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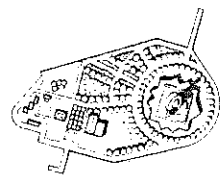
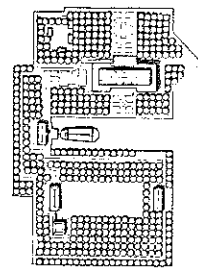
SUBJECT: Liberty State Park Action Program

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LIBERTY STATE PARK ACTION PROGRAM

LIBERTY STATE PARK ACTION PROGRAM

Prepared for:

DIVISION OF PARKS AND FORESTRY
New Jersey Department of Environmental Protection
Trenton, New Jersey

Prepared by:

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June 30, 1983

LIBERTY STATE PARK ACTION PROGRAM

INTRODUCTION

This report outlines an Action Program for the continued development of the 750-acre Liberty State Park located in Jersey City, New Jersey. The report was prepared by the New Jersey Department of Environmental Protection and its Division of Parks and Forestry, in consultation with the Liberty State Park Public Advisory Commission, with the assistance of Wallace Roberts & Todd (WRT).

PURPOSE OF THE ACTION PROGRAM

The purpose of the Action Program is to set priorities for next steps in the Park's construction and operation, to outline guidelines for its further development, and to establish the basis for a long-range strategy.

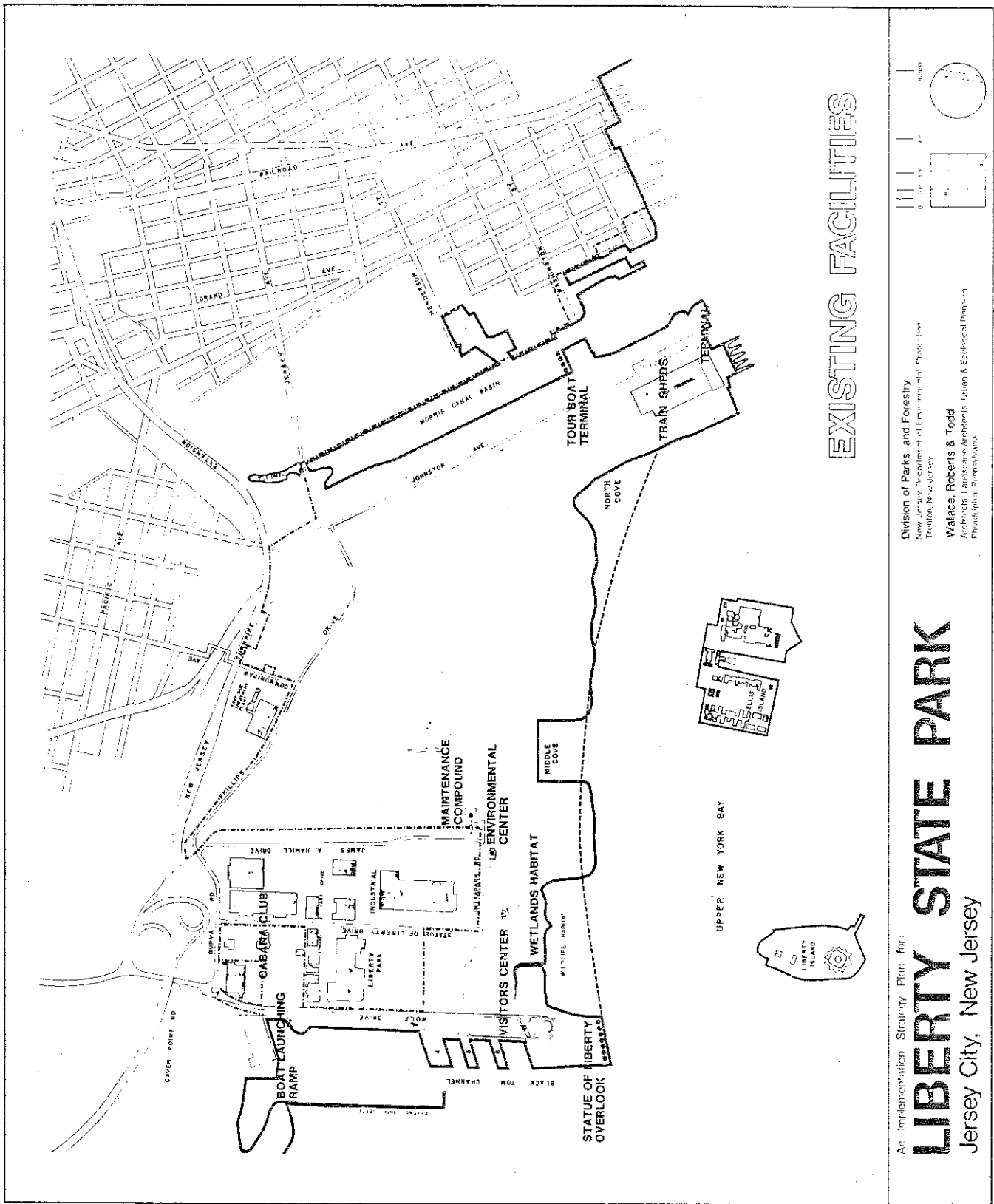


Figure 1. Existing facilities include the Statue of Liberty Overlook, Environmental Education Center, Marine Walk, and Restored Central Railroad Terminal.

