling illegally as they pick up passengers. Consultants for the NJTPA completed an in-depth analysis on the jitney industry throughout Hudson County in the summer of 2011. The study revealed important information on the industry and operators and produced broad policy recommendations, including regulation. While the implementation of these recommendations is still in the concept phase, North Bergen will benefit from the results of this jitney study.

#### **Town of Secaucus\***

Secaucus is a less urbanized area of Hudson County with 88 percent of its land falling within the Meadowland district. The Town has a large amount of residential development and a large amount of warehousing, retail, and outlet malls. According to the Secaucus planning office, about 70 percent of the tax ratables for the Town are commercial.

Most of the Town's recent development is occurring near the Secaucus Junction transit station. The redevelopment plan for the area includes mixed-uses of 2,000 residential units and 30,000 sq. ft. of retail space. The residences include rentals, age restricted housing, and condominiums. The development also includes shuttle service to the Secaucus Junction trains station where residents can access major transit lines and connections. A new 1,000-space parking lot was constructed near the station to serve as both a park and ride and to service residents.

The Town has goals of redeveloping other areas of the town as well. The Town wants to improve and beautify the entrance to the town on Paterson Plank Road. There are also attempting to beautify and revitalize the downtown business district. Secaucus also has a beautiful waterfront. The Town would like to continue the construction of its waterfront walkways, much like the Hudson River side of the County.

#### **City of Union City\***

Union City has the longest continuous stretch of retail stores in the state along Bergenline Avenue. Bergenline Avenue is home to everything from restaurants and clothing stores to realtors and banks. Union City has been using Community Development Block Grant (CDBG) funds to help property owners restore facades of buildings to beautify the City and stimulate business. There are very few vacant storefronts along Bergenline, however, there are opportunities to utilize the vacant apartment and office space on the 2<sup>nd</sup> and 3<sup>rd</sup> floors of these buildings. The City is in need of more senior and affordable housing space and this is one possible use for this space. The City would like to look into building codes and ordinances to help bring these spaces back to current standards and help fulfill the housing demands of residents.

Hudson County will soon begin construction on the 32<sup>nd</sup> Street Pedestrian Bridge over JFK Boulevard in Union City & North Bergen. It will provide better and safer pedestrian movement between two retail centers: Columbia Park mall in North Bergen and Kennedy Center in Union City.

Bergenline Avenue and Park Avenue also have severe traffic congestion problems. Jitney services run along these major roads through several towns and often into NYC, bringing residents to shopping, work, or recreation. However, the jitney services often lead to further congestion through frequent stops and idling illegally in order to pick up passengers. Consultants for the NJTPA completed an in-depth analysis on the jitney industry throughout Hudson County in the summer of 2011. The study revealed important information on the industry and operators and produced broad policy

recommendations, including regulation. While the implementation of these recommendations is still in the concept phase. Union City will benefit from the results of this jitney study.

The City has also had an extensive beautification program of Park Avenue, which has led to the creation of new businesses and increased foot traffic. A new North Hudson campus of Hudson County Community College is being built at the 49<sup>th</sup> Street light rail station. The City has also received Open Space Trust Fund dollars for the building of a new municipal pool which opened in the summer of 2009. In addition, the City has received Open Space Trust Fund and Green Acres funds for improvements to Washington Park. Also, the City is developing the Michael Leggiero Music Park with Open Space Trust Funds, County CDBG and Green Acres Funds. The Community Development office sees an opportunity to restore the Park Theater as a center for arts and recreation for the community. The City estimates \$50,000 as the cost of restoring the façade; additional funding would be needed to install an air conditioning system so the theater can operate in the summer. In September 2009 the City also opened a new high school that combined Union Hill and Emerson schools.

### **Township of Weehawken\***

Weehawken is bedroom community that is closely tied to the NYC job market. There is very little retail except for a long a few streets and most of the commercial development is along the waterfront. For a small city, Weehawken has a wealth of transit options and access. With both a ferry terminal and light rail station, Weehawken residents can easily get into NYC for work and recreation. Most of the new development in Weehawken is occurring along the waterfront, where land has remained vacant until recently. Despite the economic downturn, Roseland has begun the construction of a new hotel next to the Port Imperial ferry terminal and the light rail station. The hotel will feature up to 450 units and a three level parking garage. Roseland hopes that a hotel vendor will be signed up within the next year and the management of the garage has yet to be determined. When all projects are completed, there will be a total of 2,873 units of residential along the waterfront. The Township plans to build between 20-22 units of senior housing at 4800 Park Avenue.

Beyond the waterfront development, the Township has some infrastructure concerns. The Township has begun planned development on Baldwin Avenue near the entrance to the Lincoln Tunnel and it is nearly 50% done at this point. When the work is finished, the improvements will include a widened street and more efficient pedestrian and bike access along Pershing Road. As with other northern County municipalities, a major issue for the Weehawken is the jitney service and the idling and congestion that come with it. Consultants for the NJTPA completed an in-depth analysis on the jitney industry throughout Hudson County in the summer of 2011. The study revealed important information on the industry and operators and produced broad policy recommendations, including regulation. While the implementation of these recommendations is still in the concept phase. Weehawken will benefit from the results of this jitney study.

Weehawken has expressed interest in green building and sustainable projects. With the federal and state stimulus funding available, the Township can receive funding for renewable energy and weatherization initiatives. In addition, the Sustainable Jersey program offers strategies and guidelines on making strides toward reducing environmental impacts. The Sustainable Jersey program is a useful tool for sustainable development and each municipality in the County joining the program and utilizing it as a valuable resource.

## **Town of West New York**

West New York is mostly a residential community with several centers for retail and commercial establishments. The Town hopes to revitalize the community through various public works projects.

The Town has just begun a large resurfacing project to pave between 20-30 streets. The Town is using CDBG money to fund the current project, additional funding is needed. In conjunction with road resurfacing, the Town has undertaken a large tree planting and parks improvement program. Throughout the Town, there are 19 parks, for which playground equipment is out-of-date and considered unsafe by today's standards. In addition, Veteran's Park is sliding off its foundation and down a cliff. The Town has received \$400,000 in Open Space Trust Fund money from the County for repairing this park, but the estimate for complete repair is upwards of \$3 million.

The Town has some development projects in the planning phases. One potential plan is to construct a 22-story high-rise apartment building on Park Avenue. Near the HBLRT station the Town received \$1.4 million from the Port Authority to build a parking facility to service that station. The site still needs to be remediated, though the Town is running out of funds for this project. The current plan is to run a free shuttle service to the light rail station until the parking facility can be completed. The Town is looking for funding to make further improvements to road and parks infrastructure as well as access to multi-modal forms of transit.

### **Hudson County Economic Development Corporation (HCEDC)**

The Hudson County Economic Development Corporation is a not for profit organization serving Hudson County. The mission is job creation and economic development through business attraction and retention. HCEDC assists small businesses with financing, technical assistance, relocation and site selection. The Hudson County Economic Development Corporation serves as a New Jersey State Data Center Affiliate, providing up to date census, business and industrial data. HCEDC also produces comprehensive reports and demographics specific to the County. These include the Hudson County Major Employers List, the Hudson County Demographic Profile, the Hudson County UEZ Zones, and the Hudson County Zoning A to Z directory.

In 2009 HCEDC generated over \$150,000.00 in new loans which have produced over 34 new jobs. Since 1994 HCEDC has over 4 million dollars working throughout Hudson County and has contributed to the creation of over 600 jobs. Sixty-four percent of the loans that were produced were awarded to minority and women owned businesses. For every \$35,000 received a job must be created or retained for low moderate income individuals. HCEDC has four major financial institutional partners that have contributed to the success of their loan programs. HCEDC works in conjunction with the New Jersey Economic Development Authority to provide business loans up to \$1,000,000 and bonding up to 10,000,000 for eligible businesses. Additionally, HCEDC's Business Financial and Economic Outreach Program offers educational workshops and seminars to assist small businesses and entrepreneurs with business development and financing opportunities throughout Hudson County. Over the last five years, HCEDC has hosted forty events.

HCEDC's Business Loan Program assists Hudson County businesses that are established; yet that are unable to obtain conventional financing. The program offers below market rate funding up to \$100,000. The interest rate is blended to the Prime Rate. Loan proceeds can be used for working capital, the

purchase of machinery or equipment and the purchase or renovation of property in Hudson County. The Micro Loan Program provides up to \$25,000 direct funding to small businesses comprised of five or fewer employees. Loan terms vary depending on purpose of loan. Eligible uses include: purchase of equipment and machinery, purchase supplies and inventory, façade improvements and expansion or renovation of commercial real estate.

HCEDC introduced the Brownfields Cleanup Revolving Loan Fund (BCRLF); a new resource available to assist Hudson County property owners in remediating Brownfield sites. Hudson County competed for and was awarded a \$500,000 grant from the United States Environmental Protection Agency. The purpose of the program is to provide low interest rate loans to eligible borrowers for cleanup activities only. The program is managed by HCEDC.

HCEDC competed and was awarded a \$200,000 Brownfields Area wide Assessment Grant from the United States Environmental Protection Agency. This grant enables Hudson County municipalities to look at larger segments of their town to make decisions on their findings for redevelopment. The Area wide grant is a proven analytical tool used by the towns of Harrison and Secaucus for their redevelopment planning. A key partner of HCEDC on this grant is the New Jersey Institute of Technology. The HCEDC also competed for and was awarded a Brownfields Development Area (BDA) Grant from the New Jersey Department of Environmental Protection to help Harrison obtain an additional \$2 million dollars of Hazardous Discharge Site Remediation Funds (HDSRF) for assessment and remediation activities, to expedite the permit process and provide a single point of contact with the New Jersey Department of Environmental Protection. The BDA has been instrumental in the redevelopment of two hundred and fifty acres of prime waterfront real estate. The site is being developed into a vibrant mixed use, transit and pedestrian orientated location. The plan includes: residential housing, commercial and retail business, and various entertainment venues. Site Selection is key to the economic vitality of Hudson County. HCEDC assist companies looking to relocate or move within the County with Site Selection expertise.

#### **Hudson County Improvement Authority\***

The Hudson County Improvement Authority (HCIA) is an autonomous public agency with broad responsibilities in solid waste & recycling management, public finance, economic development, brownfield redevelopment, renewable energy initiatives and transportation management throughout Hudson County.

The HCIA owns and manages facilities throughout the County, and has the authority to issue bonds to assist municipalities and support selected projects. In January, 2010, the HCIA completed construction of a 1,460-space parking structure adjacent to the Harrison PATH station serving as a park and ride for the PATH rail system, as event parking for the new Red Bull Stadium, and as parking for residents and visitors of the new mixed use development in the Harrison Redevelopment area. The HCIA is now placing a 700 kw photovoltaic solar canopy on the roof of the parking deck. The project is being privately financed, constructed and maintained at no cost to the HCIA and will provide substantial savings on energy costs during its 15 year life and beyond. In addition, the HCIA has facilitated financing through the New Jersey Environmental Infrastructure Trust (NJEIT) of up to \$30,000,000 toward the infrastructure necessary for the new stadium and surrounding brownfield redevelopment in Harrison.

The Authority is responsible for guiding the redevelopment of the HCIA owned 140 acre brownfield property on the South Kearny peninsula known as the “Kopper’s Seaboard” site. The site was long anticipated to be utilized as a new rail yard by NJ Transit to service the ARC Tunnel until that project’s recent cancellation. Thereafter, the HCIA issued an RFP in late 2010 for interested parties to redevelop all or part of the property. A significant number of proposals were received, representing a broad range of potential uses. Those proposals are currently under review. The location of the presently vacant property provides development opportunities for a number of uses. The site provides excellent water access and the opportunity for improved highway access. It is adjacent to Route 7 and easily accessible from the New Jersey Turnpike. Adjacent highway improvements to the Wittpenn Bridge and approaches are planned or presently under construction. Redevelopment of the site will require significantly improved road access, as well as storm water, sanitary sewer and utility infrastructure improvements on and off site. Estimated costs for the infrastructure improvements are approximately \$30,000,000. Those improvements would also benefit the redevelopment of adjacent brownfield sites. “Kopper’s Seaboard” is accessible by ship and barge. Improved facilities include the northern dock with a berth in excess of 300 ft. and 34 ft. draft. The southern dock has a recently improved mooring dolphin. Both dock facilities on the Hackensack River are in active use. The Site is presently being remediated pursuant to an Administrative Consent Order and a Remedial Action Work Plan filed with the New Jersey Department of Environmental Protection. The Site is located in an Intermodal B Zone of the Hackensack Meadowlands District.

The Lincoln Park West Project in Jersey City consists of a landfill closure and construction of Hudson County’s first 9-hole public golf course along the Hackensack River. The project area is an approximately 90 acre brownfield site located adjacent to the river, at the intersection of Route 1-9 and Duncan Avenue. The Project is being conducted by the HCIA in conjunction with a large scale ecological restoration effort underway by the NJDEP and NOAA through the Natural Resources Damages (NRD) program at a site immediately adjacent to the planned golf course. Approximately 45 acres of the project site contains remnants of an old municipal landfill, no longer in use. The redevelopment of the site consists of the landfill closure and construction of the golf course and associated public walkway. Material being excavated from the adjacent Restoration Project area is being placed on top of the existing landfill at the project site. This area is currently being properly capped, graded, landscaped, and completed with the golf course. A 10-foot-wide public access walkway will be constructed through the restoration area and adjacent to the golf course along the river waterfront. The-Restoration Project is converting more than 31 acres of degraded freshwater wetlands/landfill area into tidal and intertidal high vigor wetlands, and restore tidal flow to a pond that is approximately 10 acres.

