



SEPTEMBER 2020

# ENVIRONMENTAL IMPLEMENTATION



**PREPARED FOR**

JERSEY CITY REDEVELOPMENT AGENCY

**PREPARED BY**

BRS, INC

# MORRIS CANAL GREENWAY ENVIRONMENTAL IMPLEMENTATION PLAN



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Report and materials may be accessed [here](#).



# INTRODUCTION

## PURPOSE



*The historic Morris Canal ROW across New Jersey. The section of the canal in Jersey City is shown in the black box.*



*The Morris Canal Followed a Six-Mile Course Around the Southern Half of the City Linking the Hudson and Hackensack Rivers.*

The Morris Canal Greenway is an ambitious effort to create an 8.5 mile bicycle and pedestrian greenway on or proximate to the former right of way of the historic Morris Canal in Jersey City. This effort will link into the planned 102 mile path that begins in Hudson County and travels through the counties of Essex, Passaic, Morris, along the border of Sussex and through Warren. The Jersey City portion of this project will be convenient to parks, schools, neighborhoods, the waterfront, commercial areas, and workplaces, and will link to paths in Lincoln Park, the East Coast Greenway, the Liberty-Water Gap Trail, the Hudson River Waterfront Walkway, the existing on-street bicycle network, and the Hackensack River.

To date, the North Jersey Transportation Planning Authority (NJTPA) previously funded a plan on behalf of Jersey City to set the stage for implementation of the Greenway. The plan divided the Greenway into fourteen (14) segments for planning and implementation purposes. We have retained this segmentation for the purposes of consistency, throughout this report.

The purpose of this Implementation Plan is to expand upon the NJTPA plan to gain a better understanding of the environmental requirements for the development of the remaining segments; particularly the off-street segments where environmental issues or access issues may complicate development. This analysis is designed to guide implementation of the EPA multi-purpose grant, as well as the overall objective to support the construction of the greenway in its entirety.

The City recently received a TAP-R grant from the NJ DOT to fund the construction of segments 3, 5, 10, and 11. Segment 2 is part of Rt. 440 right of way and will be addressed as part of the Route 440 upgrades, segment 4 is currently being advanced by Hudson County, segment 9 has been completed during the development of Berry Lane Park, and construction of Segment 14 has likewise been completed. As a result, while all segments have been mapped and environmental information collected, the primary focus of this study is on the remaining Segments 1, 6, 7, 8, 12, and 13.



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# INTRODUCTION

## PROCESS

BRS, Inc. worked with the Jersey City Redevelopment Authority (JCRA) and Jersey City to collect the information necessary to conduct this analysis. The Analysis consisted of five primary steps: analysis of existing plans, mapping, inventory, prioritization, and implementation recommendations.

To understand the surrounding and projected conditions of each segment, BRS conducted a review of existing planning documents. These include documents such as redevelopment plans, the City Land Use Ordinance, and neighborhood plans. These were critically reviewed alongside the Morris Canal Greenway Master Plan to understand the types of trails proposed to be built throughout the City and how they will affect existing land use. The purpose of this step was to identify and existing regulatory functions that may impede the construction of any of the Greenway segments.

Redevelopment area plans were reviewed to determine if construction of the Greenway segments had previously been designed into the plans and to provide recommendations for including the greenway in such plans, as applicable.

For the mapping analysis, GIS data was first obtained from the City including the proposed path of Greenway, parcels, zoning, redevelopment plan areas, environmental constraints and open space. A layer was created depicting all parcels adjacent to and traversing the proposed Greenway path. Environmental status was obtained from a desktop search of NJDEP's Dataminer database. This information was added to the maps, and includes information on whether the site is listed, and if so what the status is, along with what reports are available from the NJDEP. These maps also depict community assets such as places of worship, mass transit stops, and open space areas. A set of environmental maps is also provided, and shows environmental contamination issues, if applicable, for each of the segments.

Information from the mapping and inventory process for the focus segments (1, 6, 7, 8, 12, 13) of the lots that make up the preferred greenway path was inputted into a Microsoft Excel file to complete a parcel-level prioritization and implementation plan. The parcels were broken out by segment. To determine the prioritization ranking, the following factors were considered: ownership, community ranking, connectivity to neighborhood assets, connectivity to completed greenway segments, environmental issues, development status, and existence of a redevelopment plan. Each parcel in each active segment was ranked across each criteria, for a numerical ranking result. Weights were not employed at this time, but could be added as varying conditions require. Conference calls were held with the JCRA and representatives from Jersey City to share information collected and to ensure that prioritization elements accurately reflected the objectives of the project.