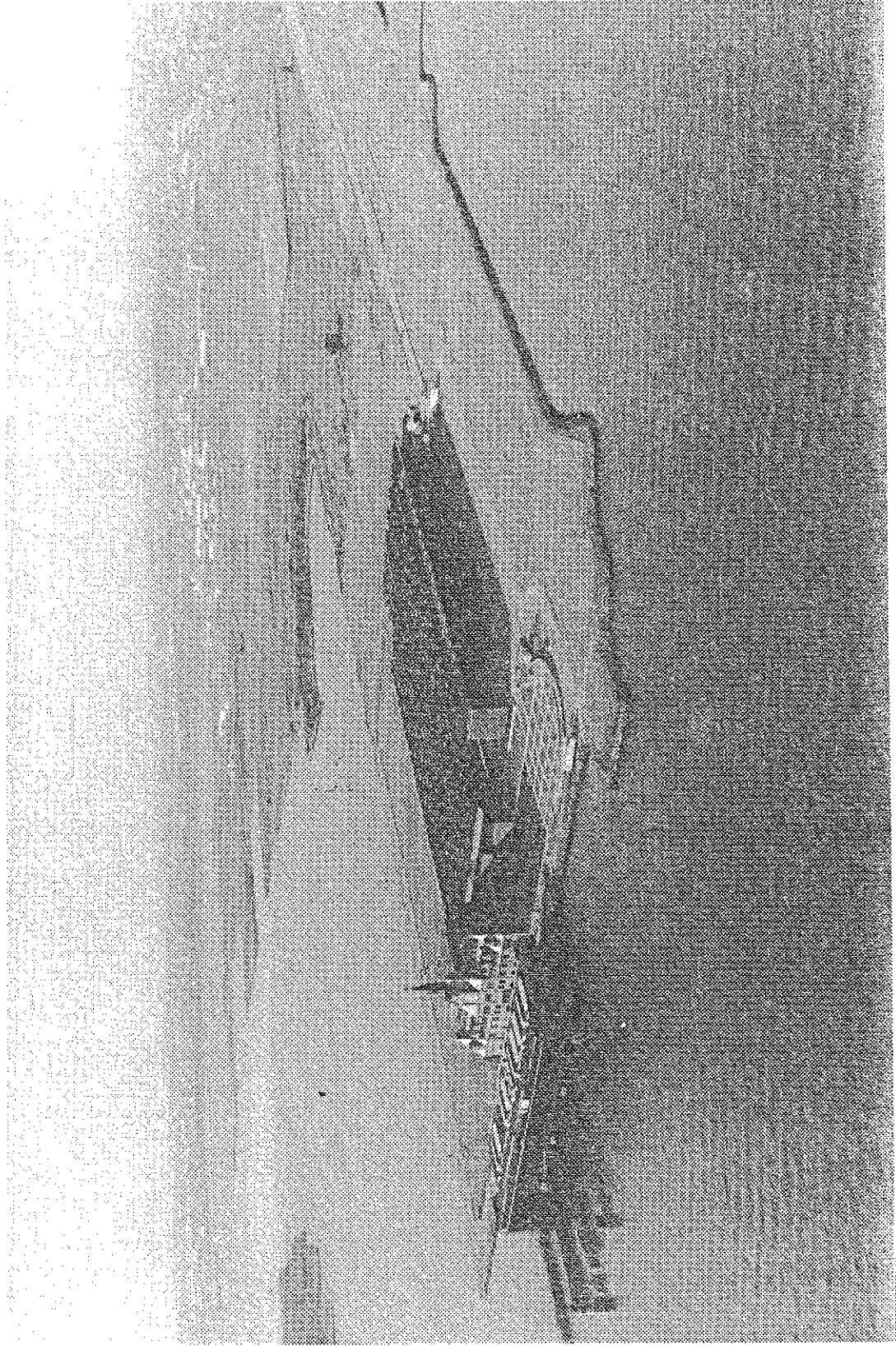


Figure 2. View looking south with restored Central Railroad Terminal (circa 1889) in foreground.

METHOD OF PROCEDURE

Governor Thomas Kean, in a letter to the Liberty State Park Public Advisory Commission, stated his intent to see development of the Park continue, particularly with opportunities for public/private sector partnerships. It was determined by Commissioner Robert Hughey that existing conditions, the current state of development, and the elements of the Master Plan should be reevaluated in light of State policies and financing realities before proceeding further.

An ad-hoc study committee was convened, chaired by the Director of Parks and Forestry who is responsible for the Park. Three workshops were conducted with the committee by WRT: the first was devoted to fact-finding, policies and goals; the second to a review of alternatives; and the third to achieving consensus on the Action Program. After each workshop, WRT carried out assignments, including the preparation of this report.

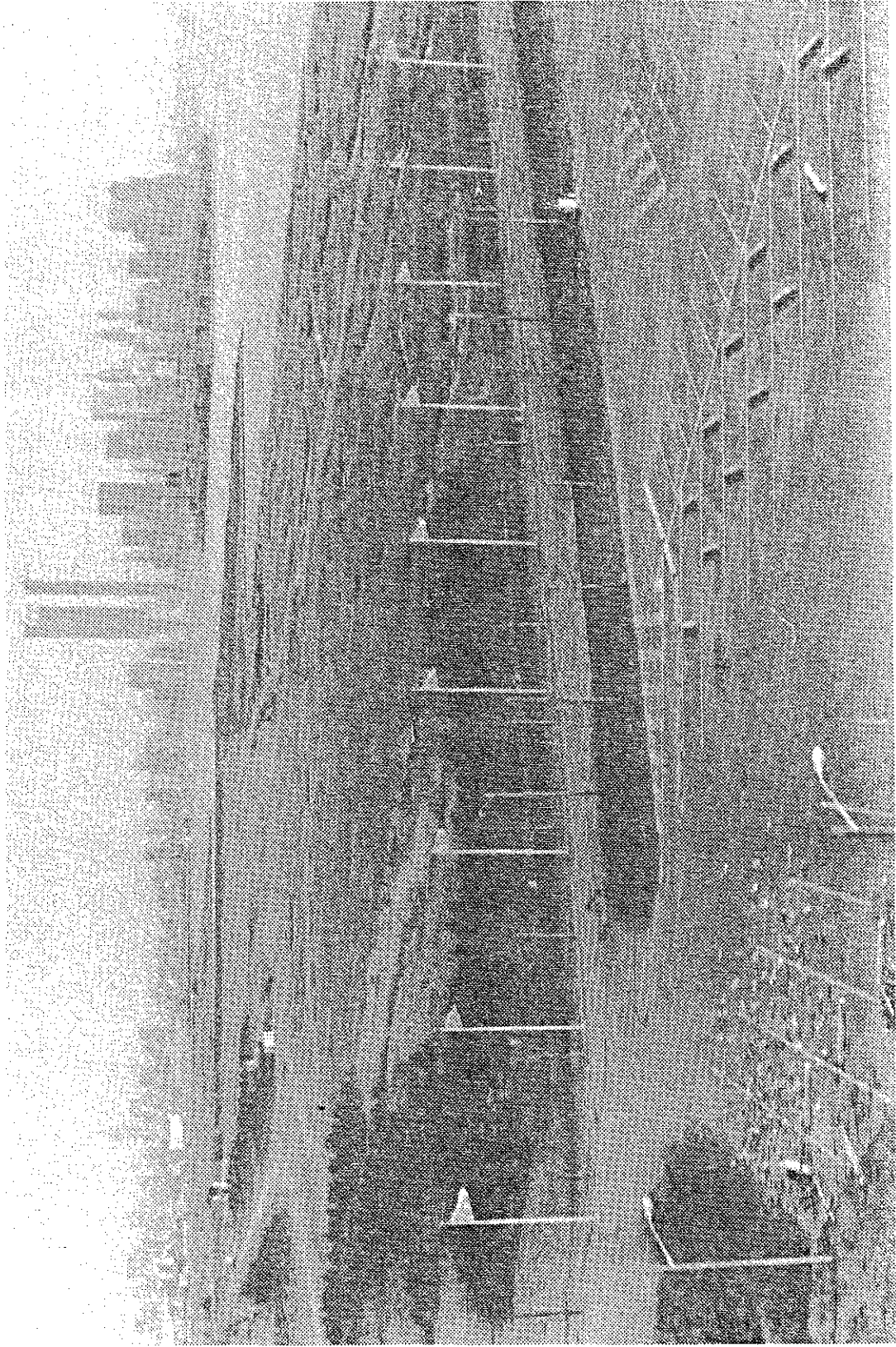


Figure 3. View looking north, with State Flag Row in foreground.

CONSENSUS ON POLICIES AND GOALS

Seven general policies and goals were expressed as guidelines in the development of the Park:

(1) Keep it a Park - It is already a lovely place.

Efforts to develop it in total by private entrepreneurs should be rejected. The Park should be kept open with views maintained and minimum structures.

(2) Make it a regional, state and national recreational and cultural facility - All recreation uses should be regional, broadly appealing, and contribute to the amenity of the Park.