The Office of Planning and Energy is coordinating the HCIA’s Countywide Solar Initiative with Municipal Governments and Boards of Education to install Photovoltaic Solar panels on selected public buildings throughout Hudson County. Currently, more than sixty different structures representing over 6 megawatts of energy production meet the criteria to be included in the initiative. Solar Panels will be installed on each facility roof and provide low cost energy. The Countywide Initiative takes advantage of the HCIA’s leadership and economy of scale to provide the solar installations at no cost to the municipalities as well as long term savings on energy costs at each location.

Other priorities for the HCIA Office of Planning and Energy are coordinating with the Hudson County School of Technology to obtain state educational adequacy approval and help secure funding for the design and construction of a new facility in order to consolidate several programs and locations. The Office is also conducting a traffic study and geotechnical analysis of the area surrounding the County

Administration building on Newark Avenue in Jersey City evaluating the feasibility of a new courthouse facility in the vicinity of the “Bergen Arches” and Route 139.

### **Hudson County Community Development\***

The Hudson County Department of Community Development is responsible for distributing Federal Housing and Urban Development (HUD) funds. Hudson County receives its own entitlement as an urban county. In addition, the municipalities of Jersey City, Bayonne, Union City and North Bergen receive entitlements individually. The requirements for these entitlements are that the city must have a population of over 50,000 people. The federal requirements for spending of the funds permit no more than 15% of the funds to be used for public service projects.

The Community Development office has been responsible for many affordable housing projects in the County including, most recently: Horizon Heights (Union City/West New York), YMCA (Hoboken), Newton (Harrison), and the Urban League Project (Bayonne). In addition, Hudson County also has access to an affordable housing trust fund.

In response to the current economic situation, the federal stimulus package has provided Hudson County with an additional \$1 million in Community Development Block Grant (CDBG) funds, and an additional \$1.5 million in funding for homelessness prevention and rapid re-housing programs; both these funds are to be spent within 3 years. Further, Hudson County Community Development seeks the CEDS 2010 support in establishing Hudson County as a Recovery Zone, which means that Hudson County would qualify to issue Recovery Zone Bonds for 50% less than the current interest rate. The objective of these bonds is to help ease the financial burdens on municipalities during the current recession. In the coming year the Hudson County Division of Planning and the CEDS 2010 Strategy Committee will work on the Recovery Zone application with the Community Development office as part of the CEDS 2010 plan of action, and as a means to alleviating the effects of the recession on the County and municipal budgets.

### **Hudson County Transportation Management Association\***

New Jersey is the only state in the United States where every municipality within its borders is served by a TMA. There are eight TMAs in New Jersey and each one is funded through a grant by the Federal Highway Administration under the supervision of the North Jersey Transportation Planning Authority. Due to the density of its population in relation to its size in square miles, there is one TMA solely dedicated to Hudson County, the Hudson Transportation Management Association.

The Hudson TMA, which was founded in 1994, is headquartered in Jersey City and is a division of the Hudson County Improvement Authority. It performs many unique functions for different types of travelers. The HTMA acts as a resource of transit information and trip planning for the general public. Also, in an effort to resolve specific transportation related issues, the Hudson TMA serves the community and Hudson County businesses as a liaison to transit agencies.

The main objective of the TMA is to lessen automotive carbon emissions and reduce congestion and traffic on our roads and highways. The Hudson TMA accomplishes this by providing programs to commuters, tourists and other travelers to increase their use of alternative modes of transportation. Through these efforts drivers of single occupancy vehicles are encouraged to drive less and choose to use mass transit, walk, bicycle, vanpool, carpool, carshare or telework.

To simplify the ridesharing process, the TMA maintains a carpooling database which matches potential carpoolers, based on the origin and destination of their commute. The rideshare program decreases the costs of commuting and has offered incentives to both drivers and passengers. Currently, 2,300 Hudson County residents are registered in the rideshare database as carpoolers. In the last five years, the Hudson TMA has formed 960 carpools.

The Hudson TMA offers businesses several programs which support mass transit and reduce congestion such as Preferential Parking, Work Site Relocation Assistance, Commuter Choice Fed Tax Benefit Planning, and application assistance for both the Sustainable Jersey and LEEDS programs. Additionally, the TMA provides employers with on-site transit fairs, Bike to Work Week and transit/safety related information lunch time seminars.

The TMA also helps businesses and commuters establish vanpooling programs. Currently, 100 individuals travel to work in Hudson County by vanpool. In addition, the TMA provides subsidies to assist in the formation and sustainability of vanpools.

To mitigate traffic for motorists, drivers may subscribe to the Hudson TMA free traffic and construction alert system. Once enrolled, the program sends alerts and detour information to subscribers' computers or cell phones in real time.

To further assist in reducing traffic, the NJ DOT calls upon the TMA to provide outreach to the community and businesses prior to major construction events.

The Hudson TMA addresses mass transit connection issues by sponsoring and promoting shuttles within municipalities which connect residential or business areas to various transit hubs. Provisional "stop-gap" shuttles have also been implemented by the TMA when bus services were temporarily cancelled or rerouted.

To assist in the County's efforts to improve our transportation infrastructure, the Hudson TMA participates as a member of the Technical Advisory Committees of NJTPA sponsored traffic and transit studies for Hudson.

The HTMA also participates in neighborhood events such as National Night Out, Earth Day, Everything Jersey City, Hoboken Arts Festival, etc. These public events not only provide a platform for sharing information regarding the TMA's mission, but to launch community programs such as the NJ Anti-Idling Campaign.

Since bicycling has become a popular mode of choice for commuters, the TMA provides classes which teach commuters how to bike safely in an urban area. The classes not only improve safety, but encourage greater use of bikes, especially for making short trips and local errands. The TMA has assisted in incentivizing biking to work by offering a free bike maintenance program.

In an effort to improve bicycle safety for children, the Hudson TMA provides an interactive bike safety program which it presents at local grammar schools each spring. To augment the program, the TMA hosts bike rodeos in Hudson County which provide children hands-on safety instruction through eleven interactive stations and obstacle courses. The TMA supports the concept that when children have

greater exposure to cycling, paired with positive experiences, they are more likely to use a bike more often when they become adults.

Through a grant with the NJ Safe Routes to School program, the Hudson TMA assists municipalities in making it a safer journey for children to walk or bike to school. NJ SRTS is also sponsoring the TMA's Bike School program where Physical Education teachers are trained in Bike Education and a fleet of bicycles are loaned to schools.

Each fall, the TMA presents to Hudson County grammar schools the "Walking School Bus" program. It encourages children to walk to school with their family members rather than be dropped off by car. In the spring, Hudson TMA offers schools participation in the Golden Sneaker program which challenges children to walk with family members more often to various destinations rather than be driven by car. These programs not only help reduce emissions but provide early education to children about the health and environmental benefits of walking and bicycling. For adults, the TMA is currently assisting the municipalities of Hoboken and Jersey City with initiating a Bike Sharing program.

Through a grant with the New Jersey Division of Highway Traffic Safety, the Hudson TMA works with the senior community of Hudson County to improve pedestrian safety for our senior citizens. Other NJHTS programs which the TMA provides to the public address Distracted Driving, Safety Belt Use and the New Jersey Stop and Stay Stopped Law. These programs improve safety for motorist, pedestrians and bicyclists which improves the quality of life for all Hudson County residents.

#### **Hudson County Workforce Investment Board (WIB)\***

The Hudson County Workforce Investment Board (WIB) provides planning, policy guidance and oversight over Hudson County's workforce development system which includes two (2) One Stop Career Centers in Jersey City and Union City. The Hudson County WIB has partnered with local universities, community colleges, private schools and community organizations to provide skills training for a wide range of jobs throughout the County. The WIB has not been able to meet demand for its services due to budgetary problems and over 9.5% unemployment rate, and has over 450 people on its waiting list for job training.

Recently, the Hudson County WIB, along with eight counties in North Jersey calling itself "North Jersey Partners", embarked on the "WIRED" Initiative to approach workforce development on a regional scale. The "WIRED" initiative is a useful tool to spur economic development and job growth. The north New Jersey employment market and dense development provide job mobility and employment issues, which can, and should, be addressed regionally.

The Hudson County WIB has worked to promote itself and has worked with local businesses to participate in their programs. It would be beneficial for the WIB and the Chamber of Commerce and Economic Development Agencies to coordinate their efforts to achieve high rates of private business participation in the WIB's programs and to provide workers with the skills needed to work in Hudson County. In addition, the Hudson County WIB promotes "first hire" agreements in which businesses or projects located in Hudson County planning to benefit from abatements or other incentives are required to first seek County residents for employment. The WIB should continue its efforts to partner with the

private business community to enhance the skills of the workforce and find employment for County residents.

### **New Jersey Meadowlands Commission\***

A large part of Hudson County lies within the wetlands and environmentally sensitive areas of the Meadowlands District. The Meadowlands Commission manages this area as a unique zoning and planning area in the state. The Meadowlands Commission has undertaken several initiatives to help the Meadowlands District to become more sustainable and to protect the environment. In November 2006, the Commission passed a green building ordinance that would provide expedited permitting, reduced fees, and density bonuses for proposed projects that provided evidence of green building practices.

The Commission also administers a Green Living Program in which it hosts events on different topics to teach residents different ways to live more sustainably. The Commission seeks to promote solar projects in the Meadowlands District, focusing on large warehousing buildings which have thousands of square feet of space for potential rooftop solar energy generation.

The New Jersey Meadowlands Commission recently broke ground on a new solar installation that will transform a closed Commission landfill into a productive solar farm. The NJMC 1A Landfill Solar Project in Kearny will produce up to 3 megawatts of power. Tapping underused resources, including landfills, to produce eco-friendly and low-cost power is an important element of moving the State toward energy independence and sustainability.

The NJMC 1A Landfill Solar Project is a joint effort between the NJMC, the New Jersey Board of Public Utilities, SunDurance Energy and Public Service Electric & Gas Company (PSE&G). The grid-connected solar system will feature 12,506 solar panels mounted on 13 acres atop the 35-acre landfill. SunDurance will build the solar array, and PSE&G will purchase the facility just prior to completion and take over the lease from SunDurance. The utility will then own, operate and maintain the facility as part of its Solar 4 All™ program. Solar panel installation is scheduled to begin this summer, and the solar array is expected to be placed in service by the end of the year 2011.

The Meadowlands Commission has also helped to create three shuttle service lines to employment centers in the area. In addition to creating a mode for people to get to work, these shuttles reduce congestion on the roads and reduce pollution. The Meadowlands Transportation program is currently underfunded, and is still looking for ways to fund further transportation initiatives to bring more services to more areas in the Meadowlands District and surrounding employment centers.

### **New Jersey Transit (NJ Transit)\***

NJ Transit provides a number of services to Hudson County. As noted above, Hudson County is home to NJ Transit's Hudson-Bergen Light Rail, Hoboken Terminal, Secaucus Junction, and extensive bus service. Hudson County's density provides a large market base for transit services. Recent New Jersey legislation, the Urban Transit Hub Tax Credit, incentivizes further density and commercial development in areas with access to heavy and light rail. Hudson County serves to benefit more than any other county in the state from this new legislation.

NJ Transit recently expanded the HBLRT service to 8<sup>th</sup> Street in Bayonne with the new station opening. In addition, funding has been allocated to study extending the line north into Tenafly in Bergen County. The HBLRT system carries 67,000 passengers daily, and the Bergen extension may add an estimated 24,000 daily riders. The HBLRT has been a tool for fostering economic development, but the system is at capacity. NJ Transit is seeking to provide more service and lengthening platforms for longer trains to handle the growth in demand. A priority expressed by representatives from NJ Transit is the “Y-bypass” near Hoboken Terminal. This intersection of lines is currently inefficient and investment is needed to streamline this intersection.

In addition to infrastructure repairs and extending its service, NJ Transit also is also considering some development projects and studies. The Allied Junction development at Secaucus Junction is partially complete and the final construction is currently underway. When complete the development will include a hotel, offices and residences. In Hoboken, NJ Transit is considering developing over the existing train lines that end at Hoboken Terminal Rail Station. Several public charrettes were held to get public opinions about the project. NJ Transit also has concerns about the jitney service in the County and wants to help coordinate solutions to this problem. Jitneys have begun to take passengers away from NJ Transit bus lines, and could eventually cause NJ Transit to abandon some lines or services, which would make the passengers dependent on the jitney service. However, the jitneys are under no obligation to keep servicing an area. This is clearly a major issue and efforts to develop the most efficient solution must be coordinated between all parties.

#### **North Jersey Transportation Planning Authority (NJTPA)\***

The NJTPA has long emphasized the importance of goods movement to the regional economy and puts a high priority on several projects in Hudson County that could improve the flow of freight. Perhaps the most critical of these is the need to raise the Bayonne Bridge to accommodate the large post-Panamax ships that will be coming to the region’s port following the opening of a larger Panama Canal, scheduled for 2014. The Port Authority of New York & New Jersey is now moving forward with a \$1 billion project to raise the bridge. Other freight-related improvements through the Liberty Corridor and Portway programs also will be essential for improving goods movement in both Hudson County and the larger region.