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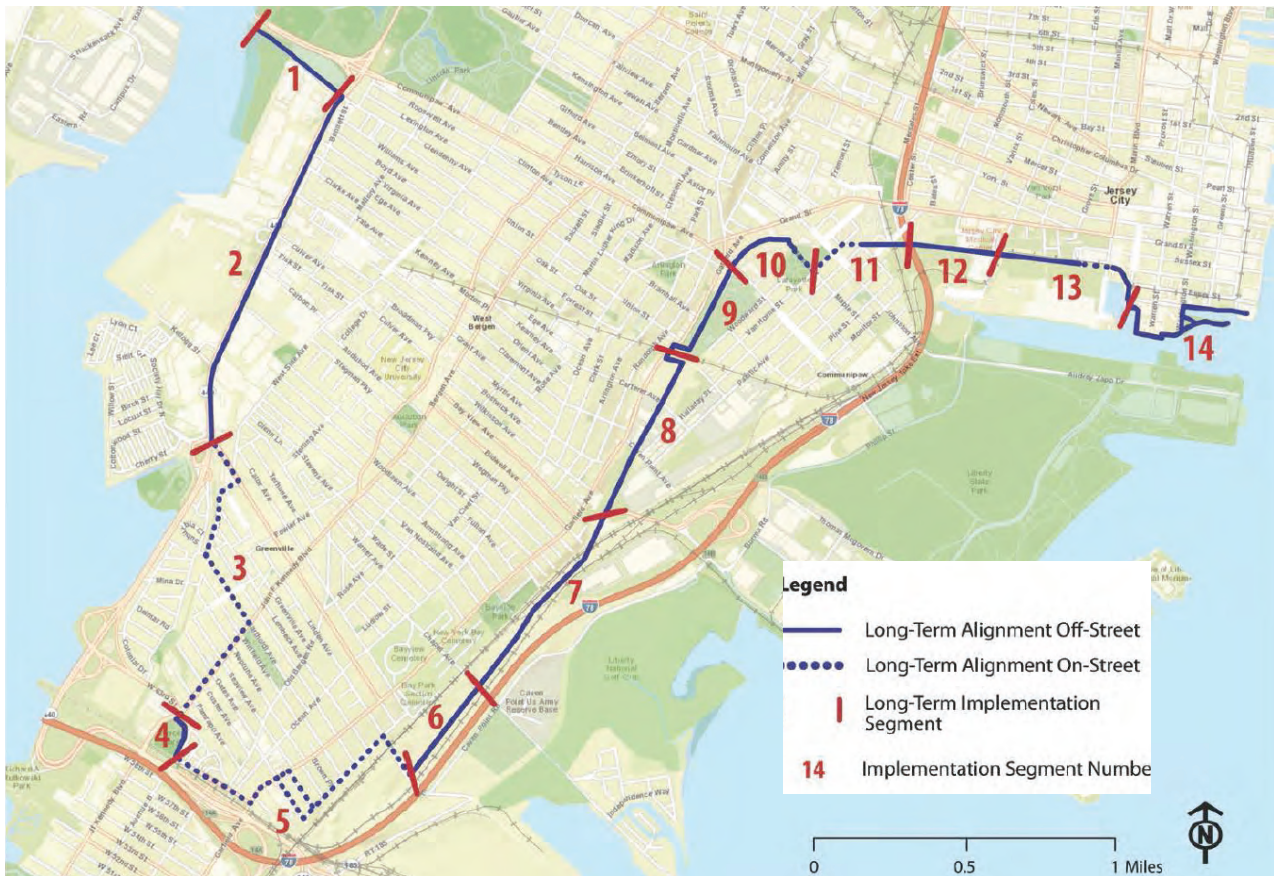
The New Jersey Department of Environmental Protection was contacted to establish file reviews for each parcel of the preferred path, but because of delays and restrictions related to COVID-19 precautions and State employee furloughs, the in person file review was not able to be completed as a part of this planning exercise. However, files that were available electronically are included as Appendix C. In addition to this, the U.S. Environmental Protection Agency was contacted to request digital copies of any environmental information available for parcels located in the top two prioritized segments (segments 8 and 12); and requests for documents for these parcels were also submitted to the Jersey City Clerk, with responses included in **Appendix C**.

The information gathered above was then used to develop implementation recommendations, including recommendations for which parcels should be investigated for environmental issues and which are ripe for particular funding opportunities.



*Berry Lane Park, Jersey City  
Image Source:<http://morriscanalgreenway.org/>*

# FOCUS SEGMENTS



THE PROPOSED MORRIS CANAL GREENWAY HAS BEEN DIVIDED INTO FOURTEEN (14) SEGMENTS BY THE NJTPA IN A PRIOR STUDY. FOR CONSISTENCY, THIS STUDY USES THE SAME SEGMENT APPROACH. AS OF THE TIME OF THIS REPORT, THE STATUS OF EACH OF THE SEGMENTS IS AS FOLLOWS:



# FOCUS SEGMENTS

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1

This segment is adjacent to the Clendenny Avenue Extension; a paper street that follows the historic canal alignment. The lot that is designated as the street is contaminated by historic fill, and wetlands are present. The City's 2008 Recreation and Open Space Master Plan recommends reconstructing the western entry/exit portion of the canal as part of the future Hackensack River Greenway Park. In order to remain 100% off-street, the alignment may have to move north of the historic canal alignment. Construction has not been planned to date.

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2

This segment runs along NJ State Route 440. It is anticipated that this will be constructed as part of general upgrades to bike and pedestrian improvements by the State.

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3

This segment is off-road, and is currently being developed via the TAP grant. The exception is two lots, which are part of the connection to Route 440. It is anticipated that these lots will be developed when the pedestrian improvements to 440 are implemented.

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4

Construction of this segment is being advanced by Hudson County as it runs through the County-run Mercer Park.

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5

Construction of this segment is being advanced by Hudson County as it runs through the County-run Mercer Park.

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6

This segment is located in Chapel Avenue Industrial Park Redevelopment Area. The trail alignment is parallel to the historic Morris Canal and runs along a privately owned parking lot to an industrial facility. There is currently no redeveloper for this area.

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7

This segment is within the Claremont Redevelopment Area and runs through vacant parcels which are primarily publicly owned. A new crossing of the Hudson-Bergen Light Rail is required. If the rail crossing cannot be created, a new alignment for this segment would have to be proposed.

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8

This segment is located in the Canal Crossing redevelopment area. It is an off-road trail that is included in the Redevelopment Area Plan. A developer is advancing construction in this area, but construction of the greenway is currently not included in the developer's responsibilities.

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## 9

This segment is along Berry Lane Park, and has been completed.

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## 10

This segment is on-road and is currently under development by Jersey City via the TAP grant.