(3) Capitalize on the Statue of Liberty and Ellis Island - The restoration of the Statue of Liberty and the 1986 celebration organized by the national Statue of Liberty-Ellis Island Commission headed by Lee Iaccocca can be a catalyst for accelerating Park development with compatible programs.

- (4) Get maximum effect at minimum cost - Except for specially-funded elements, encourage uses that create maximum amenity with minimum capital and operating costs.
- (5) Generate self-financing uses - Develop uses consistent with the above policies that are as nearly self-financing as possible.
- (6) Keep development options open - Encourage short-term development that does not preclude longer-term options such as those outlined in the Action Program which follows.
- (7) Create an appropriate development entity for public/private partnerships - Public/private partnerships are the way to maximize the Park's potential. An entity called the Liberty State Park Corporation, such as was created for Baltimore's Inner Harbor, may be appropriate as the public development partner for the process of continuing development.



An Implementation Strategy Plan for

LIBERTY STATE PARK

Jersey City, New Jersey

Division of Parks and Forestry

New Jersey Department of Transportation

Trenton, New Jersey

Wallace, Roberts & Todd

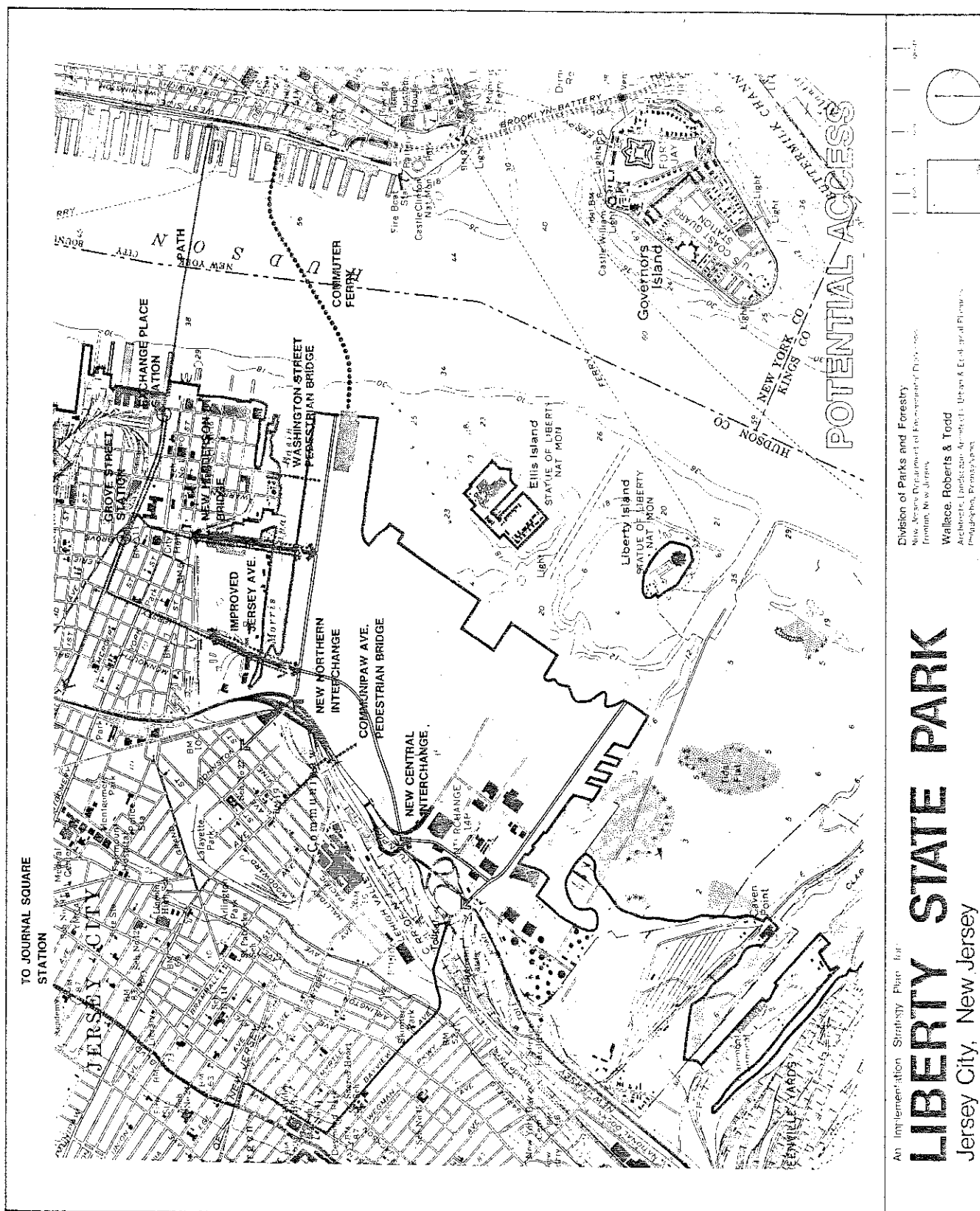
Architects, Landscape Architects, Planners & Engineers
New York, New York

Figure 4. Existing access to the Park is via Interchange 14B of the New Jersey Turnpike, Bayview Avenue, and Johnston Avenue to the north.

CONCLUSIONS RE EXISTING CONDITIONS

Existing conditions in and around Liberty State Park have dramatically improved since 1965 when the State first became involved but still have a long way to go. Problems include:

- (1) Image - The first impression a visitor gets on entering the Park at Morris Pesin Drive or Johnston Avenue is depressing. This must change.
- (2) Access - The traffic channelization at N.J. Turnpike Interchange 14B inhibits flow to the Park as does the traffic circle at Burma Road and Morris Pesin Drive. Even with redesign, this will ultimately be inadequate to serve the northern areas of the Park and must be supplemented.
- (3) Internal Circulation - The only north-south connection in the 750 acres is Burma Road/Phillip Drive which parallels the Turnpike and serves as a local truck by-pass.