In addition to the Bayonne Bridge and other freight-related projects, the NJTPA has identified in its Plan 2035 many infrastructure projects needed to improve transportation in Hudson County and their costs (see Appendix B for a complete list).

**The** NJTPA also works to improve traffic safety in Hudson County. The authority has invested in improved traffic and pedestrian signaling, pedestrian bridges, and bicycle route improvements. The NJTPA has funded a study of the bus system in Hudson County and is looking into Express Bus Lane (XBL) opportunities and priority signaling for bus service. The current XBL into the Lincoln Tunnel is already at capacity and the region needs to find a solution to improve traffic flow into Manhattan and nearby employment centers.

The Bergen Arches and the 6th Street Embankment rail right of way in Jersey City are opportunities for extending the HBLRT, freight rail, or incorporating parks or bike lanes along the route. **The** NJTPA also

sees opportunities for creating additional transit hubs for buses, i.e. Bergenline Ave. and Journal Square. The NJTPA has provided funding to Hudson County and the City of Jersey City to look at Bus Rapid Transit options in the corridor from Journal Square to Bayonne.

The NJTPA also encourages efforts to create additional transit-oriented development in Hudson County, building on successful residential and commercial development spurred by the Hudson Bergen Light Rail. The NJTPA recently amended Plan 2035 to incorporate the Locally Preferred Alternative for the light rail extension west of Route 440 in Jersey City.

### **The Port of Authority of New York & New Jersey (PANYNJ)\***

The Port Authority of New York and New Jersey (PANYNJ) is a bi-state agency that manages several critical infrastructure facilities in Hudson County including the Holland and Lincoln Tunnels, the Bayonne Bridge, PATH service to Manhattan, and the several maritime terminals. The most pressing issue for PANYNJ is the Bayonne Bridge, as described above, and developing a solution that will permit the passage of post-Panamax ships into the Elizabeth Port Authority Marine Terminal and Port Newark. Developing a timely solution to this issue is important for the tens of thousands of port-related jobs in the region.

PANYNJ is working with its tenants to expand existing maritime facilities at the Port Jersey Port Authority Marine Terminal and at the Greenville Yards in Jersey City and Bayonne. The Greenville Yards have access to major road and rail arteries for goods movement, and has the potential to generate new businesses and jobs. It is important to evaluate the development of Port Jersey and the Greenville Yards for freight movement needs and improvements to NJ Turnpike Interchange 14A in order to move goods from Hudson County throughout the region.

PANYNJ is also conducting the Cross Harbor Freight Movement Program Environmental Impact Statement (EIS) in conjunction with the Federal Highway Administration (FHWA) to analyze alternatives that would provide short-term and long-term strategies for improving the movement of goods across the harbor. In the interim, the existing rail float system is in need of rehabilitation and repair to make the system more efficient and reliable. PANYNJ plans to utilize federal funds from SAFETEA-LU to start to rehabilitate this system. With significant investment, this cross-Hudson goods movement can create jobs and commerce.

Redevelopment of Journal Square is another priority for PANYNJ. Due to the recent recession, private interest in developing over the existing PATH station has diminished. The PANYNJ also has plans to improve PATH service to Hudson County. The Port Authority expects to spend \$170 million to improve the Harrison PATH station in the next five years. Also, new train cars, extended platforms, and signaling improvements are being added to increase service for passengers and make the system more efficient.

## Key Economic Development Projects\*

Project Name	Municipality	Organization	Description	Funding Source	Time Frame	Status
Peninsula at Bayonne Harbor	Bayonne	Bayonne Local Redevelopment Authority	Plan calls for 6,700 housing units, 1.5 million sf of office space, 345,000 sf of retail, and 50 acres of open space Includes Alexan City View LEED Certified building.	Private Developer	20 years	Plan amended 2008 with Zoning approval to 2038
Bayonne Crossing Shopping Mall	Bayonne	Bayonne Local Redevelopment Authority	30-Acre Mall on Rt 440 will create 1,200 construction jobs and 900 retail jobs.	Private Developer and Brownfield Remediation	2 years	Under Construction
Bayonne Energy Center	Bayonne	Bayonne Local Redevelopment Authority	Environmentally advanced gas-fired energy supplier in the Constable Hook industrial area of Bayonne, will supply energy to NYC metro area.	Hess Corporation, Pure Energy Resources, ArcLight Capital Partners	1 year	Under Construction
8th St Station	Bayonne	NJ Transit	Extension of Hudson-Bergen Light Rail and Transit Station to Southern Bayonne.	NJ Transit	Completed	Completed in 2011
Texaco Site	Bayonne	Bayonne Local Redevelopment Authority	64 acre brownfield site at Bayonne Point slated for 1,300 residential units and 500,000 sf of retail.	Private Developer	7 years	Redevelopment plan approved

Workforce Housing	Bayonne	Bayonne Housing Authority, Reagen Development	40 units at 900 sf affordable and 6 units market rate on Avenue E and 45th Street .	CDBG	1 year	Completing Construction
Sewer System Upgrades	Bayonne	Bayonne Municipal Utilities Authority	Installation of storm water system with catch basins, pump station, and force main.	New Jersey Environmental Infrastructure Trust Fund		Funding acquired
Broadway SID	Bayonne	Special Improvement District	Refocus 52 block SID to a smaller area that targets parks and entertainment areas.	SID, Local funding, Private funding	5 years	Planning Stages
Bayonne Bridge	Bayonne	Port Authority of NYNJ	Study underway to allow for larger ships to reach Port Elizabeth.	Port Authority of NY NJ	Due to be completed in 2017	Planning Stages
Turnpike Exit 14A	Bayonne	Turnpike Authority	Community input being considered to replace the congested turnpike exit.	Turnpike Authority		Planning Stages
Maidenform Affordable Housing	Bayonne	Bayonne Local Redevelopment Authority	1st Adaptive reuse project in Bayonne. 5 story manufacturing facility will become 99 units of housing, 10,000 sf of commercial, near light rail at E and 17th St.	Private Developer	3 years	Planning Stages
Bus Rapid Transit (BRT) Study	Bayonne/ Jersey City	Hudson County Division of Planning	Locate the necessary corridors and alternate routes where bus transportation is required amongst Bayonne, the Greenville section of Jersey City, and Journal Square	NJTPA, Federal Transit Administration, Federal Highway Administration	2 years	Bidding Process for Contractor

Clark Thread Mill Building	East Newark	Municipal	Plans for 830 residential units, retail space, and a 1500 space garage in the conversion of former manufacturing facility.	Private	10 years	Planning Stages
Clark Thread Mill Historic District	East Newark	Municipal	Conversion of historic district with a footprint 1/3 the land area of municipality, for a school, housing units, and retail space	Private	10 years	Planning Stages
Passaic Avenue Redevelopment	East Newark	Municipal	Plan to redevelop entire waterfront area currently occupied by vacant industrial building and spaces, including the former BASF Facility.	Private Developer	5 years	Planning Stages
Rt-280 Bridge	East Newark	NJDOT	Repainting of historic bridge.	NJDOT	1 year	In-progress
Firehouse	East Newark	Municipal	Construction of a new firehouse station using environmentally sound methods.	Municipal Funds	3 years	Planning Stages
First Republic Building	East Newark	Municipal	1,000,000 sf former Industrial Complex sold to Alma Realty Corp. for luxury apartments and retail.	Alma Corp.	5 years	Planning Stages
Waterfront Park	Guttenberg	Guttenberg and North Bergen	Construction of Waterfront Park along the Hudson River, in conjunction with North Bergen, will provide open space for dense community.	Hudson County Open Space, Green Acres, Municipal	2 year	Under Construction
Recreation Center	Guttenberg	Municipal	Looking to construct a recreational facility near Kennedy Blvd. East	Open Space, CDBG	5 years	Planning Stages

Red Bull Stadium	Harrison	Anscheus Entertainment	World-class 25,000 seat soccer stadium for MLS's Red Bulls at the center of a redevelopment area.	Private Developer	Open	Completed in 2011
Harrison Path Station	Harrison	Port Authority of NYNJ	Plans to modernize PATH station for \$173 million will feature larger platforms, elevators in compliance with ADA regulations, and architectural modifications to its appearance.	Port Authority of NYNJ	3 years	Under Construction
Harrison Commons	Harrison	Harrison Redevelopment Agency	Area next to PATH station planning to house 2,300 residents and 80,000 sf of office space, in 4-phase project.	Private Developer	2 years	Phase III Construction
Riverbend District	Harrison	Harrison Redevelopment Agency	District along Passaic River slated for 800,000 sf of retail space, 350 room hotel, and 1.7 million sf of office space.	NJEIT, Local Funds, Advanced Realty Group		Under Construction
Hotel Construction	Harrison	Harrison Redevelopment Agency	Local zoning amended to make way for hotel construction in redevelopment area.	Private Developer	2 years	Planning Phase
I-280 Interchange	Harrison	NJDOT, HCIA	Study showed ramp insufficient for new traffic related to stadium and development projects.	NJDOT	3 years	Planning Phase
Riverfront walkway	Harrison	Municipal, Harrison Redevelopment Authority	Looking to construct park space along Passaic River	Potential Open Space, local funds, private developer	3 years	Planning Phase

NJ Transit Terminal	Hoboken	NJ Transit, Port Authority NYNJ	Renovation of Hoboken's multimodal terminal which serves 50,000 people daily including upgrade of waiting area, a new train depot, and an improved ferry terminal	NJ Transit	1 year	Ferry Terminal Construction Complete
Hudson Place	Hoboken	Municipality	"Complete Streets" style reconstruction of roadways near transit station to promote pedestrian and bicycle safety	Local funds	1 year	Phase II under construction
Jersey City/Hoboken Subregional Transportation study	Hoboken, Jersey City	NJTPA, Hudson County Division of Planning	Study looking at ways to redirect traffic around Paterson Plank Road.	NJTPA, Federal Transit Administration, Federal Highway Administration	1 year	Report in review phase
Northwest Redevelopment Plan	Hoboken		Area has seen the opening of a large residential development in 2008 and is continuing redevelopment efforts around 9th St Light Rail.	Municipal Funds, Private Developer	10 years	In progress
14 Street Viaduct Redevelopment	Hoboken	Federal Highway Administration	Critical roadway improvement includes surrounding pedestrian improvements and open space development.	Federal Highway Administration	3 years	Construction Underway
Hoboken Arts Center	Hoboken	Municipal	5 -Story arts building is a part of the NW Redevelopment Plan and includes exhibition space, performance space, and a public lawn.	Local funds, Hoboken Arts Center Foundation	5 years	Planning Phase
Jitney Study	Hudson County	NJTPA	In-depth analysis of private bus services in Jersey City, Union City, Weehawken, North Bergen, West New York, and Guttenberg			

Relocation of Depository Trust and Clearing Corporation	Jersey City	Municipal, State	The international securities company is planning to relocate 1,600 jobs from Manhattan to a renovated JP Morgan Chase Building downtown.	Private funds, Urban Enterprise Zone Grant, Recovery Zone Facility Bonds and Business Employment Incentive Program	3 years	Transition commencing 2013
Powerhouse Arts District	Jersey City	Jersey City Redevelopment Agency	The Powerhouse Arts District looks to renovate the historic former energy facility as the centerpiece of the live and work arts district.	Private funds, Municipal funds, Historic Preservation Fund	5 years	Planning Phase, Developer designated
Journal Square Redevelopment	Jersey City	JC Division of Planning, Port Authority NYNJ, HCIA	Journal Square Redevelopment Plan outlines a vision for the growth of the area up to 2060, centered on its transportation links.	Private funds, municipal funds, state funds	49 years	Planning phase
Bayfront Development	Jersey City	JC Division of Planning, Jersey City Redevelopment Agency	Remediation of former Honeywell brownfield site, will allow for construction of residential, commercial, and open space. Will eventually house the JCMUA.	Private Funds, Brownfield Development Grant, Honeywell Remediation, Municipal Funds	10 years	Remediation under way
The Boulevard and Complete Street for the Rt. 440 and 1&9T	Jersey City	Jersey City, New Jersey Dept. of Transportation	Western Waterfront plans for increased multi-modal transportation options, including a West Side extension of the HBLR, and complete street improvements	Department of Transportation, Federal Highway Administration	1 <sup>st</sup> Phase – 2020; 2 <sup>nd</sup> Phase - 2035	Study released; Concept Development Phase II underway

The Beacon	Jersey City	Municipal, Jersey City Redevelopment Authority	Adaptive reuse conversion of former medical facility into 10 high rise luxury condos with park space and amenities, estimated at \$350 million.	Municipal, Metrovest	5 years	3 Towers completed 7 remaining
Soleil Lofts	Jersey City	Jersey City Redevelopment Agency	38 Unit adaptive use project converting a former police precinct at McGinley Square to loft spaces.	769 Montgomery Street Associates, LLC	1 year	Completed
O' Malley Manor	Jersey City	Jersey City Redevelopment Agency	16 Unit workforce housing development in the Jersey City Heights neighborhood.	Parkview Manor Development	2 year	Approved
Margaret S. Herbermann Manor	Jersey City	Jersey City Redevelopment Agency	35 Units of workforce housing development in the Jersey City Heights neighborhood with a LEED Silver accreditation.	NJHMFA, Municipal, Franklin Developments	1 year	Nearing Completion and 95% sold
Greenville Yard and Lift Bridge	Jersey City/ Bayonne	Port Authority of NY NJ	\$80+ million in projects includes the replacement of two transfer bridges with modern hydraulic bridges, new rail tracks, a new barge, and the acquisition of 41.5 acres of yard property.	NJTPA, Port Authority	5 year	Planning Stages
Jersey City Marina	Jersey City	Jersey City Redevelopment Agency	350 slips will be created at Jersey City waterfront to accommodate boats, ensure public access, and stimulate economic development.	Private Developer	5 years	Developer chosen