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## 11

This segment is on-road and is currently under development by Jersey City via the TAP grant. A portion of this segment connects to segment 12 via an underpass under the New Jersey Turnpike. This may need to be realigned during the development of segment 12.

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## 12

This segment is part of the Grand Jersey Redevelopment Area. A developer has been designated for the portion of the redevelopment area one block south of the proposed trail alignment. This developer is including open space to link the new neighborhood to Liberty State Park, to the south. No developer has yet been selected for the parcels that include the Morris Canal Greenway proposed alignment. Construction of the trail, as well as construction of a connector trail to the planned open space south of the future development site, should be included as a requirement of the designated developer. This would enable the linkage of the Morris Canal Greenway with Liberty State Park.

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## 13

This segment is off-road and is currently under development by a developer of the Liberty North Redevelopment Area. The segment is adjacent to the light rail and will connect to Hudson River Waterfront Walkway and Liberty State Park.

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## 14

Construction of this segment is complete.

This study collected high level environmental information on the block and lots that comprised each segment, as well as adjacent lots to allow for some potential realignment decisions. However, based on the status of each segment as described above, this study focuses primarily on segments 1, 6, 7, 8, 12, and 13.

# RELATIONSHIP TO EXISTING PLANS

## REDEVELOPMENT PLANS

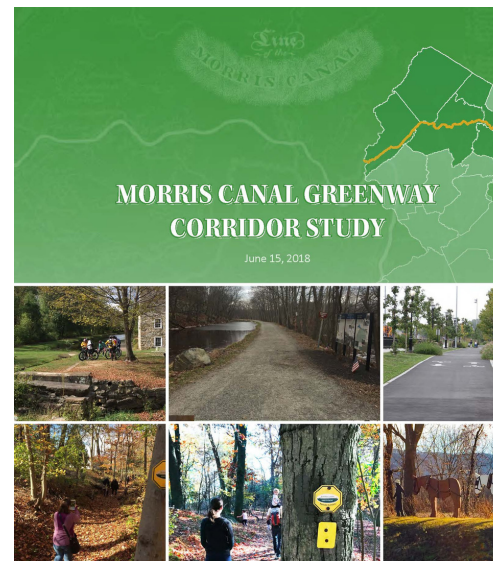
BRS reviewed the proposed alignment of the Morris Canal Greenway (MCG) in relation to several underlying land use regulations that govern development of these parcels, including the Jersey City Master Land Use Plan, Jersey City Zoning Ordinance, individual Redevelopment Plan, community based plans, and the Morris Canal Greenway Plan. BRS conducted this analysis in order to identify any regulatory changes needed to implement the MCG.

Many plans and studies have been conducted on the Greenway, a list of documents and links to resources are enumerated in [Appendix A](#).

## JERSEY CITY MASTER PLAN

According to the NJTPA Morris Canal Greenway Corridor Study, dated June 15, 2018, the majority of the Greenway segments in Jersey City will occur within the public right-of-way and throughout many different types of zones. Therefore, it is recommended to amend the Master Plan's Land Use Element to include a general discussion of the MCG in the sections pertaining to the zones and redevelopment plan areas it traverses.

Additionally, portions of the aforementioned Morris Canal Greenway Corridor study which pertain to Jersey City should be included as an appendix to the Land Use Element of the Master Plan.



## REDEVELOPMENT PLAN RECOMMENDATIONS

The proposed Greenway alignment runs through, or adjacent to, sixteen (16) different Redevelopment Plan Areas. Generally, each of the individual Redevelopment Plans recognize the importance of pedestrian-oriented smart growth principals. Access of the Greenway to these Redevelopment Areas is therefore aligned with the corresponding Plans. In order to ensure consistency between the design of redevelopment within each of these areas and the Corridor Study it is recommended that reference to the MCG be made in the narrative of each Redevelopment Plan. Trail design guidelines, consistent with the Morris Canal Greenway Corridor Study, should be appended to each Redevelopment Plan.



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### **Morris Canal Redevelopment Plan**

While an off-road path was constructed as part of the Berry Lane Park facility, the trail currently concludes at Communipaw Avenue. Any additional redevelopment that occurs north of Communipaw Avenue along the proposed MCG should include a plan to connect the existing trail.

### **Grand Jersey Redevelopment Plan**

The existing bike lane plan in the Grand Jersey Redevelopment Plan is not consistent with the proposed Greenway Trail and does not connect to Segment 07 of the proposed Greenway Trail. When redevelopment occurs within this area, the bike lane plan should be amended to better align with the Morris Canal Greenway Plan.

### **Chapel Avenue Industrial Park Redevelopment Plan**

The Chapel Avenue Industrial Park Redevelopment Plan was written to include acknowledgment of the MCG and provides an example of language to amend the remaining Redevelopment Plans, as required. The example is as follows:

A segment of the New Jersey Morris Canal Greenway is planned to traverse the Redevelopment Area as identified in the 2013 Jersey City Morris Canal Greenway Plan. The Greenway Plan calls for an off-street alignment along the eastern property line of Lot 39 on Block 27401. However, it may be more feasible and appropriate to utilize the improved cross-easement to accommodate the Greenway alignment within the Redevelopment Area by expanding and widening the easement onto Lot 40 at such time as Lot 40 is redeveloped.

All efforts should be made to coordinate designation and identification of the improved and widened cross-easement as a segment of the Morris Canal Greenway, pursuant to the Design Guidelines of the Morris Canal Greenway Plan. Coordination between the Jersey City Planning Board and City Planning Department is required to facilitate this circulation improvement.