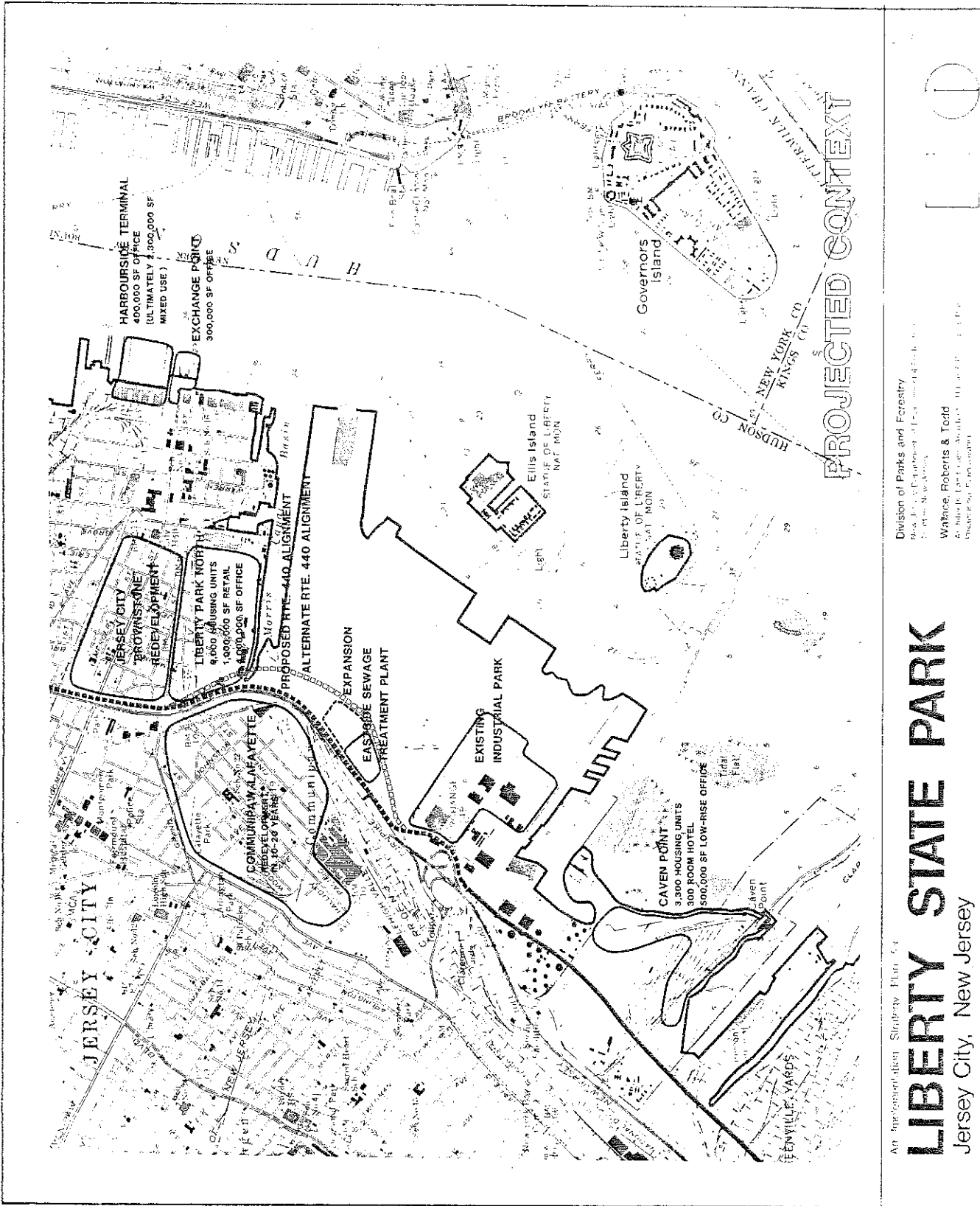
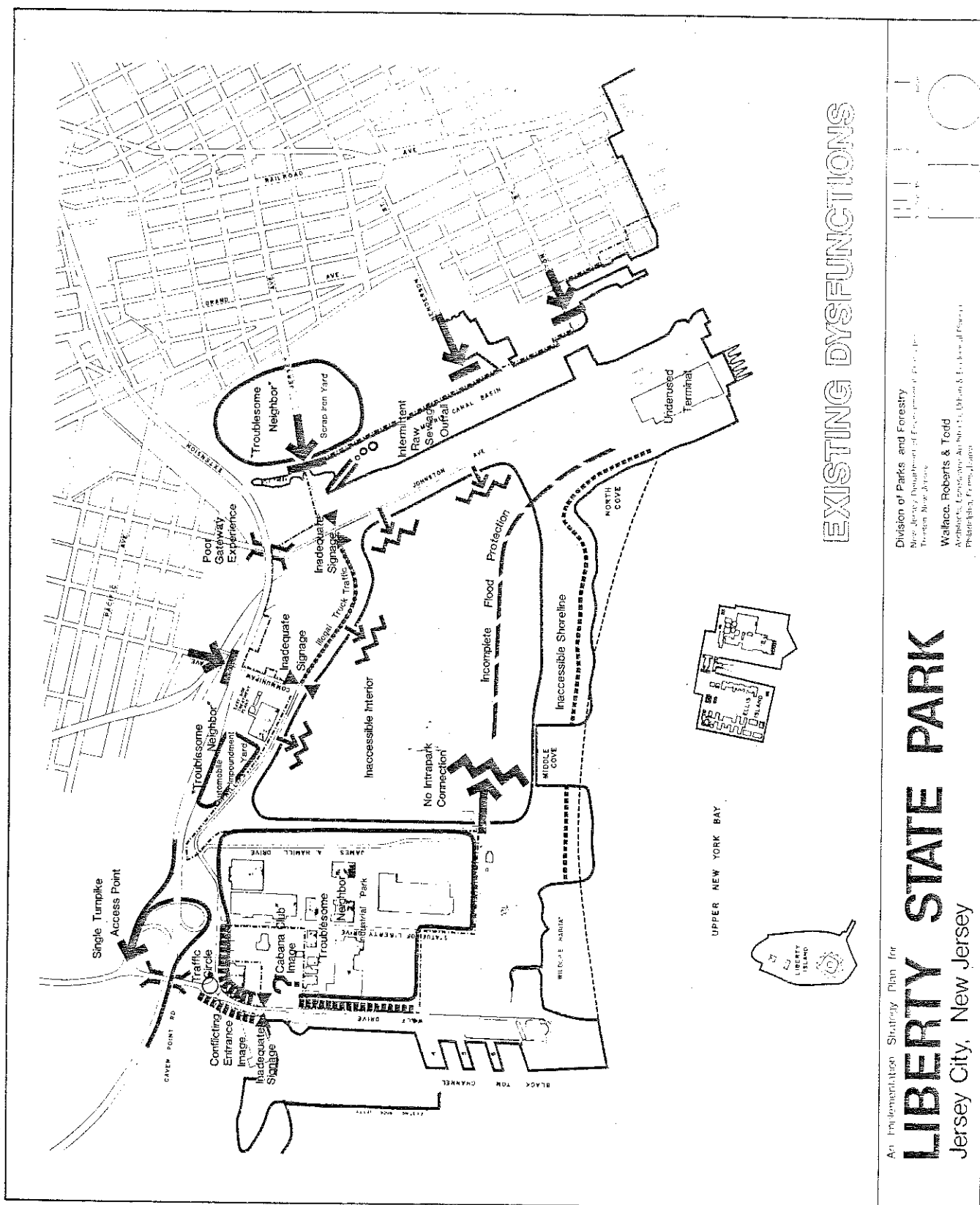


Figure 6. Projected Context: Considerable development activity both north and south of the Park is anticipated.



(4) The Industrial Park - The industrial area at the

Park's entrance is an inharmonious use which should be gradually eliminated. In the meantime, it should be screened out.

(5) Adjacent Uses - The Jersey City auto impoundment

area, the sewage treatment plant and the areas on both sides of the Morris Canal Basin are poor neighbors.

Jersey City has expressed the intention of phasing out the impoundment area in the near future.

On the positive side are the remarkable environments created on the south shore around the Park Office and Overlook, the natural area and new Environmental Education Center, and the Terminal Complex and Ferry Service Dock, not to mention the breathtaking views throughout the site.

