July 2007
Volume 3, Number 2

Welcome to Volume 3, Issue 2 of Transit-Friendly Development, a newsletter designed to keep municipal officials, planners and advocates up-to-date on the potential for development and redevelopment around transit stations. This joint effort between NJ TRANSIT and the Bloustein School's Alan M. Voorhees Transportation Center (VTC) at Rutgers University aims to enrich the transit-oriented development (TOD) conversation in New Jersey's diverse communities by highlighting what is happening in the state and around the country: best practices, model programs, legislation and local problem-solving experiences.

The theme of this issue is brownfield redevelopment and TOD. The US EPA defines brownfields as real property where expansion, redevelopment, or reuse may be complicated by the presence or *potential* presence of a hazardous substance, pollutant, or contaminant. These properties exist throughout the state and the nation. They are often located near rail and, thus, are potential candidates for TOD. Cleaning up and reinvesting in these properties can allow communities to grow in ways that make the most of existing infrastructure, including transit.

We hope local leaders and the public find these articles of value as all of us strive to create livable, sustainable and thriving communities.

We appreciate reader comments so please make sure to fill out the short survey when you are finished. Thanks for reading, and we hope you enjoy!

Click here for a PDF file of the entire newsletter (**xxx** KB). Get Adobe Acrobat here.

This Issue's Focus: NJ Brownfield Redevelopment

Today sites that were once home to industry are being cleaned and restored throughout New Jersey. Since the 1970s the state has been working to create a legislative climate that allows redevelopment of these properties to take place. These efforts were strengthened in 1998 by *The Brownfield and Contaminated Site Remediation Act* which has allowed communities to redevelop formerly fallow property into economically vibrant retail and office space, recreation areas and residential neighborhoods.

Brownfield Resources and Outlook

Legislation has made the cleanup of problem sites all over the state and especially near rail stations possible and has enabled redevelopment of formerly unusable property. This legislation is bolstered by an extensive state-sponsored support system that encourages and assists municipalities and developers with assessment, acquisition and financing for the remediation and redevelopment of contaminated properties.

Recommended Reading

See our reviews of recent publications about TOD and brownfield redevelopment.

For past reviews — see our online annotated bibliography. (more)

What's New

Transit Village Update

National TOD News

Regional TOD News

NJ TOD News

Editorial Board

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Tell Us What You Think!

Let us know what you liked and didn't like in this issue.

Click here to take a 60-second survey letting us know your opinion of this issue, and what you'd like to see in future issues! (more)

Previous Issues

In case you missed anything, you can delve into our archives to see previous issues. (more)

How did you like this article? Please don't forget to fill out our short survey.

This Issue's Focus: NJ Brownfield Redevelopment

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In this issue we highlight several noteworthy examples of brownfield reclamation in transit-oriented development. Thoughtful planning, proactive leadership, and strong public participation are the cornerstones of successful redevelopment. Acknowledgement must also be given to a key New Jersey policy—The Brownfield and Contaminated Site Remediation Act (BCSRA), enacted in January 1998—which has enabled many municipalities to make the redevelopment of contaminated properties, often near railroad lines, a reality. This New Jersey response to redevelopment of contaminated properties stems from the state's industrial legacy, its early start in tackling the issue, and a desire to ameliorate liability concerns generated by federal law dealing with worst case examples.

At the federal level, environmental regulation began with the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA) and amended in 1986 as the Superfund Amendment and Reauthorization Act and Resource Conservation and Recovery Act. These highly publicized initiatives, a response to the infamous Love Canal disaster in Niagara Falls, New York, designated high-risk, so-called Superfund sites across the country for remediation. A consequence of the Superfund program was to cast a stigma upon all contaminated properties, and the severe penalties imposed on parties deemed responsible by the U.S. Environmental Protection Agency (EPA) greatly intimidated land owners and the development community.

Brownfields, as defined by the EPA, are abandoned, idled or underutilized industrial and commercial properties where expansion or redevelopment is complicated by real or perceived contamination. They are not Superfund sites. Yet, because of the Superfund legislation and its attached liability implications, brownfield sites were avoided. Recognizing this impediment to redeveloping urban sites and revitalizing cities, states took the lead in creating Voluntary Cleanup Programs (VCPs) to encourage private investment in these relatively lower-risk properties.