Berry Lane Park	Jersey City	Jersey City Redevelopment Agency	Former brownfield site in Lafayette neighborhood to be acquired, remediated, and turn into a 17-acre public park.	EPA Funds, Hudson County Open Space Trust Fund, Green Acres, Municipal	3 years	Remediation out to bid
McGinley Square Redevelopment Plan	Jersey City	Jersey City Division of Planning	Redevelopment Plan looks to boost the economic vitality of this commercial area.	Municipal, Private Developers	10 years	Draft plan in comment stage
9-Hole Golf Course	Jersey City	Municipal, HCIA	Hudson County's only public golf course is set to open after the remediation of large plot of wetlands along the Hackensack River. Plans include clubhouse and community center.	ARRA Stimulus, Superfund, NJDEP, NOOA	2 years	Remediation complete and grading underway
Passaic Ave Redevelopment	Kearny	Municipal	Redevelopment plan looks to revitalize road along the Passaic River. Former aluminum bat manufacturing facility has received remediation funding for 20 acres. Developer has been designated.	Brownfield Remediation Grant, Private Developer	3 years	Funding acquired
Bindi HQ	Kearny	Municipal	Italian dessert-maker relocated headquarters to Kearny and brought 90 jobs to area.	Private Funds	1 year	Construction in progress
Schuyler Crossing	Kearny	Municipal	Commercial development including a bank, convenience store, and later 200+ units of residential parking.	Russo Development	3 years	Development approved- Construction in Progress

South Kearny River Terminal Development	Kearny	Municipal	Expansion of 5 million sf of warehouse and distribution facilities with access by water, road, train and air.	River Terminal Development	2 years	In Progress
Commuter Shuttle Service	Kearny	Hudson TMA	Shuttle service for commuters to Harrison PATH station during peak rush hours to reduce traffic in Kearny and Harrison.	Federal Highway Administration	Completed	In Progress and Successful
Red Bull Training Facility	Kearny	Municipal	MLS Soccer team who plays in nearby Harrison is looking to construct a state-of-the-art practice facility	Private Developers	2 years	Planning phases
Seller's Street Road Reconstruction	Kearny	Municipal	3-Phase repaving of roadways and infrastructure reconstruction in major industrial complex to retain business and create economic growth.	CDBG-R, UEZ	1 year	Phases I-completed Phase II-Construction in Progress
Tonnelle Ave Retail Center	North Bergen	Municipal	Opening of a Wal-Mart Supercenter, as well as restaurants, big box stores, and smaller retail stores, led to the creation of hundreds of local jobs	UEZ, Vornado Realty Trust	Completed	Completed
32 <sup>nd</sup> Street/ JFK Boulevard Pedestrian Overpass	North Bergen/ Union City	Hudson County	The County will be constructing a pedestrian overpass at 32 <sup>nd</sup> Street which will allow for safe and convenient walking and biking access over JFK Blvd.	NJTPA, Federal Funding	2 years	Permits Acquired
Xchange at Secaucus Junction	Secaucus	Secaucus, NJ Meadowlands Commission	2 locations of 2,000 residential units & 30,000 sq. ft. of retail space; residences include rentals, age restricted housing, and condominiums; shuttle service	Private funding: Fraternity Meadows	2 years	2nd Phase Open

Bergenline Façade Improvements	Union City	Municipal	Funds to help property owners beautify businesses and stimulate economic growth	CDBG, Municipal	1 year	In construction
Hudson County Community College- The North Hudson Center	Union City	Hudson County Community College, Municipal	Construction of satellite campus of HCCC near 49th Street Light Rail Station along Kennedy Boulevard. It will include a library book store, computer labs, art studios and more in a 7 story complex.	Hudson County Community College	1 year	Opening for Fall 2011 Semester
Yardley Soap Factory Redevelopment	Union City	Municipal	Former manufacturing site on Palisades Ave. and contaminated lands are slated for remediation and redevelopment into retail space and housing units	Private funds	3 years	Planning Phase
Zoning Amendment	Union City	Municipal	Rezoning around light rail station would allow for redevelopment area around Union City's light rail station.	No cost	1 year	Ordinance in draft form
Weehawken Cove Walkway	Hoboken/ Walkway	Municipal	Waterfront walkway around cove area will create pedestrian access from Hoboken to the Weehawken waterfront	ARRA Stimulus, Hudson County Open Space Trust Fund	1 year	Under Construction
Senior Housing	Weehawken	Municipal, Housing Authority	20-22 units of senior housing at 4800 Park Avenue	Private funds, CDBG	3 years	Planning Phase
Roseland Development	Weehawken	Municipal	Hotel with 450 units and a three level parking garage	Private Funds	1 year	Under Construction

Ferry Station Garage	Weehawken	Municipal	850 space parking garage for Ferry Station will allow for greater access to transit and development to occur on existing ground parking	Roseland Property Company, Local funds, NJEDA	1 year	Under Construction
Park Avenue Development	West New York	Municipal	Proposed 22-story high rise between 57th & 58th Street; No current municipal approval - developer may need to scale down	Private funding	1 year	Conception Phase
61st/Park Avenue Development	West New York	Municipal	106 new residential units with underground parking	Private	1 year	Complete
66st Street Promenade	West New York	Municipality	Along Bergenline; Textured walkway; Potential culturally significant mural	West New York	2 years	Structure complet
55th Street Housing	West New York	West New York Housing Authority	32 units of affordable housing & market value units at 55th Street & Jackson Avenue with potential open space component	D.R. Mon Group, Inc	3 years	Property acquired, planning phases
Wellness Center	West New York	Municipality	Community center next to Miller Stadium targeting 30-60+ year old demographic		7 years	Feasibility Plan completed previously
62nd-64th Street Façade Improvements	West New York	Municipality	Façade improvements to corridor of local businesses.	SID, UEZ	Completed	Completed

## Goals

The following set of goals served as a guide in the development of this document. These goals form the foundation for the CEDS, establish the direction of the Strategy, and define the specific details of actions, which will be executed to achieve these goals.

- Create a diversified economy to maintain full employment and continue economic growth.
- Develop an equitable distribution of jobs, support services, and facilities consistent with the needs of the population.
- Retain and expand existing businesses, attract new business, and provide for the economic revitalization of the County's commercial and industrial base.
- Strengthen the tax base of the County.
- Improve all aspects of the transportation system to facilitate the flow of goods and people, enhance economic growth, connect people and jobs, and improve the quality of life.
- Foster the cleanup and reuse of contaminated sites as an integral part of both economic and community development, while maintaining and improving areas that provide centers for employment, education, entertainment facilities, services, shopping and other resources.
- Invest in infrastructure systems and technology to continue economic growth, stimulate new development and redevelopment, and enhance the quality of life.
- Support the development of cultural, recreational and historic amenities that not only benefit County residents, but foster the development of the travel and tourism industry.
- Assist in the development of Quality of Life factors that make Hudson County a more attractive place for businesses and people to live and work.
- Support efforts to provide a variety of housing types for households of all income levels.
- Identify, evaluate and implement alternate strategies and tools that promote economic development and economic growth.
- Promote job training and retraining services to close the employment "skills gap" and meet the employment needs of the County and the region.
- Promote sustainable, smart growth developments.

## Strategies

Based on the goals and objectives noted in these documents, the Hudson County CEDS Committee has defined the County's economic development objectives in the six primary categories listed below. A number of these strategies overlap between categories or affect one another directly and thus may be repeated in the list below:

### Economy

- Encourage existing industries to expand, remain and relocate in Hudson County by utilizing both regional and local resources, labor skills and other assets
- Attract new industries to the County by improving the prospect of developing industrial areas, improving infrastructure and providing sufficient access to transportation facilities
- Enhance workforce preparedness
- Improve access to the port areas and facilitate goods movement to increase international trade opportunities, and support the expansion and use of foreign trade zones,
- Review on a case-by-case basis the conversion of industrial facilities that have become functionally obsolete while also maintaining/relocating the stock of land available for industrial uses throughout the County
- Provide a variety of retail and personal services to serve the community
- Support the revitalization of central business districts as mixed-use, pedestrian-oriented, downtowns with diverse economic services and opportunities, encouraging local community-based organizations such as special improvement districts, urban enterprise zones, neighborhood improvement districts and local economic development corporations
- Facilitate the coordination of multi-jurisdictional revitalization projects that create connectivity between vibrant downtowns and economic centers
- Continue development of the Hudson River, Passaic River and Newark Bay Waterfront, fostering strong linkages between the waterfront and interior neighborhoods
- Foster strong central business districts/downtowns by encouraging local community-based organizations such as special improvement districts, urban enterprise zones, foreign trade zones, neighborhood improvement districts and local economic development corporations
- Facilitate the coordination of multi-jurisdictional revitalization projects that create connectivity between vibrant downtowns and economic centers
- Encourage the grouping of complementary services within the core areas of the County
- Identify and foster the growth and development of demand driven clusters and facilitate connectivity between inter-regional markets

## Population and Geography

- Stress public participation in the planning process of development activities
- Continue to monitor and identify businesses and their needs
- Plan, administer, and monitor economic development activities
- Coordinate programs between the 12 municipalities ensuring cooperation and regional perspective
- Encourage cultural and entertainment activities within the core areas of the County to foster a sense of community while spurring economic activity
- Encourage a land use agenda that focuses on “Placemaking”, maintains the classic “Main Street” character and walkability of districts while creating a favorable business climate
- Create public-private partnerships
- Assist in the implementation of programs, projects, and services that support economic development
- Promote the County as an “umbrella” resource for municipal organization and coordination
- Coordinate programs between the 12 municipalities ensuring cooperation and regional perspective
- Evaluate and coordinate zoning districts to meet the demands and capitalize on the economic potential of the changing settlement patterns of the County
- Foster public-private partnerships
- Assist in the implementation of programs, projects, and services that support economic development
- Preserve and promote historic sites and cultural resources throughout the County
- Maintain Community Development at the forefront of any economic development model, focusing on creating places where people enjoy living, working and visiting
- Encourage planned growth with a mix of new developments and conversion housing options for the anticipated influx of baby boomers and “empty nesters” beginning to return to urban areas

## Resources and Environmental Management

- Encourage “green” businesses and jobs to locate and expand in the County and support energy efficiency, “green” building practices, and sustainable site choices
- Maintain a healthy balance between development and open space, addressing a range of concerns, including parks, community gardens, storm water management, sustainability, and preservation
- Promote alternative modes of transportation that provide measures for bicycle, pedestrian and transit friendly development practices
- Continue to redevelop and remediate Brownfield sites into productive tax generating properties
- Reduce overall greenhouse gas (GHG) emissions and improve air, water, and soil quality and promote the development of renewable energy
- Continue to remediate and redevelop the waterfronts of the Hudson, Passaic and Hackensack Rivers as competitive residential markets, desirable office space and attractive tourist destinations

- Promote recycling as a means of reducing disposal costs for the County while protecting the environment
- Reduce the “urban heat island effect” by reducing impervious coverage, increasing trees and park spaces and implementing sustainable building practices

### **Transportation Access**

- Improve transit service, access and reliability to increase transit ridership and help reduce congestion
- Improve circulation within the County as well as through it to minimize congestion and enhance connectivity to regional transportation networks
- Immediately address channel depth limitations for marine freight transportation
- Upgrade and address the outmoded infrastructure and develop new infrastructure to foster economic development now and into the future
- Advocate for transportation investments to increase the variety of transportation options available
- Encourage improvements to pedestrian and bicycle safety
- Encouraging transit-oriented development (TOD) near transit stops that take advantage of the Urban Transit Hub Tax Credit program
- Provide incentives to create stronger transportation linkages and multi-modal options between housing and employment centers

### **Workforce Development and Use**

- Improve the skills and quality of the workforce to close the employment “skills gap”
- Coordinate with local high schools, Hudson County Schools of Technology, Hudson County Community College, St. Peters College, Stevens Institute of Technology, New Jersey City State University and local businesses to ensure that school curricula and training prepares students for entry into the labor force and focus on demand-driven workforce training
- Develop public/private relationships that guide mutually beneficial workforce development programs, provide support for employee improvement programs, and disseminate information about these programs to businesses and the labor force
- Foster small business growth through business incubators and other support
- Encourage an equitable distribution of jobs across the County that includes support services and facilities that fill the needs of both the businesses and local populations
- Identify where there are labor skill shortages and focus on demand driven workforce training
- Development public/private relationships that guide mutually beneficial workforce development programs
- Provide community services, such as elderly and child care services that will help support the labor force

### **Program Support and Implementation**

- Foster public-private partnerships
- Continue to monitor and identify businesses and their needs
- Plan, administer, and monitor economic development activities

- Encourage a land use agenda that focuses on “Placemaking”, maintains the classic “Main Street” character and walkability of districts while creating a favorable business climate
- Create public-private partnerships
- Promote the County as an “umbrella” resource for municipal organization and coordination
- Coordinate programs between the 12 municipalities ensuring cooperation and regional perspective

The County Executive and the Board of Chosen Freeholders have appointed the CEDS Strategy Committee to define and recommend actions and programs to achieve the goals set forth in the CEDS document. In order to consider projects and maintain the vision of the CEDS, the Committee has developed a set of criteria and measures within these categories to consider applications for potential funding.