CONCLUSIONS RE THE MASTER PLAN

Major features of the 1977 Master Plan were unanimously reaffirmed. They are: the Liberty Walk, a Crescent-shaped Harborfront Promenade; South Embankment Develop-

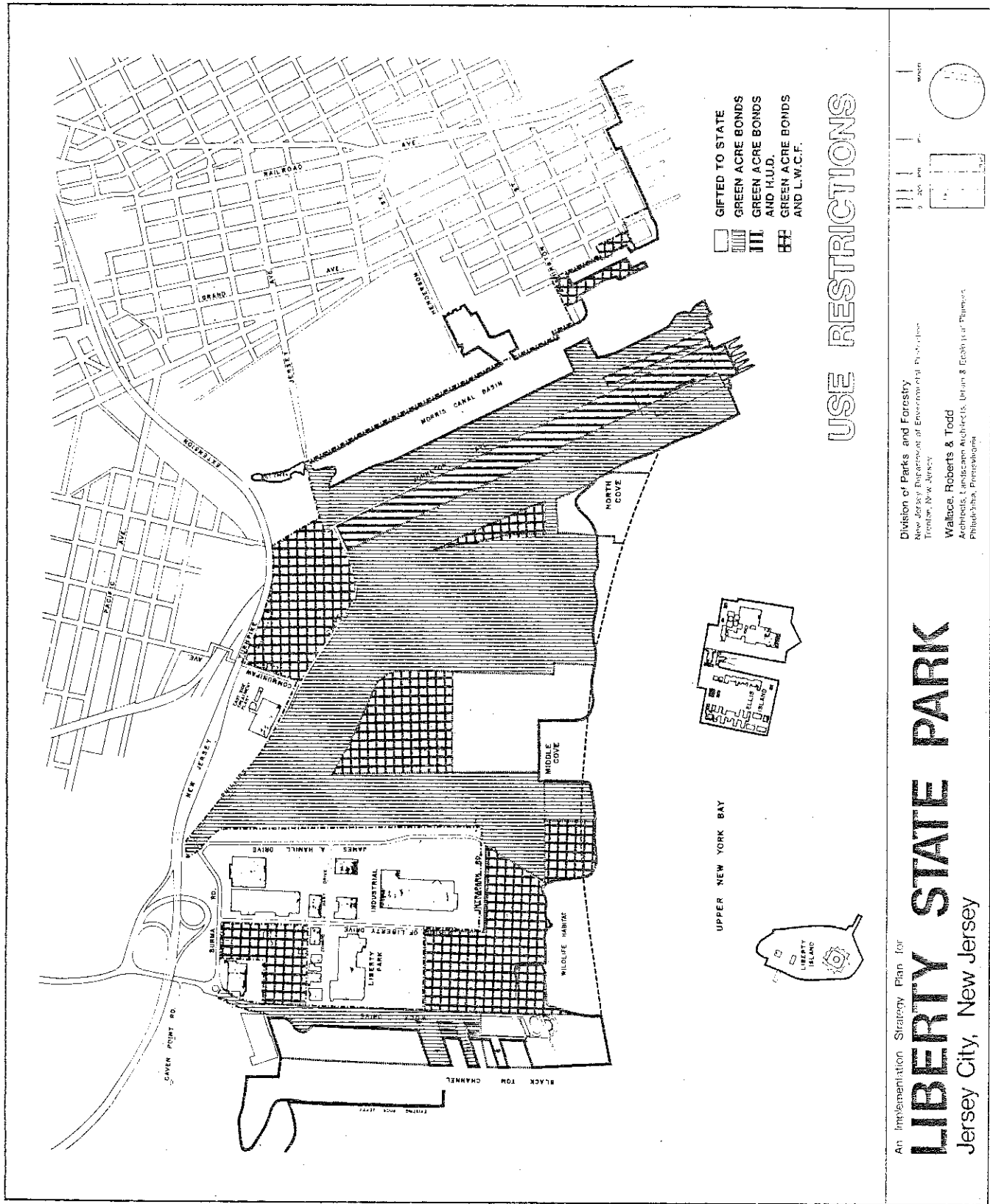


Figure 8. This illustrates the relative degree of use restrictions on the use of Park areas for other than recreational purposes; darkest areas are those most restricted.

ment; Overlook; Marinas at South and North; Wildlife Habitat; Historic Terminal Complex; the Green Park; North Embankment Development; Environmental Interpretive Center; North/South IntraPark Drive. Two features were set aside after due consideration. The Serpentine lake would be difficult and expensive to develop and operate, was competitive with the Bay, and was not considered central to the Plan. The Uplands Area from the Serpentine to the Turnpike, originally proposed for active sports and major parking, also would be expensive to develop and operate, bring in no income, and not contribute to the Park's ambience. This was also inconsistent with the consensus goal stating that all uses should have a "regional" focus.