*Image Source: Morris Canal Greenway Corridor Study, 2018*

## ZONING AND VARIANCES



### ZONING RECOMMENDATIONS

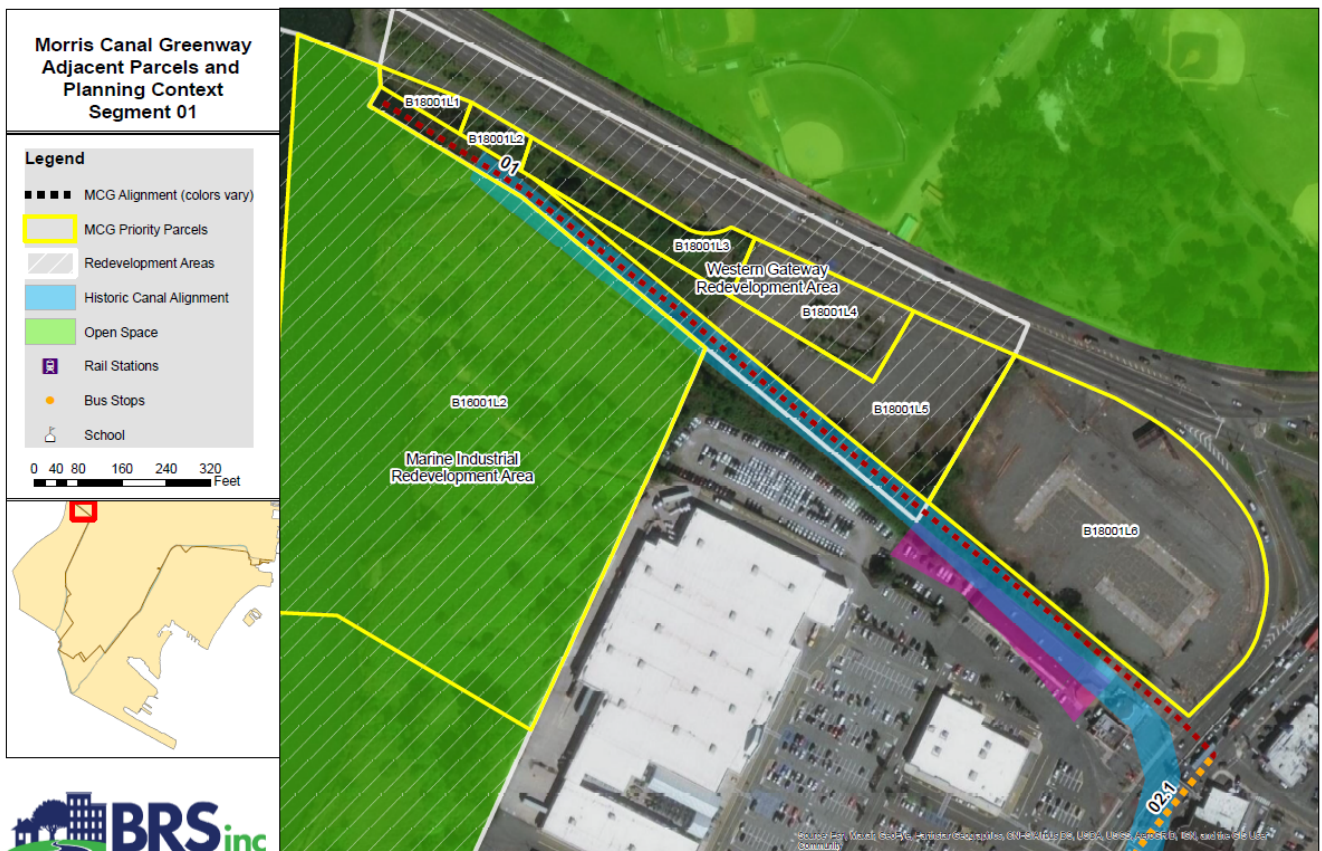
The majority of the proposed Morris Canal Greenway Trail is on-road or roadside shared facilities, and therefore will be within the public right-of-way. It is not recommended that any changes be made to the zoning along the proposed Greenway Trail. Rather, it is recommended that section 10 of the Jersey City General Development Application be amended to include a yes/no question regarding whether the subject property falls adjacent to the proposed alignment of the Morris Canal Greenway. Therefore, the Planning or Zoning Board will be made aware that the development application must also be reviewed for consistency with the Morris Canal Greenway Plan.

### IDENTIFIED VARIANCES

No Recommendations no need for variances for any of the segments from the existing zoning. Zoning requirements either allow for the trail or are subsumed by the redevelopment area plan.



# MAPPING



Maps were developed using Geographic Information System (GIS). Mapping data was obtained through various open data portals of relevant local, regional, and state organizations. Zoning, Redevelopment Areas and the Morris Canal Greenway data was developed by the Jersey City planning department and obtained from the Jersey City Open Data Portal.

The remainder of the data including the Hudson County Parcels, bus stop locations, light rail stops, and schools were all obtained from the New Jersey Geographic Information Network which is operated by the New Jersey Office of GIS.

Two complete map books are included in **Appendix B**:

- One that shows the trail segments and proximity to known contaminated sites, and
- One that shows the greenway segments and redevelopment areas, block and lots of the prioritization parcels (those lots that lie along the preferred trail alignment within the focus segments for this study), historic canal alignment, open space, places of worship, and locations of rail stops, bus stops, and schools.



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# INVENTORY

A master inventory was developed containing the lots that make up the preferred proposed path of the Greenway, as well as adjacent parcels. This resulted in a database consisting of 754 records, which were searched against the New Jersey Department of Environmental Protection's Dataminer publicly accessible database. The result provides basic information on each lot, along with what environmental information is available for each lot proposed for the Greenway, as well as adjacent lots that might be included in a future realignment of the greenway. This will allow for a quick understanding of potential environmental conditions or needs for additional environmental study to assist in prioritizing segments for development or in evaluating potential alternate realignments.