New Jersey has been at the forefront of clean-up legislation. In 1976, well ahead of any federal initiatives, the state enacted a pioneering Spill Compensation and Control Act (Spill Act)—the first concerted effort to control the transfer and storage of hazardous substances, to clean up sites contaminated by the discharge of such substances, and to provide adequate compensation for those damages as a result. In 1983, the Legislature added authority to oversee certain industrial property transfers under the Environmental Cleanup and Responsibility Act (ECRA), which required the owner of a covered property to address cleanup issues before a transaction could proceed. Ten years later, the Industrial Site Recovery Act (ISRA) was enacted to give more flexibility in the remediation process. Specifically, ISRA introduced the concept of use-based cleanup criteria, allowing remediation standards to vary depending upon the planned type of land use, and providing grants and loans to assist with assessments and remediation.

By 1998, when the Legislature took up BCSRA, developers still feared future, open-ended liability after remediation, especially residential builders who needed to meet high standards in site remediation, thereby incurring substantial costs. The Legislature responded with BCSRA to spur brownfield remediation and development. Its key provisions were:

1. Innocent Purchase Protection for those buyers who investigate and remediate a property under an approved DEP workplan
2. Covenant with the NJDEP not-to-sue if the property is remediated in compliance with the workplan. DEP will issue a No Further Action (NFA) Letter to the developer
3. Development of Presumptive Remedies that can be implemented without prior DEP approval
4. Reimbursement of Remediation Costs for up to 75 percent of expenses based on the amount of state tax revenues expected to be generated from the development
5. Lender Liability for storage tanks will be removed provided that action is taken to empty and close the tanks
6. Amendment of the Environmental Opportunity Zone (EOZ) Act to qualify residential or other "productive" development in the EOZ's for 15-year tax abatements (previously only afforded to industrial or commercial developments)

With this kind of protection, along with the evolution of environmental insurance packages, developers began to view New Jersey brownfield sites with much more enthusiasm resulting in more contaminated properties being restored throughout the state.

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NJTRANSIT
The Way To Go.

NJ's Brownfield Resources and Outlook

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The enactment of New Jersey's Brownfield and Contaminated Site Remediation Act (BCSRA) in 1998 triggered the cleanup of problem sites all over the state, particularly near rail stations. Formerly unusable property has been transformed into economically vibrant retail and office space, needed recreation areas and thousands of housing units. This success is the result of an extensive state-sponsored support system designed to help municipalities and developers assess, acquire and finance the remediation and redevelopment of contaminated properties.

Responsibility for brownfields redevelopment rests within the Department of Community Affairs (DCA) and the Department of Environmental Protection. Policy leadership comes from three activities housed within DCA's Office of Smart Growth (OSG):

- The Brownfields Task Force is a 13-member panel, created under the BCSRA legislation, that includes seven representatives from state agencies and six public constituents. Its mission is to assist municipalities and counties in using brownfield redevelopment to implement smart growth strategies in their plans.
- Brownfields Redevelopment InterAgency Team (BRIT) is a resource group comprised of numerous New Jersey agencies. The team's charge is to support the Task Force and streamline the brownfields redevelopment process for interested parties. To this end, BRIT offers the New Jersey Brownfields Redevelopment Resource Kit (available online) and direct consultation, if requested.
- Brownfields Site Mart, is an inventory of brownfield properties available for redevelopment. Developers can search for sites; landowners and municipalities can submit properties for listing.

Dr. Fran Hoffman, former director of OSG's Brownfields Program, said planning money made available under former Governor McGreevey's administration and the 1992 Local Redevelopment and Housing Law were also critical components in the success of brownfield cleanup in New Jersey. The statute authorizes municipalities to designate areas in need of redevelopment, uses eminent domain to acquire properties, names redevelopers, approves site-specific land use plans (density, open space, street pattern, etc.), and offers tax incentives, such as PILOTS (payments in lieu of taxes). She affirmed that BCSRA has had an enormous economic impact on the state that has affected not just residential and office development. "The industrial piece is also very important. There is a huge demand for warehousing facilities, particularly with port activity," she said. "This is an important potential reuse of brownfields."

In parallel and in response to the growing interest in brownfields, the New Jersey Department of Environmental Protection (NJDEP) established its own Office of Brownfield Reuse (OBR) in 2002 to coordinate remediation and reuse efforts and to pilot innovative approaches to expedite the revitalization process. The first major OBR initiative was the Brownfield Development Area (BDA) program. This program works in partnership with municipalities and neighborhoods that are impacted by multiple brownfield sites. The initiative coordinates planning, resources and remediation with a focus on reuse. Under the BDA approach, NJDEP works with selected communities to design and implement remediation and reuse plans for multiple brownfield properties simultaneously.