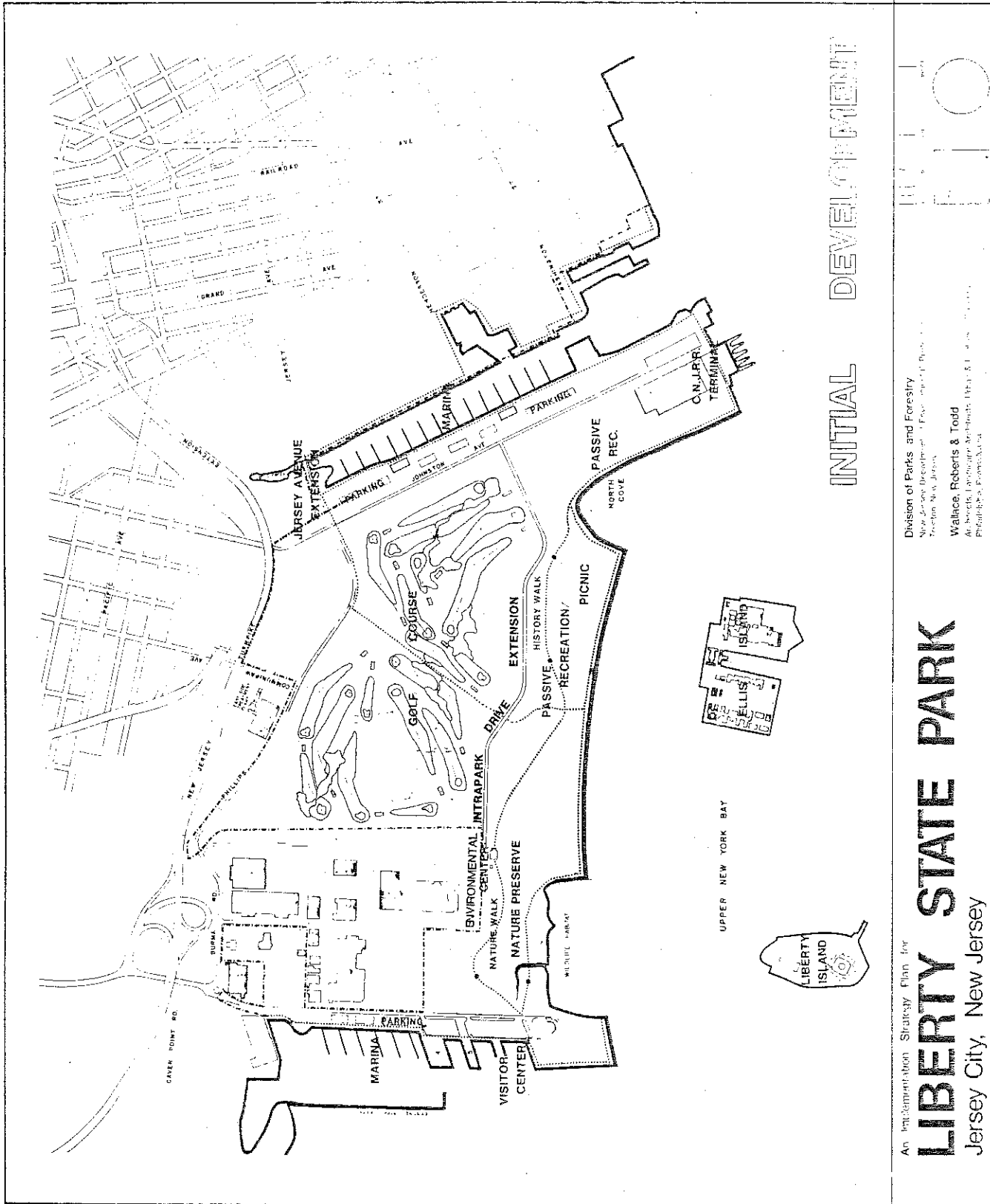


Figure 9. The Initial Development Plan shows construction of an 18-hole golf course, completion of the Intrapark roadway, and marina development along the south, and possibly the north, embankment.

THE ACTION PROGRAM

The Action Program is aimed at immediately do-able actions that will achieve the maximum effect for the least cost and set in motion a process and a physical framework for continuing development.

Access and Circulation

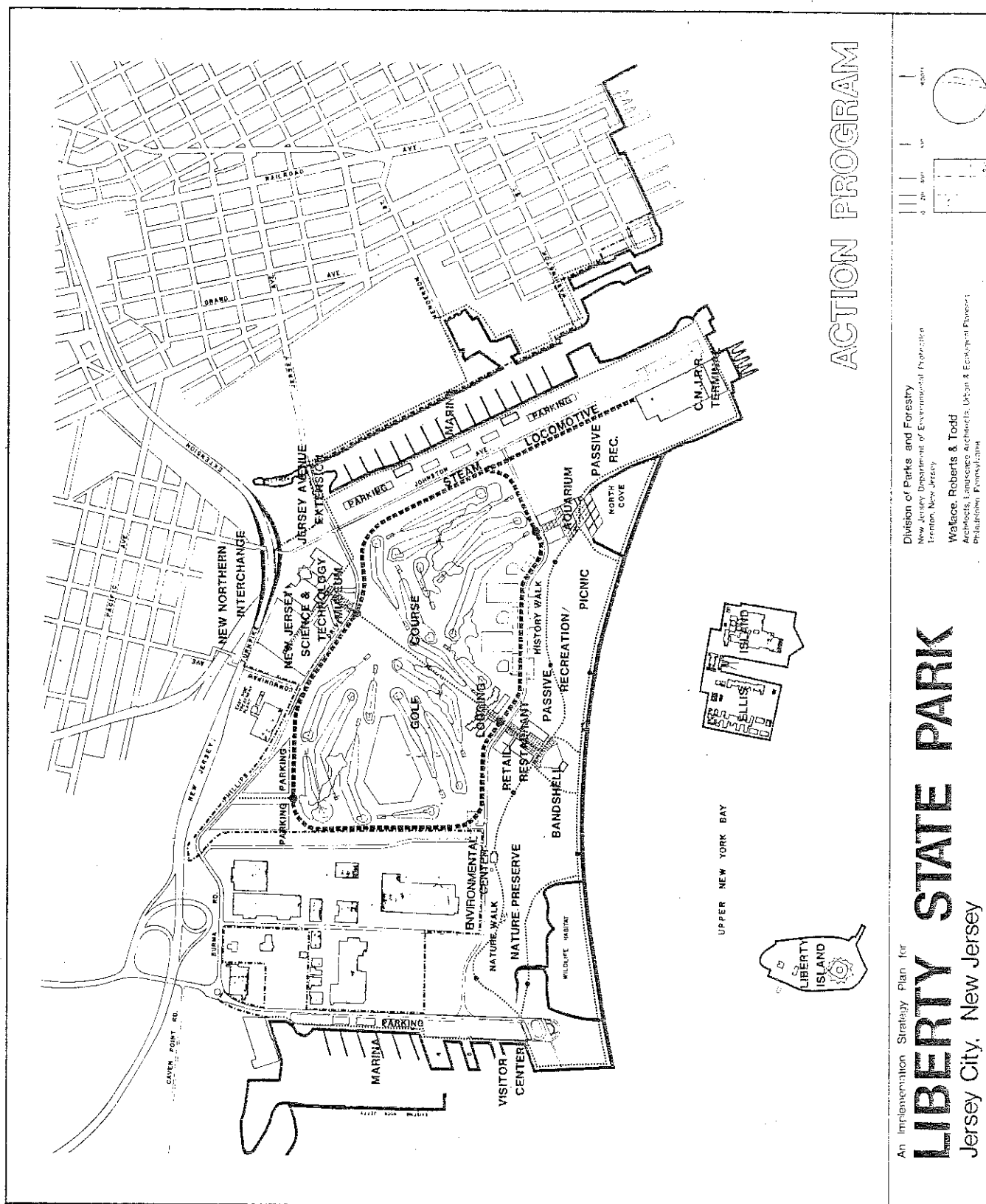
(1) The Main Park Entrance

The main Park entrance must be redesigned, at 14B Interchange/Bayview Avenue, at Caven Road/Route 185 and the Burma Road traffic circle. This should be a top State and local priority. Burma Road/Phillip Drive should be connected to Jersey Avenue to the north. It will become the western boundary of the recreationally-oriented areas of the Park.

- (2) The Intrapark Drive should be completed from Morris Pesin Drive to Audrey Zapp Drive.

Image

- (3) The new Park Entrance resulting from the traffic improvements above should be appropriately landscaped as a ceremonial entrance.
- (4) The industrial property at the northeast corner of Burma Road and Morris Pesin Drive should be acquired to round out current Park property. This property should be further developed as an addition to the Park Administrative and Maintenance Headquarters now under design.
- (5) State Flag Row should be extended to Burma Road, and the industrial area should be screened from Park view by appropriate landscaping.
- (6) The Park should establish Design Standards for graphics, signage, lighting, landscape treatment, roadway details, etc. as a guideline for consistent treatment.



- (7) The Park should establish an active Design Review Program to promote consistent design quality.

Immediate Recreational Development

- (8) The Marina now under study for the South Embankment should be immediately developed, possibly by the private sector.

- (9) A 18-hole championship public golf course is recommended for the center of the Park. This will create an income-generating, self-supporting, high-amenity use (expanding the Green Park in the Master Plan) at relatively low cost that will stimulate development around it at the Park's perimeter. A junior golf program should be an emphasis of its operation.

- (10) A recreational vehicle (RV) park is an appropriate use for the present City auto impoundment area, accommodating as many as 200 vehicles. This is an income-generating activity.