The database was constructed in Airtable, and is available via the link [here](#).

It contains sortable fields of information for each parcel, to include:

- Ownership
- Block / Lot
- Acreage
- Segment number
- Property Address
- Valuation
- Property Description
- Zoning
- Redevelopment Area
- Known Contaminated Site List information
- PDF copies of reports pulled from the State DEP Database (NJEMS)

For each parcel, a DEP Dataminer search was conducted on the lots that make up the preferred path of the greenway as well as all surrounding sites, to determine whether or not an environmental case was ever opened on the property, and what documents were available.

Summary tables providing this information is included in [Appendix C](#) with the following information:

- Segment number and location
- Segment description
- Classification Exemption Area (CEA)
- Deed notice
- New Jersey Environmental Management Systems (NJEMS), a state database indicating whether a site is regulated under any DEP program
- Known Contaminated Sites List (KCSL) indicating whether any of the parcels that make up the segment ever had an open DEP case
- Tidelands, or riparian lands, indicating whether any of the parcels are currently or formerly flowed by the mean high tide of a natural waterway
- Historic Fill, indicating whether non-indigenous material was deposited at the site and that was contaminated prior to emplacement. This could include construction debris, dredge spoils, etc.

In addition, conclusions regarding the need for further environmental work is provided per segment. In addition to the summary tables in [Appendix C](#) and the Airtable database accessible at the link above, selected fields for the segments of focus was collected in an excel database that was used for the next phase of analysis, Prioritization.

# PRIORITIZATION

Prioritization of the segments to be constructed is important to assist in decisions as to where to allocate limited resources. Different objectives may result in different priorities, but for purposes of this project, eight elements were selected for evaluation which would provide insight into the establishment of priorities. These eight elements are: parcel ownership, availability of funding for construction, community interest in the segment, proximity to neighborhood/community assets, connectivity to completed greenway segments, environmental constraints, development status, and relationship to existing redevelopment plans. The point criteria is summarized in the tables below:

<p><b>Ownership</b></p> <ul style="list-style-type: none"> <li>City/JCRA Owned 5</li> <li>Publicly owned - other 4</li> <li>Easement in place 3</li> <li>Privately owned - undeveloped 2</li> <li>Privately owned - developed 1</li> </ul>	<p><b>Funding for Construction</b></p> <ul style="list-style-type: none"> <li>Funding Available 5</li> <li>Eligible for funding - strong 4</li> <li>Eligible for funding - competitive 3</li> <li>Not eligible for grants 2</li> <li>No foreseeable funding 1</li> </ul>
<p><b>Community Ranking</b></p> <ul style="list-style-type: none"> <li>Strong Community + Political interest 5</li> <li>Existing community group 4</li> <li>Strong community need 3</li> <li>Minimal community impact 2</li> <li>Minimal impact and no support 1</li> </ul>	<p><b>Connection to Neighborhood Assets</b></p> <ul style="list-style-type: none"> <li>Connects critical infrastructure 5</li> <li>Close to more than one community asset 4</li> <li>Close to one community asset 3</li> <li>Residential area 2</li> <li>Isolated area 1</li> </ul>
<p><b>Connectivity to Completed Greenway Segments</b></p> <ul style="list-style-type: none"> <li>Connects to greenway at either end 5</li> <li>Connects to greenway at one end 4</li> <li>Helps to close gap in completed greenway segments 3</li> <li>Close to, but not contingent to, one completed segment 2</li> <li>Isolated from any completed segments 1</li> </ul>	<p><b>Environmental Issues</b></p> <ul style="list-style-type: none"> <li>Has been fully remediated 5</li> <li>Has been assessed and minor remediation is needed 4</li> <li>Has been assessed and major remediation is needed 3</li> <li>Has not been assessed 2</li> <li>Has not been assessed and large environmental issues anticipated 1</li> </ul>
<p><b>Development Status</b></p> <ul style="list-style-type: none"> <li>Segment already developed 5</li> <li>Development pending; developer on board with trail development 4</li> <li>Development pending; trail construction needs to be negotiated 3</li> <li>Development on segment with trail provision 2</li> <li>Development on segment with no trail enabled 1</li> </ul>	<p><b>Redevelopment Area Plan</b></p> <ul style="list-style-type: none"> <li>Redevelopment plan in place with detailed requirements for trail included 5</li> <li>Redevelopment plan with general language re trail 4</li> <li>Redevelopment plan in place without trail included 3</li> <li>No Redevelopment area designated 1</li> </ul>

## FINDINGS

The six focus segments were evaluated: 1, 3, 6, 7, 8, 11 and 12 and 13. Segment 8 scored the highest.

In order to score each segment, the score per parcel, per category was added up and averaged. For the final total score for each segment, the score for each category was added up and averaged. The Greenway is expected to be constructed in increments; therefore, depending upon the objectives, different segments may be deemed a higher priority than others. Note that each category received the same weight for the final total score. Weights can change depending on the City's priorities. For example, if the objective is to complete as large a portion of the Greenway in the shortest amount of time, the highest priority may be those segments that join completed portions of the greenway, or those with the fewest environmental and ownership challenges. The table below is a summary of the findings. The full database with the breakdown of scores by parcel is included as **Appendix D**.