In addition to the CEDS criteria the CEDS Strategy Committee will also base its decisions on the Federal Economic Development Administrations “Investment Policy Guidelines” that are listed below:

- **Be market-based and results-driven.** An investment will capitalize on a region's competitive strengths and will positively move a regional economic indicator measured on EDA's Balanced Scorecard, such as: an increased number of higher-skill, higher-wage jobs; increased tax revenue; or increased private-sector investment.
- **Have strong organizational leadership.** An investment will have strong leadership, relevant project management experience, and a significant commitment of human-resources talent to ensure a project's successful execution.
- **Advance productivity, innovation, and entrepreneurship.** An investment will embrace the principles of entrepreneurship, enhance regional clusters, and leverage and link technology innovators and local universities to the private sector to create the conditions for greater productivity, innovation, and job creation.
- **Look beyond the immediate economic horizon, anticipate economic changes, and diversify the local and regional economy.** An investment will be part of an overarching, long-term comprehensive economic development strategy that enhances a region's success in achieving a rising standard of living by supporting existing industry clusters, developing emerging new clusters, or attracting new regional economic drivers.
- **Demonstrate a high degree of commitment by exhibiting:**
  - High levels of local-government or nonprofit matching funds and private-sector leverage.
  - Clear and unified leadership and support by local elected officials.
  - Strong cooperation between the business sector, relevant regional partners, and local, state, and federal governments.

The priorities for CEDS funding decisions include projects that: 1) expand the economic base, 2) create job growth, 3) improve services and amenities available to county residents. These objectives serve as a basis for evaluating possible projects, however, interpretation and priorities will change as the needs of the County evolve and new programs may come as a result of this document. The Strategy Committee will continuously look to assess these objectives and goals and, if necessary, modify them. The Strategy

Committee will also report on the accomplishments, changes, and updates in the Annual Updates to the CEDS.

The Strategy Committee is made up of both public and private representatives from the County. As such, the discussions cover a broad range of topics and the Committee invites representatives from State and Federal agencies to inform the committee of other economic development programs. The Committee is appointed by the County Executive and Freeholders and is advisory in nature. Meetings begin with an open floor so issues can be raised and can result in motions to support actions or programs that are then recommended to Freeholders and the County Administration.

## Objectives

The following is a list of objectives being set forth by the CEDS Strategy Committee and is broken down by the seven categories mentioned earlier:

### Economic Expansion

**Objective 1** - Encourage development and remediation of Brownfields for industrial and commercial purposes

**Objective 2** – Improve infrastructure to support expansion of industrial sector to promote job growth, especially with regard to goods and freight movement

**Objective 3** - Maintain the Hudson County Economic Development Corporation (HCEDC) industrial and commercial real estate database.

**Objective 4** – Support the use of the HCEDC Revolving Loan Fund

**Objective 5** – Expand the Commercial Revitalization Program to intensify downtown beautification and improvements

**Objective 6** – Encourage the use of Community Development Block Grants (CDBG) for façade improvements in business districts and retail centers

**Objective 7** – Provide technical assistance and support to small businesses; expand the existing financial assistance programs for businesses

**Objective 8** – Encourage the development of niche/cultural retail districts

**Objective 9** – Support the development of Special Improvement Districts (SID) to assist in revitalization

**Objective 10** – Encourage the expansion/continuation of Neighborhood Revitalization Tax Credit Programs and provide support to the non-profit groups who manage them

**Objective 11** – Support the redevelopment of the Marine Ocean Terminal – Bayonne (MOTBY)

**Objective 12** – Integrate waterfront development with compatible land use design and promote in-fill development

### **Population and Geography**

**Objective 13** – Expand the existing financial assistance programs for businesses

**Objective 14** – Engage the community in the economic development planning process and encourage public participation

**Objective 15** – Support the establishment of small and green business incubators in conjunction with the local universities, community college, and business institutions

**Objective 16** – Continue micro loan program for new and small businesses to foster job creation

**Objective 17** – Expand the small, disadvantaged, and minority owned business base through technical assistance and support programs

**Objective 18** – Support housing programs that promote economic development

**Objective 19** – Encourage the creation of new Foreign Trade Zones

**Objective 20** – Expand daycare facilities available in the County to assist workers and those seeking employment

**Objective 21** – Support the development of recreational, cultural, and historic facilities to enhance quality of life for residents

**Objective 22** – Promote the redevelopment in areas in need of rehabilitation and promote compact mixed-use patterns

**Objective 23** – Encourage the use of NJ Food Access Initiative funding legislation for locating supermarkets in underserved areas

### **Resources and Environmental Management**

**Objective 24** – Support efforts to reduce energy use, greenhouse gas emissions, and improve air and water and soil quality throughout the County

**Objective 25** – Provide training to workers in green industries and support the growth of businesses that promote environmental improvements

**Objective 26** – Encourage the preservation of open space and the creation of new parks and community gardens

**Objective 27** – Support municipalities’ efforts for comprehensive planning that emphasizes sustainable design and transit-oriented development

**Objective 28** – Support regional planning initiatives that promote sound planning principles and reduce overall environmental impacts for the County

**Objective 29** – Reduce the negative effects of storm water run-off through effective planning and improve drainage in areas prone to flooding

**Objective 30** – Promote the use of green building practices and design to reduce overall energy consumption, impervious coverage, storm water run-off, and the urban heat island effect

**Objective 31** – Conduct energy audits on County buildings to increase energy efficiency and institute a responsible purchasing practice for County facilities to provide a model for municipalities

### **Transportation Access**

**Objective 32** – Support connections between different types of transportation and encourage intermodal transit, encouraging alternative, cleaner modes of transportation and access to employment centers

**Objective 33** – Support improvements in the inter-modal forms of goods and freight movement through the County, namely connections between the ports and regional freight ways

**Objective 34** – Improve and expand the Hudson-Bergen Light Rail Transit (HBLRT) system, identifying ways to improve workforce commuting and reducing cars on the road

**Objective 35** – Support the expansion of ferry, bus, and rail service to Manhattan

**Objective 36** – Support activities that will lead to expansion of the deep-sea port activity

**Objective 37**– Support the coordination of countywide committee to develop solutions and regulation to improve the efficiency and safety of private jitney service

**Objective 38** – Complete the Hudson River and Passaic River Waterfront walkway, and the Hackensack River and East Coast Greenway as an enhancement to the County Quality of Life

**Objective 39** – Support the study of improvement or alternatives to the Bayonne Bridge to allow for larger ships to access the ports

**Workforce Development**

**Objective 40** – Promote training and retraining opportunities for the unemployed, underemployed, and entry-level workers

**Objective 41** – Develop, encourage, and support business involvement in workforce training at all levels of education

**Objective 42** – Promote retraining of workers to close the employment “skills gap” and meet the employment needs of the County and region

**Objective 43** – Work with the universities, community college, and tech schools in implementing skills programs

**Objective 44** – Encourage new warehousing opportunities near the port areas to create jobs

**Objective 45** – Provide stronger linkages between employment centers and housing through effective transportation programs

**Objective 46**– Acquire data on the skills of the unemployed, underemployed, and entry-level workers and seek to attract businesses that match these workers skill set

## Top Three Infrastructure Priorities for Each Municipality\*

Infrastructure Need	Municipality	Description	Objectives Met	Status
Bayonne Bridge	Bayonne	Assess and make alterations to bridge height to accommodate larger ships while limiting impact on surrounding neighborhoods	2, 33, 36, 39	Design Stage
Turnpike Exit 14	Bayonne	Add 3 lanes to alleviate congestion on inadequate interchange	2, 33	Plans Announced
Sewer Upgrades	Bayonne	Acquired NJEIT funds to add catch basins, pump station, and a force main to improve sewer system subject to overflows	28, 29	Funding Acquired
Sewer Infrastructure Realignment	East Newark	Outdated sewer system needs upgrading to accommodate future development.	28, 29	Not Started
Resurfacing Roadway and Sidewalk Repair	East Newark	Roadways damaged from truck usage and need to be repaved	2, 33	Repairs Started
Water Distribution	East Newark	Replace 11,000 feet of water mains, fire hydrants, curb stops, and water services	28	Not Started
Streetscape Improvements	Guttenberg	Improve roadways and sidewalks to accommodate multimodal transportation	22, 32	1/3 Completed
Sewer System Upgrades	Guttenberg	Aging system needs replacement due to high density	28, 29	Not Started
Emergency Preparedness	Guttenberg	Want to identify an emergency management plan and study necessary areas of improvement		Not Started
Water-main Projects	Harrison	Sanitary sewer extension and improvements utilizing \$3.6 million in NJEIT Fund	28, 29	Funding Acquired

280 Interchange	Harrison	Study and make changes to ramp from Newark which is overburdened by stadium and PATH station traffic	33	\$10m in funding pending from Transportation Capital Funding
PATH Station Upgrades	Harrison	Plans to modernize PATH station for \$173 million will feature larger platforms, elevators, and architectural modifications to its appearance.	22, 27, 28, 32	Funding Acquired from Port Authority NYNJ
Sewer Overflows	Hoboken	City is plagued by combined sewers that overflow during heavy rainfall. Southwestern portion is particularly affected.	28, 29	Funding received from stimulus funding
Water improvement	Hoboken	Water is drawn from Jersey City's supply and United Water and has concerns about contamination.	24, 28	Planning Phase
Roadways	Hoboken	Want to implement "Complete Streets" infrastructure to accommodate pedestrian and bicycle traffic.	2, 27, 32	Funding received and looking for more
Bridge Improvements	Jersey City	Pulaski Skyway, Wittpenn Bridge, and Port Authority transfer bridge need major upgrades.	2	Received \$400+ million from Transportation Capital Program
Route 1&9 Ramps	Jersey City	Improve exit and entry from congested roadway connections to Jersey City.	2, 28	Construction Underway
Light Rail Extension	Jersey City	Proposed Extension through Bergen Arches to create access for west side of Jersey City	27, 28, 34	Planning Phase
Sellers Street	Kearny	Roadway and infrastructure improvements underway to retain businesses at industrial complex.	2, 6	Phase I- Completed Phase II- Construction in progress

Passaic Avenue	Kearny	Netting chambers put in place and received maintenance. Further water and sewer upgrades needed to spur development of corridor.	24, 29	Planning Phase
Wittpenn Bridge	Kearny	Bridge replacement needed to support connection between Kearny and Jersey City along Rt. 7.	2	Bidding Process Underway for Phase I; 4 phases/\$600 million total
Jitney Bus Alternative	North Bergen	Informal bus service causes traffic along major commercial corridors and town wants to find an alternative system.	37	Planning Phase
West Side Avenue Corridor	North Bergen	Extension of 69th Street beyond Tonnelle Avenue, over the six-track train yard, and connecting at West Side Avenue.	2	Under Construction
Route 1&9 Widening	North Bergen	Federal and state funds are being used to improve the traffic flow by widening this major roadway.	2	Construction underway
Sewer Upgrades	Secaucus	Sewer pumps and control panels to deal with flooding issues. \$2 million in stimulus funds granted.	29	Funding acquired
Secaucus Greenway	Secaucus	Construct waterfront walkways along the Hackensack connecting park, retail, office, and residential areas.	12, 38	Planning Phases
Paterson Plank Road	Secaucus	Beautify roadway that acts as entrance to downtown Secaucus.	22	Planning Phase
Summit Avenue	Union City	Façade and sidewalk improvements along commercial corridor from 2nd-14th Streets.	8	Planning Phase
Park Avenue	Union City	Beautification program to encourage new businesses and create foot traffic.	8, 22	Partially Complete

Hackensack Reservoir #2	Union City/ Weehawken	Acquire and preserve large portion of reservoir for public enjoyment.	26	Planning Phase
Baldwin Avenue	Weehawken	Roadway realignment and improvements to help with traffic congestion near Lincoln Tunnel.	2	Under Construction
Waterfront Access	Weehawken	Complete Weehawken Cove walkway and waterfront access around ferry terminal and light rail station.	12, 38	Under Construction
Bergenline Repaving	West New York	Replace concrete pavers along commercial corridor for ADA compliance.	6, 8	Under Construction
Boulevard East Streetscaping	West New York	Upgrade aesthetic features including street light replacement.	8, 22, 32	Planning Phases
Renovate Stair Access to Waterfront	West New York	Improve pedestrian access from Palisades to waterfront.	12, 27, 38	Planning Phases

## Performance Measurements<sup>i</sup>#

The following charts detail the performance measurements and methodologies by which the implementation of the CEDS and the development of Hudson County's economy will be gauged. The Hudson County CEDS Committee can conduct a proper evaluation of the CEDS's success with the data collected from these measurements in forthcoming years. The first chart lists the variables set forth in the CEDS report guidelines. The second chart lists the Hudson County CEDS' goals (as featured on page 63 in the 2010 CEDS report) and their corresponding performance measurements.