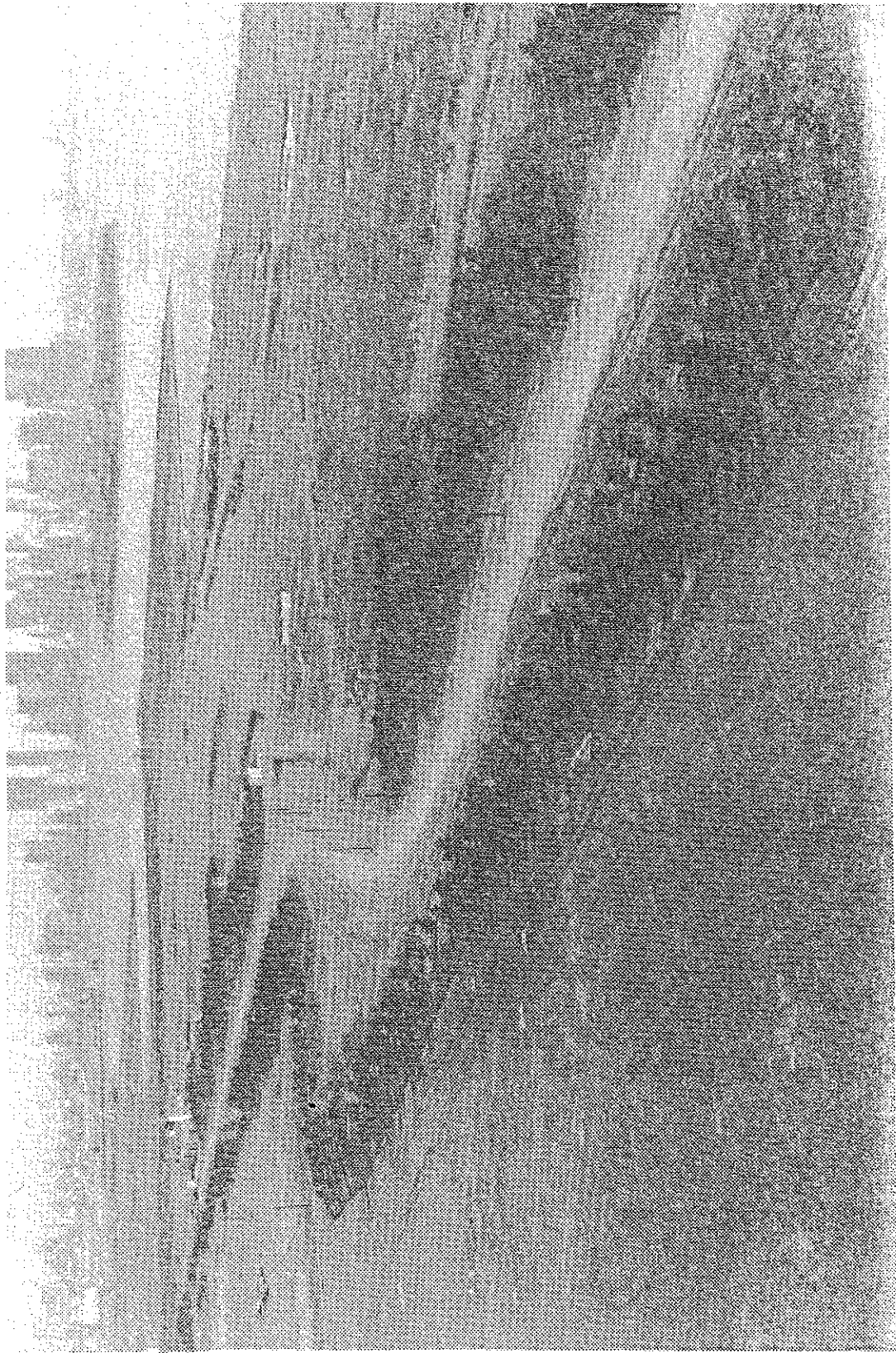


Figure 11. View north, with Ellis Island and the dramatic Lower Manhattan skyline in the background.

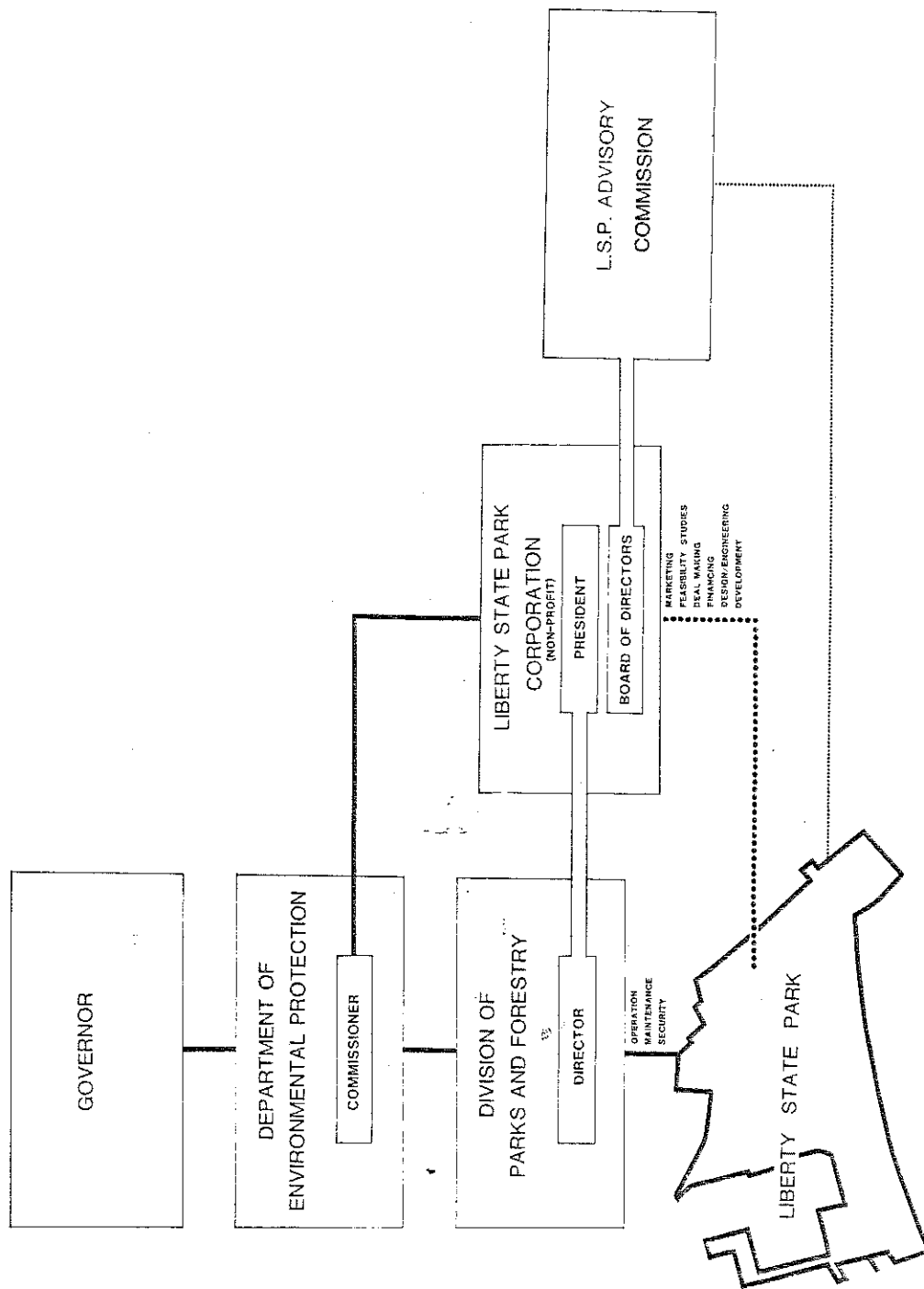
Intermediate-Range Development

(11) The Terminal Complex should be completed as rapidly as funds are available, establishing the Terminal Complex as a major public gathering place. Uses to be considered should include railroad and maritime museums, activities supportive of the National Park Services Ellis Island program, a restaurant and possible retail areas, to the extent deemed feasible. A seasonal farmer's market and garden center could occupy portions of the Train Shed area. The development entity recommended below should take the lead in marketing and development of the Complex.