Alternatively, the electronic version of the database can be downloaded **here**:

SEGMENT	OWNERSHIP RANKING	FUNDING RANKING	COMMUNITY RANKING	NEIGHBORHOOD RANKING	GREENWAY RANKING	DEVELOPMENT RANKING	ENVIRONMENTAL RANKING	REDEVELOPMENT RANKING	AVERAGE SCORE	OVERALL RANKING
1	4.286	4.000	3.000	4.000	1.000	2.000	4.000	2.714	3.114	3
6	2.000	3.000	4.000	4.000	1.000	3.000	2.000	5.000	3.000	5
7	4.400	3.000	2.000	4.000	1.000	1.600	2.400	4.000	2.800	6
8	3.889	3.333	2.000	4.000	2.444	4.000	2.778	5.000	3.431	1
12	2.750	2.750	2.000	5.000	3.000	2.000	4.000	4.000	3.188	2
13	3.143	2.857	3.000	4.000	2.250	3.000	3.625	3.000	3.109	4



Based on the prioritization scores listed above, it is recommended that Segment 8 be addressed first, followed by Segment 12. These two segments bookend the already constructed Segment 9, which runs through Berry Lane Park, and Segments 10 and 11, which are under construction.

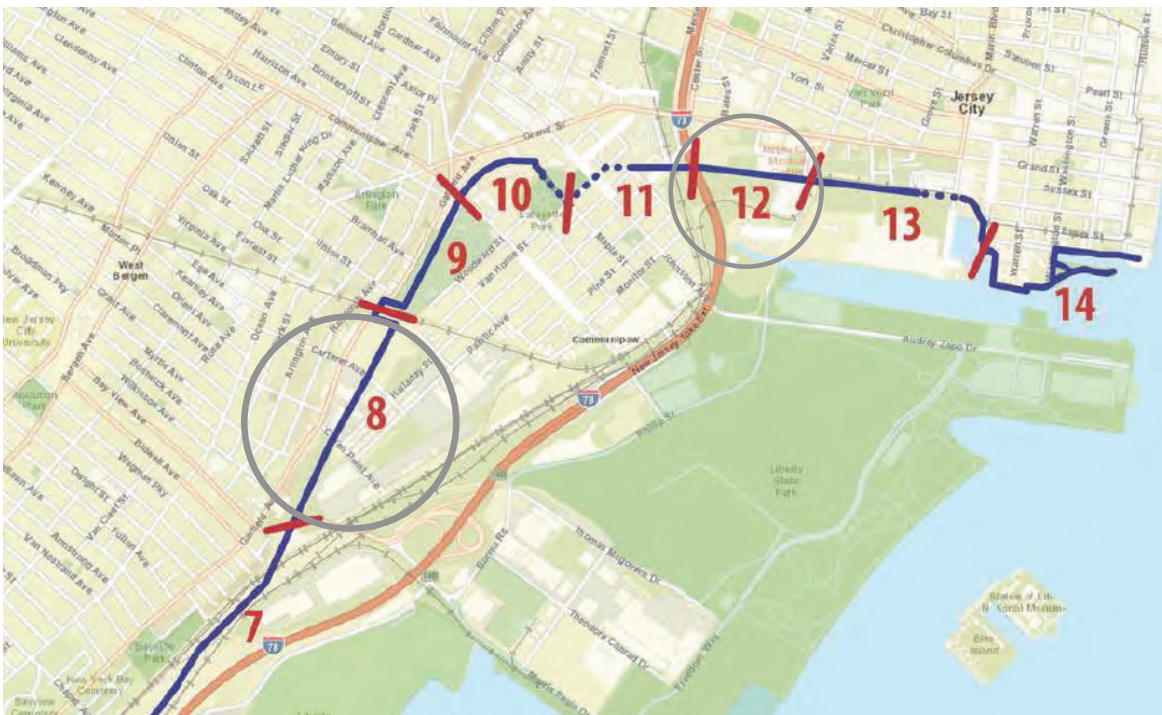
Segment 8 is located in the Canal Crossing Redevelopment Area which calls for the Greenway to be a prime open space feature of the Area that will interconnect several proximate open space assets, including Berry Lane Park. Segment 8 connects directly to the north to Berry Lane Park, which includes a completed segment of the Greenway. Furthermore, segment 8 is proximate to several bus stops, a Hudson Bergen Light Rail Stop, open space, and many places of worship.

Segment 12 is located in the Grand Jersey Redevelopment Area. This redevelopment area is currently a priority for the city, and offers the opportunity to link the Greenway to Liberty State Park. Segment 12 also scored highly because of its proximity to community assets such as bus stops and a Hudson Bergen Light Rail stop.

Segments 8 and 12 were further ranked highly based on existing environmental conditions to provide parcel by parcel recommendations for environmental remediation.

Environmental prioritization for recommended segments 8 and 12 was based upon:

- The parcel's current owner; and,
- The remedial status of the site as determined through the use of the New Jersey Environmental Management System (NJEMS) database and Data Miner website (<https://www13.state.nj.us/DataMiner>).



Sites which are publicly held that have not undergone any type of environmental investigation are ranked with the highest priority, followed by sites which are not publicly owned that have not undergone any type of environmental investigation, followed by sites which have already undergone significant remediation and investigation. A summary of findings for the lots that comprise the top two prioritized segments is provided in the following table:

Segment	Rank	Block	Lot	Address	Owner	Environmental Status
8	3	21501	1.01	163 HALLADAY STREET	JERSEY CITY SEWERAGE AUTHORITY	On KCSL. Last report Remedial Investigation 5/7/2014. HCC Site #199.
	1	21501	16	2 DAKOTA ST.	JERSEY CITY REDEVELOPMENT AGENCY	In NJEMS w/Coastal and Land Use permits. No other info available.
	3	21501	18	880 GARFIELD AVE.	JERSEY CITY REDEVELOPMENT AGENCY	PSEG Halladay Coal Gas site. RI/CEA in place.
	1	21501	19	884 GARFIELD AVE.	JERSEY CITY REDEVELOPMENT AGENCY	No information available.
	2	21501	20	900 GARFIELD AVE	900 GARFIELD AVE,% RYANN LLC	Qualex, Inc. NJEMS indicates site remediation files available, but nothing in data miner.
	3	21510	2	824 GARFIELD AVE.	JERSEY CITY REDEVELOPMENT AGENCY	HCC Site #132. RI complete 5/7/2014. NFA issued 11/1/2019.
	3	21510	11	816 GARFIELD AVE.	PPG INDUSTRIES, INC.%TAX ADMIN.DEPT	PAR 12/2015, RI 1/2019, RAWP 1/14/2019
	2	21510	39	800 GARFIELD AVE.	PPG INDUSTRIES INC.	Confirmed discharge notification received 4/2018. No other information.
	1	24301	1	20 COMMERCIAL ST.	CITY OF JERSEY CITY	Remediation required, but never completed.
12	3	15801	3	None	None (NJEMS indicates Jersey City Redevelopment Agency)	Turnpike Dump #5 (aka Drum Dump South). Prelim Assessment 1/16/2020. Also HCC Site #92. Prelim Assessment 1/16/2020, RIR 6/2013, RAWP 1/2019.
	2	15801	2	JOHNSTON AVE	NJ TRANSIT CORP	NJEMS indicates hazardous waste generator. No other information.
	3	14001	1	355 GRAND ST	JC MEDICAL CENTER	Coastal/land use permit, hazardous waste generator. Site remediation from former phoenix trucking company, solid waste generator.
	2	15702	5	MONMOUTH ST	CONSOLIDATED RAIL	No information

1 = Ready for Assessment

2 = Not publicly owned; minimal assessment potential

3 = Remediation already completed or in progress

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# IMPLEMENTATION

## FUNDING

One of the greatest barriers to completion of this important community asset is the availability of funding. There are funds available for the construction of trails that Jersey City could take advantage of as they work to move this project forward. These grants include the following:

### OPPORTUNITY

Green Acres  
Brownfield Cleanup Grant  
Brownfield Assessment Grant  
Municipal Aid  
Transportation Alternatives Set-Aside Program  
Bikeway Grant Program  
Safe Streets to Transit  
Preserve NJ Heritage Tourism Grant  
Congestion Mitigation and Air Quality Improvement Program (NJ)  
PFB Community Grant Program  
Small Grants Program  
Water Quality Restoration

### FUNDER

NJ DEP  
US EPA  
US EPA  
NJ DOT  
NJ DOT  
NJ DOT  
NJ DOT  
NJ Historic Trust  
North Jersey Transportation Planning Authority  
  
People For Bikes  
Sustainable Jersey  
NJ DEP

**Appendix E** provides more detailed information on the above opportunities.

The New Jersey Hazardous Discharge Site Remediation Fund is also a funding source that can provide 100% investigation funds for sites owned by an eligible entity, as well as 75% of the remediation costs for any site that will be held in perpetuity as open space.



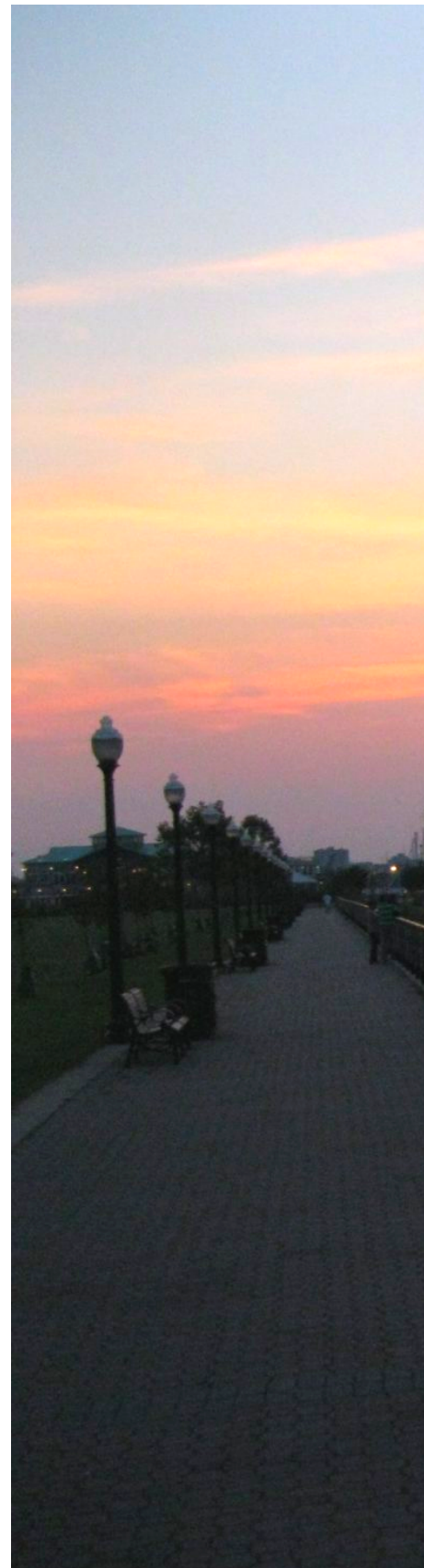
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# RECOMMENDATIONS

Based on the information collected, the following recommendations for next steps are proposed:

## PLANNING AND REDEVELOPMENT AREA RECOMMENDATIONS:

1. References to the Greenway should be added to the narrative of each of the 16 Redevelopment Plans it crosses. Appropriate trail design guidelines, consistent with the Morris Canal Greenway Corridor Study, should be appended to each Redevelopment plan. In particular:
  - a. **Morris Canal Redevelopment Plan:** While an off-road path was constructed as part of the Berry Lane Park facility, the trail currently concludes at Communipaw Avenue. Any additional redevelopment that occurs north of Communipaw Avenue along the proposed MCG should include a plan to connect the existing trail.
  - b. **Grand Jersey Redevelopment Plan:** The existing bike lane plan in the Grand Jersey Redevelopment Plan is not consistent with the proposed Greenway Trail and does not connect to Segment 11 of the proposed Greenway Trail. When redevelopment occurs within this area, the bike lane plan should be amended to align with the Morris Canal Greenway Plan.
2. The Jersey City General Development Application should be amended to add a yes/no question to Section 10 regarding whether the subject property falls adjacent to the proposed alignment of the Morris Canal Greenway, to trigger a review by the Planning or Zoning Board to ensure consistency between the development application and the Morris Canal Greenway Plan.
3. For segment 12, located in the Grand Jersey Redevelopment Area, no redeveloper has been designated for the portion of the site with the trail. During negotiations for the Redeveloper's Agreement, construction of the trail should be included. The agreement should include a trail to link the Morris Canal Greenway to the open space trail currently planned in the southern portion of the redevelopment area, which links to Liberty State Park.
4. Segment 13 is located in the Liberty Harbor North and Tidewater Basin Redevelopment Areas. The MCG trail is reflected in the Redevelopment Area plans, and there is a designated developer for the trail portion of the Redevelopment Area. Verification is needed for whether or not the designated developer is obligated to construct the trail segment as a condition of plan approval.



## **ENVIRONMENTAL FUNDING RECOMMENDATIONS:**

1. Funding is currently available from the JCRA Multi-Purpose Grant awarded for this project by the U.S. Environmental Protection Agency in 2019. These funds have been used for remediation of the Country Village parcels in Segment 3 for some parcels, this planning exercise, and remediation planning. Remaining funds (approximately \$400,000) are available for the investigation of environmental issues and other eligible activities at MCG sites.
  - EPA Multi-purpose Grant funds should be used to conduct environmental investigations at the JCRA and Jersey City owned sites in priority segments 8 and 12 which require investigation.
    - Segment 8 has four lots that are owned by JCRA: Block 21501 Lots 16, 18 (PSE&G Halladay Street Coal Gas), and 19; Block 21510 Lot 2 and one lot owned by Jersey City: Block 24301 Lot 1 (Former Claremont Industrial Park). Of these, additional work is required on all but Block 21510 Lot 2.
    - In segment 12, Block 15801 Lot 3 has recently been subdivided. The new lot the trail transverses, Block 15801 Lot 3.02, is owned by JCRA, and should be considered a high priority for additional environmental work. While assessment work has been completed, and the site has been capped, the cap requires verification and administrative closeout of the site.
  - The EPA grant can also be used to conduct the design and construction documents for the trail in Segments 8 and 12, thus bringing these closer to completion. If funding remains after these activities, they can be used to design and survey the trail along segment 6, and negotiate acquisition of the portion of Block 27401 Lot 39 needed to construct Segment 6.
2. HDSRF application should be submitted for publicly owned sites when the timeline allows, or for privately owned sites the City or JCRA is intending to acquire, such as:
  - a. Block 24301 lot 8 in Segment 7. This lot is owned by Jersey City, no environmental work has been conducted there and it is an excellent candidate for these funds.
  - b. Block 27401 Lot 39 in Segment 6. Acquisition of this privately owned parking lot, or establishment of an easement, will be required to construct the trail. No environmental work has been conducted there so due diligence would be required prior to acquisition.



*Photo courtesy Dixon Leasing.*

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## **CONSTRUCTION FUNDING RECOMMENDATIONS:**

1. **Appendix E** includes multiple potential funding sources for construction of the greenway. However, the most promising are the New Jersey Green Acres program, and the Transportation Alternatives Program. We recommend pursuit of the following grants for construction:
  - a. **Green Acres** – this State funding source will provide resources to construct the trail and trail amenities. This is a particularly good fit for Segment 1, as it could be developed along with the Hackensack River Greenway Park. This is also a good fit for Segment 6, as this funding source could fund both the acquisition and the construction of this trail.
  - b. **Transportation Alternatives Program (TAP)** has already funded the construction of segments 3, 5, 10, and 11. Additional segments that would be a good fit for this grant are Segments 7, 8 and 13 (if not included in the Redeveloper’s Agreement as a requirement of the developer) in the next funding round.

The Morris Canal Greenway, when complete, will serve as an important community recreational asset and a safe alternative transportation corridor that links multiple neighborhoods. Its interconnectivity to larger, regional trail systems multiply its value to bringing neighborhood assets together with residents and visitors. An understanding of the anticipated environmental issues can help to quickly identify priorities for funding and construction, and head off issues that could arise later.





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# APPENDIX A

## MORRIS CANAL GREENWAY REPORTS AND PLANS

[Morris Canal Greenway Corridor Study, 2018, NJTPA](#)

[Jersey City: Morris Canal Greenway Plan, 2013, NJTPA](#)

[City of Jersey City, Morris Canal Greenway Plan, Technical Memorandum 1, 2012](#)

## REDEVELOPMENT PLANS

To review plans consulted in this report, click [here](#).

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# APPENDIX B

## MAPPING

View maps [here](#).

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# APPENDIX C

## ENVIRONMENTAL DOCUMENTS

View environmental documents [here](#).

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# APPENDIX D

## PRIORITIZATION MATRIX

View prioritization matrix [here](#).

Download an Excel version of the file [here](#).



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# APPENDIX E

## FUNDING OPPORTUNITIES

View funding opportunities [here](#).