### CEDS Requirements

Performance Measurement	2010 CEDS Report Reference	Data Set Type	Success Indication	Data Comparison	Data Source
<i>Creation of Jobs</i>					
A. Employment & Labor Force Figures	Appendix F (Page 9)	Annual totals	Increase	Previous years	NJ Dept. of Labor & Workforce Development
B. Unemployment Figures	Appendix F (Page 10)	Annual rates	Decrease	Previous years; State figures	NJ Dept. of Labor & Workforce Development
B. Unemployment Figures	Appendix F (Page 11)	Average annual rates	Decrease	Previous years; State figures	NJ Dept. of Labor & Workforce Development

C. Major Employer List by Municipality	Addendum A	List of companies & number of employees	Increase	Previous years	U.S. Bureau of Labor Statistics
<i>New Investment (# and type)</i>					
A. Major Employer List by Municipality	Addendum A	List of companies & number of employees	Increase	Previous years	U.S. Bureau of Labor Statistics
B. Consolidated Federal Funds Report for the Fiscal Year	New Data	Detailed Federal Expenditure Data	Increase	Previous years; State figures; Other NJ County figures	U.S. Census Bureau
<i>Job Retention</i>					
A. Employment & Labor Force Figures	Appendix F (Page 9)	Annual totals	Increase	Previous years	NJ Dept. of Labor & Workforce Development
B. Unemployment Figures	Appendix F (Page 10)	Annual rates	Decrease	Previous years; State figures	NJ Dept. of Labor & Workforce Development
	Appendix F (Page 11)	Average annual rates	Decrease	Previous years; State figures	NJ Dept. of Labor & Workforce Development
<i>Private Sector Investment</i>					
A. Major Employer List by Municipality	Addendum A	List of companies & number of employees	Increase	Previous years	U.S. Bureau of Labor Statistics

<i>Economic Environment</i>					
A. Employment & Labor Force Figures	Appendix F (Page 9)	Annual totals	Increase	Previous years	NJ Dept. of Labor & Workforce Development
B. Unemployment Figures	Appendix F (Page 10)	Annual rates	Decrease	Previous years; State figures	NJ Dept. of Labor & Workforce Development
	Appendix F (Page 11)	Average annual rates	Decrease	Previous years; State figures	NJ Dept. of Labor & Workforce Development
C. Private Payroll Data	Appendix F (Page 12)	Annual totals	Increase	Previous years; State totals	NJ Dept. of Labor & Workforce Development
D. Total Personal Income	<i>"Personal Income &amp; Housing"</i> (Page 37)	Annual totals	Increase	Previous years; state figures; national figures	U.S. Department of Commerce, Bureau of Economic Analysis
E. Per Capita Personal Income	<i>"Personal Income &amp; Housing"</i> (Page 38)	Annual figure	Increase	Previous years; state figures; national figures	U.S. Department of Commerce, Bureau of Economic Analysis

## Hudson County Goals

Performance Measurement	2010 CEDS Report Reference	Data Set Type	Success Indication	Data Comparison	Data Source
<i>CEDS Goal: Create a diversified economy to maintain full employment and continue economic growth</i>					
A. Employment & Labor Force Figures	Appendix F (Page 9)	Annual Totals	Increase	Previous years	NJ Dept. of Labor & Workforce Development
B. Unemployment Figures	Appendix F (Page 10)	Annual rates	Decrease	Previous years; State figures	NJ Dept. of Labor & Workforce Development
	Appendix F (Page 11)	Average annual rates	Decrease	Previous years; State figures	NJ Dept. of Labor & Workforce Development
C. Private Payroll Data	Appendix F (Page 12)	Annual totals	Increase	Previous years; State totals	NJ Dept. of Labor & Workforce Development
D. Total Personal Income	<i>"Personal Income &amp; Housing"</i> (Page 37)	Annual totals	Increase	Previous years; state figures; national figures	U.S. Department of Commerce, Bureau of Economic Analysis

E. Per Capita Personal Income	"Personal Income & Housing" (Page 38)	Annual figure	Increase	Previous years; state figures; national figures	U.S. Department of Commerce, Bureau of Economic Analysis
F. Median Household Income	"Personal Income & Housing" (Page 38)	Most recent figure	Increase	Previous years; state figures; national figures	American Community Survey
G. Median Family Income	"Personal Income & Housing" (Page 38)	Most recent figure	Increase	Previous years; state figures; national figures	American Community Survey
H. Per Capita Income	"Personal Income & Housing" (Page 38)	Most recent figure	Increase	Previous years; state figures; national figures	American Community Survey
<i>CEDS Goal: Develop an equitable distribution of job, support services &amp; facilities consistent with the needs of the population</i>					
A. Employment & Labor Force Figures	Appendix F (Page 9)	Annual Totals	Increase	Previous years	NJ Dept. of Labor & Workforce Development
B. Unemployment Figures	Appendix F (Page 10)	Annual rates	Decrease	Previous years; State figures	NJ Dept. of Labor & Workforce Development

	Appendix F (Page 11)	Average annual rates	Decrease	Previous years; State figures	NJ Dept. of Labor & Workforce Development
C. Per Capita Personal Income	"Personal Income & Housing" (Page 38)	Annual figure	Increase	Previous years; state figures; national figures	U.S. Department of Commerce, Bureau of Economic Analysis
D. Median Household Income	"Personal Income & Housing" (Page 38)	Most recent figure	Increase	Previous years; state figures; national figures	American Community Survey
E. Median Family Income	"Personal Income & Housing" (Page 38)	Most recent figure	Increase	Previous years; state figures; national figures	American Community Survey
F. Per Capita Income	"Personal Income & Housing" (Page 38)	Most recent figure	Increase	Previous years; state figures; national figures	American Community Survey
<i>CEDS Goal: Retain and expand existing businesses and attract new ones</i>					
A. Bankruptcy Filings	Page 20	Annual totals	Increase	Previous years	Administrative Office of the US Courts PACER Service Center

B. Major Employer List by Municipality	Addendum A	List of companies & number of employees	Increase	Previous years	U.S. Bureau of Labor Statistics
<i>CEDS Goal: Strengthen the tax base of the County</i>					
A. Total Personal Income	"Personal Income & Housing" (Page 37)	Annual totals	Increase	Previous years; state figures; national figures	U.S. Department of Commerce, Bureau of Economic Analysis
B. Per Capita Personal Income	"Personal Income & Housing" (Page 38)	Annual figure	Increase	Previous years; state figures; national figures	U.S. Department of Commerce, Bureau of Economic Analysis
<i>CEDS Goal: Improve all aspects of the transportation system</i>					
A. Pedestrian Fatalities	Appendix F (Page 44)	Annual totals	Decrease	Previous years; State totals	NJ State Police
B. Hudson- Bergen LRT Average Daily Ridership	Appendix F (Page 45)	Monthly totals	Increase	Previous months	NJ Transit Corp.
C. Hudson-Bergen Passenger Trip growth	Appendix F (Page 46)	Quarter percent change	Increase	Previous quarter changes	NJ Transit Corp.
D. Hudson-Bergen LRT Average Daily Ridership	Appendix F (page 47)	Ridership totals by stop within the month of July	Increase	Previous years	NJ Transit Corp.

E. PATH Average Weekday Trips	Appendix F (Page 49)	Annual average for Hudson County stations	Increase	Previous years	NJ Transit Corp.
F. PATH Total Annual Trips	Appendix F (page 49)	Annual totals for Hudson County stations	Increase	Previous years	NJ Transit Corp.
G. NJ Transit Bus - Total Annual Trips	Appendix F (Page 50)	Total annual trips in and/or through Hudson County	Increase	Previous years	NJ Transit Corp.
H. NJ Transit Bus - Average Weekday Trips	Appendix F (Page 50)	Annual average weekday trips in and/or through Hudson County	Increase	Previous years	NJ Transit Corp.
<i>CEDs goal: Foster the clean and reuse of contaminated sites as an integral part of both economic and community development</i>					
A. Building Permits for New Housing Units	Appendix F (Page 13)	Annual totals	Increase	Previous years; State totals	NJ Dept. of Labor & Workforce Development
B. Approved Housing Units in Hudson County	Appendix F (Page 15)	Annual totals	Increase	Previous years	NJ Dept. of Labor & Workforce Development

C. Residential Housing Units Authorized by Building Permits	Appendix F (Page 14)	Annual totals	Increase	State totals	NJ Dept. of Labor & Workforce Development
	Appendix F (Page 14)	Total value	Increase	Previous years	NJ Dept. of Labor & Workforce Development
D. Brownfield Remediation "NFA" Letters Issued in Hudson County	Appendix F (Page 60)	Annual totals	Increase	Previous years	NJ Dept. of Environmental Protection
<i>CEDS Goal: Support the development of cultural, recreational and historic amenities</i>					
A. Acres of Parks & Open Space	Appendix F (Page 64)	Total acreage by park type	Increase	Previous decade totals	NJ Dept. of Environmental Protection
B. List of Historical Landmarks	New Data	Complete list	Increase	Unknown	National Register of Historic Places; NJ DEP: Division of Parks
<i>CEDS Goal: Assist in the development of Quality of Life factors</i>					
A. Hudson County Natural Population Growth	Appendix F (Page 23)	Annual total of births	Increase	Previous years	NJ Dept. of Health and Senior Services
	Appendix F (Page 23)	Annual Total of Deaths	Decrease	Previous years	NJ Dept. of Health and Senior Services

A. Hudson County Natural Population Growth	Appendix F (Page 23)	Birth & Death Rate	Birth Rate > Death Rate	Previous years	NJ Dept. of Health and Senior Services
B. Total Incidence of Crime (Violent & Non-Violent)	Appendix F (Page 24)	Annual Totals	Decrease	Previous years	NJ State Police
C. Overall Crime Rate Per 1,000	Appendix F (Page 25)	Annual Rates	Decrease	Previous years; State rates	NJ State Police
D. Violent Crime Rate per 1,000	Appendix F (Page 25)	Annual Rates	Decrease	Previous years; State rates	NJ State Police
E. Non-violent Crime Rate per 1,000	Appendix F (Page 26)	Annual Rates	Decrease	Previous years; State rates	NJ State Police
F. High School Graduation Rates	Appendix F (Page 27)	Annual Rates	Increase	Previous years; State rates	NJ Dept. of Education
<i>CEDS Goal: Support efforts to provide a variety of housing types for households of all income levels</i>					
A. Hudson County Planning Board: Total Number of Housing Units Approved	Appendix F (Page 6)	Annual totals	Increase	Previous years	Hudson County Division of Planning
B. Building Permits for New Housing Units	Appendix F (Page 13)	Annual totals	Increase	Previous years; State totals	NJ Dept. of Labor & Workforce Development

C. Approved Housing Units in Hudson County	Appendix F (Page 15)	Annual totals	Increase	Previous years	NJ Dept. of Labor & Workforce Development
D. Residential Housing Units Authorized by Building Permits	Appendix F (Page 14)	Annual totals	Increase	State totals	NJ Dept. of Labor & Workforce Development
	Appendix F (Page 14)	Total value	Increase	Previous years	NJ Dept. of Labor & Workforce Development
<i>CEDS Goal: Promote job training and retraining services</i>					
A. Unemployment Figures	Appendix F (Page 10)	Annual rates	Decrease	Previous years; State figures	NJ Dept. of Labor & Workforce Development
	Appendix F (Page 11)	Average annual rates	Decrease	Previous years; State figures	NJ Dept. of Labor & Workforce Development
<i>CEDS Goal: Promote sustainable, smart growth developments</i>					
A. HCPB: Total Impervious Coverage Approved	Appendix F (Page 7)	Annual Totals	Decrease	Previous years	Hudson County Division of Planning

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<sup>i</sup> The performance measurements are based upon the outlined plan and detailed information in the 2010 CEDS Report and thus, many cross-references to this conditionally approved report are included. The data for most performance measurements in chart and/or graph form can be referenced within the 2010 CEDS report “**Appendix F: Performance Measurements**”. In select cases, the data is located in another section of the 2010 CEDS Report. For these data sets, the appropriate section and page number are provided. In addition, one measurement is featured solely in this 2011 update as “**Addendum A**”. There are a few exceptions in which the measurements do not have references. The data collection for these measurements was not obtained in the preparation for 2010 Report, but will be in subsequent CEDS reports