(12) Liberty Walk should be completed as rapidly as funds are available.

(13) The New Jersey Science/Technology Center as proposed by its prestigious board is considered a compatible use for a portion of the Park, assuming it meets the above policies and goals criteria. Negotiations should be pursued.

- (14) The Aquarium in an aquatic environment near the north end of Liberty Walk should be developed as proposed in the Master Plan. Financing methods should be explored as soon as possible.
- (15) An IntraPark People-Mover should be developed with a small resort-type shuttle bus to be supplanted ultimately by an 1890's train terminating in the Bush Train Shed to be used for satellite parking delivery and as an attraction for visitor rides.
- (16) A small Park Lodge and Service Retail Complex can be developed on the land least restricted by source of grant (see figure 9), designed to be consistent with the Park policies and goals.
- (17) An amphitheater can be developed along the water's edge, possibly in the vicinity of the Park Lodge complex.



MANAGEMENT STRUCTURE

An Implementation Strategy Plan for

LIBERTY STATE PARK

Jersey City, New Jersey

Division of Parks and Forestry
New Jersey's Department of Environmental Protection
Trenton, New Jersey

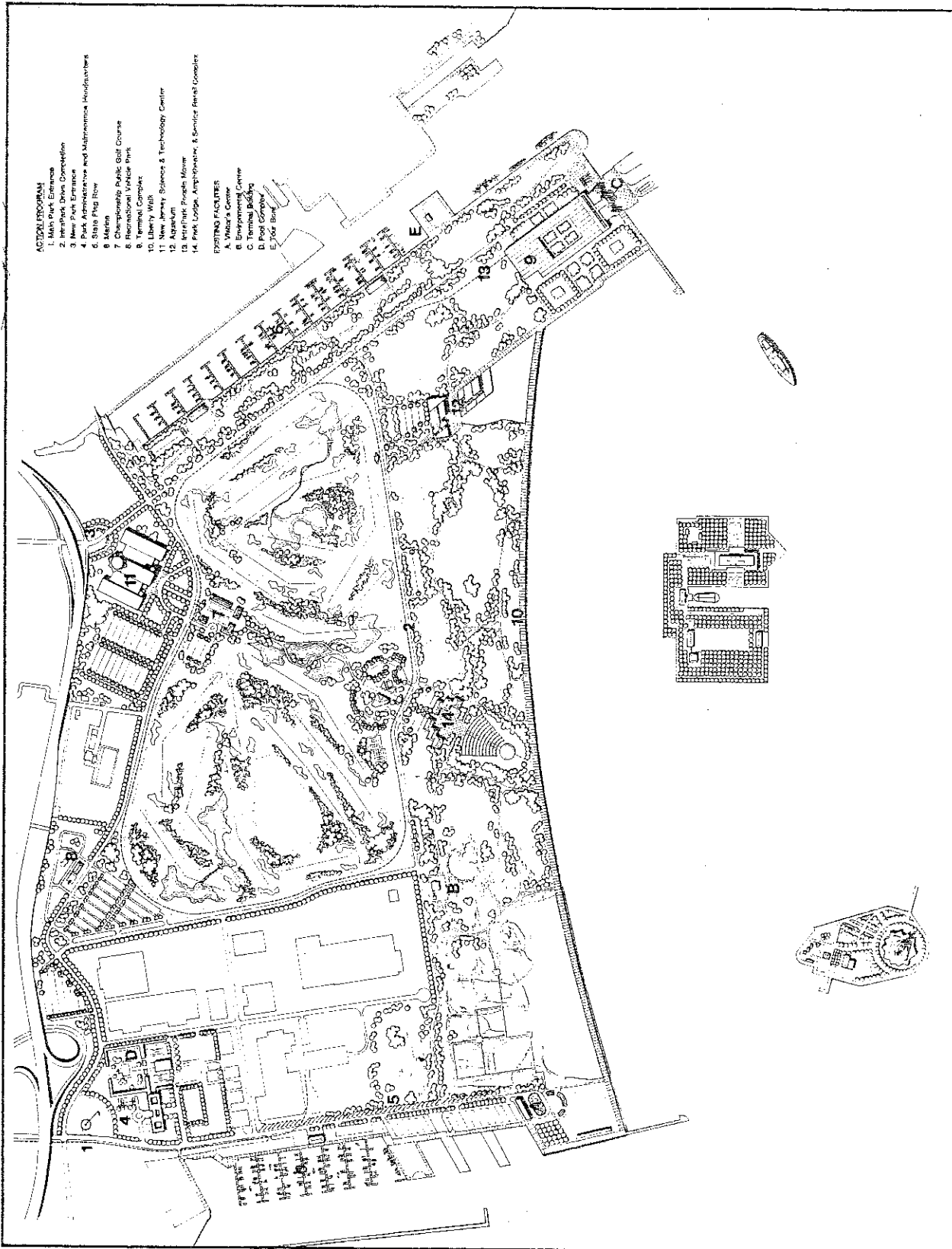
Wallace, Roberts & Todd

Architects, Liberty State Park, Jersey City, New Jersey
Planning, Design, Construction

Figure 12. A non-profit development entity, The Liberty State Park Corporation, is proposed to carry out the development of the Park.

The Process of Continuing Development

(18) A non-profit Liberty State Park Corporation reporting to the Commissioner of the Department is proposed to centralize responsibility for marketing, negotiations, and managing the development process. The model is the Charles Center-Inner Harbor Management, Inc. that has been so successful in Baltimore.



- ACCOMMODATIONS**
- 1. Main Park Entrance
 - 2. Interpark Drive
 - 3. Park Entrance
 - 4. Park Entrance and Maintenance Headquarters
 - 5. Sports Field
 - 6. Marina
 - 7. Championship Public Golf Course
 - 8. Recreational Vehicle Park
 - 9. Terminal Complex
 - 10. Liberty Walk
 - 11. New Jersey Science & Technology Center
 - 12. Aquarium
 - 13. Interpretive Program Mirror
 - 14. Park, Lodge, Amphitheater, & Service Area Complex
- EXISTING FACILITIES**
- A. Visitor's Center
 - B. Environmental Center
 - C. Terminal Building
 - D. Pool Complex
 - E. Boat Ramp



LIBERTY STATE PARK
 Jersey City, New Jersey

Division of Parks and Recreation
 New Jersey Department of Environmental Protection
 Trenton, New Jersey

William, Roberts & Todd
 Architects, Landscape Architects, Planners & Engineers
 Philadelphia, Pennsylvania

An Implementation Strategy Plan for

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Donna Creedon	American City Corporation
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Liberty State Park Advisory Commission

Note: Not all participants attended all workshops.



Region