Addendum A:  
List of Major Employers by Municipality

Addendum A

COMPANY	ADDRESS	CITY	STATE	Type	TOTAL EMPLOYEES
Gel Spice Co Inc	48 Hook Rd Ste 52	Bayonne	NJ	Food Preparations, NEC	120
International-Matex Tank	250 E 22nd St	Bayonne	NJ	Special Warehousing & Storage, NEC	120
Flortek Corp	39 W 55th St	Bayonne	NJ	Carpets & Rugs	100
Gordon Terminal Service Co	2 Hook Rd	Bayonne	NJ	General Warehousing & Storage	100
Neema Clothing Ltd	74 Gould St 76	Bayonne	NJ	Men's & Boys' Clothing & Furnishings Wholesale	90
Cejon Accessories Inc	53 Hook Rd Ste 2	Bayonne	NJ	Refrigerated Warehousing & Storage	80
R P M Warehouse Inc	99 Hook Rd Ste 3	Bayonne	NJ	General Warehousing & Storage	80
Rutherford Chemical LLC	40 Avenue A	Bayonne	NJ	Industrial Organic Chemicals, NEC	80
G & B Packing Co Inc	8 Hook Rd	Bayonne	NJ	Packing & Crating Services	65
Interglobal Forwarding Svcs	8 Hook Rd	Bayonne	NJ	Freight Forwarding & Arrangement	65
European American Foods Group	698 Kennedy Blvd	Bayonne	NJ	Food Preparations, NEC	62
Permalife Products LLC	7000 Kennedy Blvd E Ste 2	Guttenberg	NJ	Sporting & Athletic Goods, NEC	70
G&S Logistics LLC	1 Cape May St Ste 3	Harrison	NJ	Business Consulting Services, NEC	160
CSosborne & Co	125 Jersey St	Harrison	NJ	Hand & Edge Tools	100
Horizon Healthcare Services	720 1st St	Harrison	NJ	Hospital & Medical Service Plans Carriers	100
Alpha Mills Corp	1000B 1st St	Harrison	NJ	Commercial Printing	82
F M B Systems Inc	70 Supor Blvd	Harrison	NJ	Architectural & Ornamental Metal Work	70
Vita Dolce Intimates LLC	1000 1st St	Harrison	NJ	Brassieres, Girdles & Garments	60
Eagle Affiliates Inc	505 Manor Ave	Harrison	NJ	Plastic Products	50
Marsh USA Inc	121 River St Ste 1	Hoboken	NJ	Insurance Agents, Brokers & Service	1,500
Hoboken University Medical Ctr	308 Willow Ave	Hoboken	NJ	Management Consulting Services	1,000
Langham Hotels International	36 Newark St	Hoboken	NJ	Hotels, Motels & Tourist Courts	300
Academy Bus Tours Inc	1515 Jefferson St	Hoboken	NJ	Local Bus Charter Service	250
Mindlance Inc	80 River St Ste 4B	Hoboken	NJ	Management Consulting Services	225
Coach USA Inc	1500 Clinton St	Hoboken	NJ	Tour Operators	125
John Wiley & Sons Inc	111 River St Ste 2000	Hoboken	NJ	Books: Publishing & Printing	100
Ipreo	111 River St Ste 1001	Hoboken	NJ	Public Relation Services	91
Dolex Dollar Express Inc	79 Hudson St Ste 202	Hoboken	NJ	Functions Related To Deposit Banking, NEC	80
Ssnyc Inc	80 Washington St	Hoboken	NJ	Freight Forwarding & Arrangement	80
Tax Stream LLC	95 River St Ste 5C	Hoboken	NJ	Prepackaged Software	75
Mizuho Securities USA Inc	111 River St Ste 1100	Hoboken	NJ	Security Brokers & Dealers	70
APX Inc	111 River St Ste 12	Hoboken	NJ	Engineering Services	65
Burgiss Group LLC	70 Hudson St Ste 2	Hoboken	NJ	Computer Related Services, NEC	55

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Addendum A

Goldman Sachs & Co., Inc.	30 Hudson Street	Jersey City	NJ	Investment Banking and Securities	4,118
Pershing, LLC	95 C. Columbus Drive	Jersey City	NJ	Financial Management Solutions	1,833
JPMorgan Chase Bank, N.A.	570 & 575 Washington Boulevard	Jersey City	NJ	Financial Services	1,592
Citigroup, Inc.	480 Washington Boulevard	Jersey City	NJ	Financial Services	1,500
Insurance Services Office Inc	545 Washington Blvd Fl 12	Jersey City	NJ	Insurance Agents, Brokers & Service	1,217
Barclays Capital Services, Inc.	70 Hudson Street	Jersey City	NJ	Financial Services	1,153
ICAP North America, Inc.	Harborside 1100 Plaza 5	Jersey City	NJ	Interdealer Broker	1,061
Deutsche Bank	Harborside 100 Plaza I	Jersey City	NJ	Financial Services	1,011
Port Authority of New York	241 Erie St Rm 302	Jersey City	NJ	Airports, Flying Fields & Terminal Services	800
Brown Brothers Harriman & Co	525 Washington Blvd # 1100	Jersey City	NJ	Nondeposit Trust Facilities	799
Lord Abbett & Co., LLC	90 Hudson Street	Jersey City	NJ	Security Brokers & Dealers	715
Knight Equity Markets, LP	545 Washington Boulevard	Jersey City	NJ	Financial Services	702
BNP Paribas RCC, Inc.	525 Washington Boulevard	Jersey City	NJ	Financial Services	678
Mellon Investor Services, LLC	480 Washington Boulevard	Jersey City	NJ	Asset Management	661
Merrill Lynch, Pierce, Fenner & Smith Incorporated	101 Hudson St	Jersey City	NJ	Insurance Agents, Brokers & Service	614
AXA Equitable Life Insurance Company	525 Washintgon Boulevard	Jersey City	NJ	Financial Services	613
The Bank of Tokyo-Mitsubishi, UFJ, Ltd.	Harborside Plaza 3	Jersey City	NJ	Financial Services	568
Broadridge Securities Processing Solutions, Inc.	2 Journal Square Plaza	Jersey City	NJ	Security Brokers & Dealers	466
SG Americas Operational Services, Inc.	480 Washington Boulevard	Jersey City	NJ		452
Tullett Prebon Holdings Corp.	101 Hudson Street	Jersey City	NJ	Functions Related To Deposit Banking, NEC	433
Lehman Commercial Paper Inc	101 Hudson St	Jersey City	NJ	Management Investment Offices	525
Dg3 North America Inc	100 Burma Rd	Jersey City	NJ	Commercial Printing: Lithographic	370
US Tech Solutions Inc	1 Exchange Pl Ste 902	Jersey City	NJ	Computer Related Services, NEC	300
Fundtech Corp	30 Montgomery St Ste 501	Jersey City	NJ	Prepackaged Software	287
Jsmn International Inc	591 Summit Ave Ste 522	Jersey City	NJ	Custom Computer Programming Services	260
A B N Amro Inc	499 Washington Blvd Fl 9	Jersey City	NJ	Security Brokers & Dealers	250
Bethel Industries Inc	3423 John F Kennedy Blvd	Jersey City	NJ	Men's & Boys' Work Clothing	250
Evergreen Shipping Agency Corp	1 Evertrust Plz Ste 6	Jersey City	NJ	Freight Forwarding & Arrangement	250
Statco Inc	301 16th St	Jersey City	NJ	General Warehousing & Storage	225
A & A Charter Service Inc	1000 Garfield Ave	Jersey City	NJ	Bus Charter Service, Except Local	220
Terra Infotech Inc	1 Exchange Pl Ste 903	Jersey City	NJ	Computer Related Services, NEC	210
AI Credit Corp	101 Hudson St Fl 33	Jersey City	NJ	Life Insurance Carriers	200

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Addendum A

Automated Securities Clearance	545 Washington Blvd Fl 7	Jersey City	NJ	Custom Computer Programming Services	200
Control Associates Constantin	525 Washington Blvd Fl 2	Jersey City	NJ	Management Consulting Services	200
Coop Rabobank Center Raiffeis	10 Exchange Pl Unit 16	Jersey City	NJ	Foreign Banks, Branches & Agencies	200
First Student Inc	580 Duncan Ave	Jersey City	NJ	Bus Charter Service, Except Local	200
Morgan Stanley	34 Exchange Pl Fl 7	Jersey City	NJ	Security Brokers & Dealers	200
Peri Software Solutions Inc	26 Journal Sq Fl 2	Jersey City	NJ	Computer Related Services, NEC	200
Evening Journal Association	30 Journal Sq Ste 1	Jersey City	NJ	Newspapers: Publishing & Printing	159
Bardwil Industries Inc	107 W Side Ave Ste 2	Jersey City	NJ	House furnishings: Textile	150
BT Systems LLC	1 Exchange Pl Fl 8	Jersey City	NJ	Computer Related Services, NEC	150
IPC Systems Inc	3 2nd St	Jersey City	NJ	Computer Integrated Systems Design	144
International Business	1 Evertrust Plz Ste 11	Jersey City	NJ	Computer Integrated Systems Design	130
Liberty Science Center & Hall	251 Phillip St	Jersey City	NJ	Museums & Art Galleries	130
PricewaterhouseCoopers LLP	101 Hudson St Fl 26	Jersey City	NJ	Accounting, Auditing & Bookkeeping Services	130
Hold Brothers On-Line Invstmnt	525 Washington Blvd Fl 14	Jersey City	NJ	Security Brokers & Dealers	126
Port Authority of New York	120 Academy St	Jersey City	NJ	Airports, Flying Fields & Terminal Services	120
County Of Hudson	Lincoln Park	Jersey City	NJ	Amusement & Recreation Services, NEC	108
Elementis Specialties Inc	400 Claremont Ave	Jersey City	NJ	Paints, Varnishes, Lacquers, Enamels	108
Old Dominion Freight Line Inc	55 Van Keuren Ave	Jersey City	NJ	Trucking, Except Local	104
Apollo Plastic Corp	44 Howell St	Jersey City	NJ	Plastics Materials & Basic Shapes Wholesale	100
C B A Industries Inc	63 Pollock Ave	Jersey City	NJ	Management Consulting Services	100
Grm Information Management	215 Coles St	Jersey City	NJ	Special Warehousing & Storage, NEC	100
Hanover Moving Co Inc	15 Exchange Pl Ste 520	Jersey City	NJ	Trucking, Except Local	100
Hilton Hotels Corp	455 Washington Blvd	Jersey City	NJ	Hotels, Motels & Tourist Courts	100
Liberty National Inc	23 Chapel Ave	Jersey City	NJ	Membership Sports & Recreation Clubs	100
Power Optech LLC	387 7th St	Jersey City	NJ	Electrical Work	100
Yrc Logistics	3 Linden Ave E	Jersey City	NJ	Local Trucking Without Storage	100
Statue Cruises LLC	1 Audrey Zapp Dr	Jersey City	NJ	Ferries	99
Engineering & Refrigeration	56 Baldwin Ave	Jersey City	NJ	Plumbing, Heating & Air Conditioning Contractors	95
Rabo Support Services Inc	10 Exchange Pl Unit 16	Jersey City	NJ	Management Consulting Services	85
Clear Channel Communications	101 Hudson St Unit 36	Jersey City	NJ	Radio Broadcasting Stations	80
Comcast Cablevision Of Jersey	2121 John F Kennedy Blvd	Jersey City	NJ	Cable & Other Pay TV Services	80
Cotone Inc	102 Cambridge Ave	Jersey City	NJ	Women's & Misses' Suits, Coats & Skirts	80

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Addendum A

Exanet Inc	30 Montgomery St Ste 604	Jersey City	NJ	Business Services, NEC	80
Scivantage Inc	10 Exchange Pl Unit 13	Jersey City	NJ	Prepackaged Software	80
Gaiam Inc	201 Port Jersey Blvd	Jersey City	NJ	Electronic Parts & Equipment Wholesale	75
Sapient Corp	10 Exchange Pl Fl 21	Jersey City	NJ	Custom Computer Programming Services	75
Enterprise Investors LP	1 Exchange Pl Ste 1000	Jersey City	NJ	Unit Investment Trusts, Face-Amount Certificate Offices	70
Levy Group Inc	200 Central Ave	Jersey City	NJ	Women's & Misses' Suits, Coats & Skirts	70
Hotspot Fx Inc	545 Washington Blvd Ste 1	Jersey City	NJ	Functions Related To Deposit Banking, NEC	67
Data Pipe Inc	10 Exchange Pl Ste 1201	Jersey City	NJ	Data & Computer Processing & Preparation	65
Interglobo North America Inc	2 Colony Rd	Jersey City	NJ	Freight Forwarding & Arrangement	65
Tai CHI & Scotch Inc	91 Kensington Ave	Jersey City	NJ	Computer Related Services, NEC	65
Polarome International Inc	200 Theodore Conrad Dr	Jersey City	NJ	Chemical Preparations, NEC	63
American President Lines Ltd	15 Exchange Pl Unit 7	Jersey City	NJ	Freight Forwarding & Arrangement	60
Federal Home Loan Bank of New	30 Montgomery St Ste 300	Jersey City	NJ	Central Reserve Depository, NEC	60
Frenkel & Co Inc	101 Hudson St Fl 38	Jersey City	NJ	Insurance Agents, Brokers & Service	60
Jordache Enterprises Inc	112 Port Jersey Blvd	Jersey City	NJ	General Warehousing & Storage	60
Wall Street Group Inc	1 Edward Hart Dr	Jersey City	NJ	Commercial Printing	60
Cosmopolitan Food Group Inc	44 Cypress St	Jersey City	NJ	Shortening, Oils & Margarine	55
County of Hudson	549 Duncan Ave Rm 212	Jersey City	NJ	Regulation & Administration Of Communications, Electric, Gas & Other	55
Hudson County Improvement Auth	574 Summit Ave Ste 500	Jersey City	NJ	Business Consulting Services, NEC	55
Vjf Delivery Inc	480 Duncan Ave	Jersey City	NJ	Local Trucking Without Storage	55
Marketing Technology Solutions	10 Exchange Pl Fl 24	Jersey City	NJ	Management Consulting Services	54
Agility Logistics Corp	111 Pavonia Ave Fl 14	Jersey City	NJ	Freight Forwarding & Arrangement	52
G X Clarke & Co	10 Exchange Pl Ste 1050	Jersey City	NJ	Security Brokers & Dealers	52
Kolan Soft Inc	815 Newark Ave	Jersey City	NJ	Prepackaged Software	52
Advance Internet Inc	30 Journal Sq Ste 400	Jersey City	NJ	Prepackaged Software	50
Apex Xpress Inc	418 Duncan Ave	Jersey City	NJ	Freight Forwarding & Arrangement	50
Check O Lite International Inc	142 Charles St	Jersey City	NJ	Electrical Apparatus, Equipment, Wiring Supplies Wholesale	50
Dresdner Robin Consulting Grp	371 Warren St	Jersey City	NJ	Business Consulting Services, NEC	50
Federal Farm Credit Banks	10 Exchange Pl Ste 1401	Jersey City	NJ	Unit Investment Trusts, Face-Amount Certificate Offices	50

All Employment Totals are Approximate

Addendum A

Fire Code Services Inc	142 1st St	Jersey City	NJ	Electrical Apparatus, Equipment, Wiring Supplies Wholesale	50
First Marathon America Inc	10 Exchange Pl Fl 26	Jersey City	NJ	Security Brokers & Dealers	50
Gold Coast Freightways Inc	160 James Ave	Jersey City	NJ	Trucking, Except Local	50
Hartz Mountain Corp	305 Broadway	Jersey City	NJ	Dog & Cat Food	50
Nationwide Bowling Corp	1 Garfield Ave	Jersey City	NJ	Bowling Centers	50
New Liberty Landing Marina LLC	80 Audrey Zapp Dr	Jersey City	NJ	Marinas	50
NuGrafix Inc	430 Communipaw Ave	Jersey City	NJ	Adhesives & Sealants	50
Phoenix Warehouse of NJ LLC	201 Port Jersey Blvd	Jersey City	NJ	General Warehousing & Storage	50
Yorkville Advisors LLC	101 Hudson St Ste 3700	Jersey City	NJ	Investors, NEC	50
Yorkville Advisors LLC	101 Hudson St Ste 3700	Jersey City	NJ	Investors, NEC	50
New Jersey Transit Corp	1148 Newark Tpke	Kearny	NJ	Bus terminal & Services Facilities	550
St George Trucking	123 Pennsylvania Ave	Kearny	NJ	Freight Forwarding & Arrangement	500
Dynamic Express Inc	125 Pennsylvania Ave	Kearny	NJ	Trucking, Except Local	116
All Season Movers Inc	12 Breiderhopt Rd	Kearny	NJ	Local Trucking With Storage	112
American Terminals Distbn	123 Pennsylvania Ave	Kearny	NJ	Local Trucking With Storage	100
Harrison Management Group Inc	433 Bergen Ave	Kearny	NJ	Freight Forwarding & Arrangement	100
Honeyware Inc	244 Dukes St	Kearny	NJ	Plastic Products	100
Star Distribution Inc	125 Pennsylvania Ave	Kearny	NJ	Trucking, Except Local	100
L & R Manufacturing Co Inc	577 Elm St	Kearny	NJ	Specialties Cleaning, Polishing & Sanitation Preparations	95
Franklin-Burlington Plastics	113 Passaic Ave	Kearny	NJ	Plastic Laminated Plate & Sheet	87
Alden-Leeds Inc	55 Jacobus Ave Ste 1	Kearny	NJ	Chemical Preparations, NEC	80
J F Lomma Inc	48 3rd St Ste 1	Kearny	NJ	Trucking, Except Local	80
A P L Limited	110 Central Ave Ste 120	Kearny	NJ	Deep Sea Foreign Transportation Of Freight	75
Stanson Corp	2 N Hackensack Ave	Kearny	NJ	Soap & Detergents	75
Bunge North America Inc	125 Sanford Ave	Kearny	NJ	Chemical Preparations, NEC	72
Fantas Eyes Inc	380 Bergen Ave	Kearny	NJ	Women's, Children's & Infants Clothing & Accessories Wholesale	60
Capoano Trucking Inc	41 Rizzolo Rd	Kearny	NJ	Local Trucking Without Storage	50
Dollfus Mieg Co Inc	77 Hackensack Ave	Kearny	NJ	Wool, Woven Fabric	50
United Die Co Inc	199 Devon Ter	Kearny	NJ	Dies, Tools, Jigs, Fixtures & Industrial Molds	50
LCI Acquisition US Inc	1 Claibourne Ave	North Bergen	NJ	Men's & Boys' Clothing & Furnishings Wholesale	1,300

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Addendum A

National Retail Transportation	2820 16th St	North Bergen	NJ	Trucking, Except Local	534
Bergen Discount Shippers LLC	7300 W Side Ave	North Bergen	NJ	General Warehousing & Storage	175
Premier Distribution Services	2501 71st St	North Bergen	NJ	General Warehousing & Storage	125
Frutarom USA Inc	9500 Railroad Ave	North Bergen	NJ	Food Preparations, NEC	120
W Y Plastic Products Inc	2500 Secaucus Rd	North Bergen	NJ	Plastic Products	75
Precon International Inc	2200 Secaucus Rd	North Bergen	NJ	Freight Forwarding & Arrangement	70
Colonna Brothers Inc	4102 Bergen Tpke	North Bergen	NJ	Cheese	65
Benbar Knit Inc	1110 13th St	North Bergen	NJ	Knit Outerwear Mills	50
By Design LLC	2400 83rd St Ste 1	North Bergen	NJ	Women's, Children's & Infants Clothing & Accessories Wholesale	50
Housing Authority of The	6121 Grand Ave Ste 1	North Bergen	NJ	Real Estate Agents & Managers	50
United Parcel Service of New	493 County Ave	Secaucus	NJ	Courier Services, Except Air	6,000
Retailers & Manufacturers	50 Metro Way	Secaucus	NJ	Business Services, NEC	550
Northstar Travel Media LLC	100 Lighting Way	Secaucus	NJ	Periodicals: Publishing & Printing	450
National Retail Systems Inc	550 Secaucus Rd	Secaucus	NJ	Trucking, Except Local	400
Buck Consultants LLC	500 Plaza Dr	Secaucus	NJ	Services Not Elsewhere Classified	380
Ernst & Young LLP	200 Plaza Dr Ste 2222	Secaucus	NJ	Accounting, Auditing & Bookkeeping Services	250
Hartz Mountain Corp	400 Plaza Dr Ste 400	Secaucus	NJ	Dog & Cat Food	250
Infinite Visions LLC	45 Enterprise Ave N Ste 1	Secaucus	NJ	Men's & Boys' Work Clothing	250
News America Inc	500 Plaza Dr Fl 5	Secaucus	NJ	Periodicals: Publishing & Printing	200
Scholastic Publications Ltd	100 Plaza Dr Fl 4	Secaucus	NJ	Periodicals: Publishing & Printing	200
Mac Naughton Lithograph Co Inc	100 Castle Rd	Secaucus	NJ	Commercial Printing: Lithographic	185
MIb Network LLC	40 Hartz Way Ste 10	Secaucus	NJ	Television Broadcasting Stations	180
Rosdev Hospitality Secaucus	2 Harmon Plz	Secaucus	NJ	Hotels, Motels & Tourist Courts	177
China Ocean Shipping Co	100 Lighting Way	Secaucus	NJ	Freight Forwarding & Arrangement	150
Efashion Solutions LLC	80 Enterprise Ave S	Secaucus	NJ	Business Consulting Services, NEC	150
Rose Brand Wipers Inc	4 Emerson Ln	Secaucus	NJ	Fabricated Textile Products, NEC	150
St Luke's-Roosevelt Hospital	135 Seaview Dr	Secaucus	NJ	Data & Computer Processing & Preparation	150
Hilton Hotels Corp	455 Plaza Dr	Secaucus	NJ	Hotels, Motels & Tourist Courts	140
Delta Galil USA Inc	150 Meadowlands Pkwy Fl 2	Secaucus	NJ	Women's, Misses' & Children's Underwear & Nightwear	100
G-III Apparel Group Ltd	1000 Secaucus Rd	Secaucus	NJ	Leather & Sheep Lined Clothing	100
Interstate Intermodal Inc	501 New County Rd	Secaucus	NJ	Freight Forwarding & Arrangement	100

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Addendum A

Macy's Retail Holdings Inc	500 Meadowlands Pkwy	Secaucus	NJ	General Warehousing & Storage	100
Master Cutlery Inc	700 Penhorn Ave	Secaucus	NJ	Cutlery	100
NYCE Corp	400 Plaza Dr Ste 200	Secaucus	NJ	Functions Related To Deposit Banking, NEC	100
Sarar USA Inc	20 Wood Ave	Secaucus	NJ	Men's & Boys' Clothing & Furnishings Wholesale	100
United Parcel Service of New	47 Hartz Way	Secaucus	NJ	Courier Services, Except Air	100
Universal Logistics Group Inc	1000 New County Rd Ste 1	Secaucus	NJ	General Warehousing & Storage	100
Zt Group Int'l Inc	350 Meadowlands Pkwy Ste 1	Secaucus	NJ	Computers & Peripheral Equipment & Software Wholesale	100
Randy Hangers LLC	115 Enterprise Ave S	Secaucus	NJ	Plastic Products	99
Apex Xpress Inc	120 Seaview Dr	Secaucus	NJ	Trucking, Except Local	80
Four & Twenty LLC	1 Aquarium Dr Ste 1	Secaucus	NJ	Theatrical Producers & Miscellaneous Theatrical Services	80
Hampton Inn Inc	250 Harmon Meadow Blvd	Secaucus	NJ	Hotels, Motels & Tourist Courts	80
F & G Mechanical Corp	348 New County Rd Ste 2	Secaucus	NJ	Plumbing, Heating & Air Conditioning Contractors	75
Holiday Inn Harmon Meadow	300 Plaza Dr	Secaucus	NJ	Hotels, Motels & Tourist Courts	70
Jefco Inc	125 Castle Rd Ste 1	Secaucus	NJ	Local Trucking Without Storage	70
Modaexpress of USA Inc	900 Secaucus Rd Unit A	Secaucus	NJ	Freight Forwarding & Arrangement	70
August Silk Inc	65 Enterprise Ave S	Secaucus	NJ	Women's, Children's & Infants Clothing & Accessories Wholesale	67
MPS Marketing Services Inc	1 Harmon Meadow Blvd	Secaucus	NJ	Management Consulting Services	65
Chasan Leyner & Lamparello PC	300 Harmon Meadow Blvd	Secaucus	NJ	Legal Services	60
Nyk Logistics Inc Intl	300 Lighting Way Fl 4	Secaucus	NJ	Freight Forwarding & Arrangement	60
Springer Science + Business	333 Meadowlands Pkwy Ste 1	Secaucus	NJ	Miscellaneous Publishing	60
Sarkli-Repechage Ltd	300 Castle Rd	Secaucus	NJ	Perfumes, Cosmetics & Toilet Preparations	59
Wfs Services Inc	1 Harmon Meadow Blvd # 101	Secaucus	NJ	Management Consulting Services	59
A F D Contract Furniture Inc	125 Enterprise Ave S	Secaucus	NJ	General Warehousing & Storage	50
Cohen Express Corp	550 Secaucus Rd	Secaucus	NJ	Local Trucking Without Storage	50
Fedex Ground Package System	131 Seaview Dr	Secaucus	NJ	Local Trucking Without Storage	50
Goya Foods Inc	650 New County Rd	Secaucus	NJ	Canned Specialties	50
Junior Gallery Ltd	555 Jefferson Ave	Secaucus	NJ	General Warehousing & Storage	50
National Basketball Assn	100 Plaza Dr Fl 3	Secaucus	NJ	Professional Sports Clubs & Promoters	50
Quick-Turn Distribution LLC	350 Secaucus Rd	Secaucus	NJ	General Warehousing & Storage	50

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Addendum A

R & M Richards Inc	60 Enterprise Ave N	Secaucus	NJ	Women's & Misses' Dresses	50
Yankee Clipper Distribution	1 Castle Rd	Secaucus	NJ	General Warehousing & Storage	50
Cablevision Lightpath Inc	116 48th St	Union City	NJ	Cable & Other Pay TV Services	80
Jarco US Casting Corp	4407 Park Ave	Union City	NJ	Electroplating, Plating, Polishing, Anodizing & Coloring	60
Amalia Carrara Inc	2111 Kerrigan Ave	Union City	NJ	Women's & Misses' Dresses	50
Appetito Provisions Co Inc	609 10th St	Union City	NJ	Sausages & Meat Products	50
Tonnelle Sheet Metal & Welding	706 7th St	Union City	NJ	Sheet Metal Work	50
Troy Fashion Inc	809 West St	Union City	NJ	Women's & Misses' Outerwear, NEC	50
New Jersey Dept of Trans	500 Boulevard E	Weehawken	NJ	Fixed Facilities, Inspection, Weighing Services Transpnt	300
Ceres Marine Terminals Inc	1200 Harbor Blvd Fl 8	Weehawken	NJ	Marine Cargo Handling	200
Citicorp Information Techs	1919 Park Ave	Weehawken	NJ	Custom Computer Programming Services	150
Port Authority of New York	500 Boulevard E	Weehawken	NJ	Fixed Facilities, Inspection, Weighing Services Transpnt	110
Swatch Group U S Inc	1200 Harbor Blvd	Weehawken	NJ	Electrical Apparatus, Equipment, Wiring Supplies Wholesale	100
River P W Hotel LP	500 Harbor Blvd	Weehawken	NJ	Hotels, Motels & Tourist Courts	95
Micros Retail Systems Inc	1500 Harbor Blvd Ste 6	Weehawken	NJ	Computers & Peripheral Equipment & Software Wholesale	75
Origin Digital Inc	300 Boulevard E	Weehawken	NJ	Recording Media	50
Arrow Manufacturing Co Inc	567 52nd St	West New York	NJ	Plastic Products	130
Irridelco International Corp	6301 Broadway Apt 4	West New York	NJ	Business Consulting Services, NEC	110
Charles & Son Apparel Inc	324 61st St	West New York	NJ	Women's & Misses' Outerwear, NEC	50

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