Steven Kehayes, an environmental scientist, is the OBR lead investigator working with the USEPA PILOT program in Essex and Hudson counties, and with Jersey City, Newark and Orange specifically. In addition, Kehayes represents NJDEP on the New Jersey Transit Village Initiative Task Force. He noted that remediation of brownfields not only has environmental benefits, but has prompted many municipalities to take the initiative in pursuing redevelopment of these sites. He pointed out that there is an important community social benefit to cleanup initiatives: "Many brownfield sites are unsecured and they often become targets for vandalism, illegal dumping, illegal salvaging and other crime, and often become shelter for homeless transients."

Outlook

While the success of the New Jersey's forward thinking on brownfields is undisputed, both Hoffman and Kehayes expressed concern that not enough resources have been allocated to perform the five-year mandatory DEP inspection of sites with approved engineering controls. In fact, Hoffman said that non-governmental organizations, such as The Guardian Trust are stepping in to fill that gap. Guardian Trust provides stewardship services (inspecting, monitoring, maintaining, tracking and reporting) for engineering controls, such as caps and pump and treat systems. It also provides specialized stewardship services for land use (institutional) controls, such as deed restrictions and easements.

Dr. Michael Greenberg, director of the National Center for Neighborhood and Brownfield Redevelopment at Rutgers University's Bloustein School of Planning and Public Policy, offered his assessment of BCSRA. He acknowledged that the law has a positive

effect for buyers. However, “I don’t see how it helps us encourage voluntary cleanups on the part of landowners who already own contaminated property, many of which are in distressed/blighted neighborhoods.” He suggested that more research is needed on who does and does not benefit from brownfield redevelopment policies. That being said, transit-oriented development, with its emphasis on redevelopment has been known to encourage cleanup of brownfields through a renewed interest in locations that have otherwise languished. Successful redevelopment of this kind can also inspire owners to clean up their properties in order to make better use of them or to sell to someone who will.

Even given these reservations, the redevelopment of brownfield properties has given new life to many communities throughout the state. Several of the projects highlighted in this issue are the result of the cleanup and reuse of a previous industrial property. For example, see:

- Transit Village Update—Rahway to Move City Hall, Develop Town Center
- Regional TOD News—Beacon, NY Embraces TOD
- and all of the NJ TOD News articles—Somerville Plans for the Future, Redevelopment at Raritan's Woolen Mills, New Housing Near Union Twp Station, Port Imperial: Reclaimed Brownfields and New Urbanism Moves Forward in Wood-Ridge

From our November 2006 issue, see South Bound Brook in Somerset County Canal Crossing Nears Sellout and The Peninsula at Bayonne Harbor (MOTBY) Moves Forward for examples of other TOD projects moving forward on former brownfield sites.

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Recommended Reading

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TOD 101: Why Transit-Oriented Development And Why Now? (2007)

By Reconnecting America

Need a way to make the case for development near transit? Want to explain TOD to a new council member or community group? Reconnecting America and the Center for Transit-Oriented Development have published a new 24-page "picture" book highlighting the benefits of TOD and how it can help maintain the economic vitality of communities. The book cites numerous examples of new mixed-use development near new and existing transit hubs and provides short case studies evaluating development in the Rosslyn-Ballston Corridor in northern Virginia and in Portland, Oregon's Pearl District. Among the topics reviewed are the changing demography of the U.S. population, the need for efficient forms of development and the trade-off between housing and transportation costs. The publication is not intended to be a detailed examination of TOD or to provide a full accounting of its benefits. Rather, it is a good primer for those new to the subject and should whet the appetite of those wanting to vitalize their downtowns and/or make the most of their transit assets.

Getting Started with Brownfields–Key Issues and Opportunities: What Communities Need to Know (April 2006)
State and Local Non-Cash Tools and Strategies to Enhance a Brownfield Project's Bottom Line (October 2006)
Local Brownfield Financing Tools: Structures and Strategies for Spurring Cleanup and Redevelopment (October 2006)

By Charles Bartsch and Barbara Wells
(Northeast-Midwest Institute)

Charles Bartsch and Barbara Wells have been examining brownfield redevelopment issues since the early 1990s and recently offered several articles outlining ways that localities can reclaim underutilized and contaminated properties and help bring these properties back into productive use. In "Getting Started with Brownfields," Bartsch frames the issue, outlining the context, goals, and strategies affecting redevelopment. By addressing key concerns such as the ever-increasing cost of financing environmental cleanup, community involvement, and the need for Voluntary Cleanup Programs (VCPs), Bartsch makes a strong case that brownfield redevelopment can in fact be achieved. Furthermore, he contends that since the federal Brownfields Revitalization Act of 2002, there are many more ways for local and state officials to obtain financing and clean up old industrial sites that were not previously feasible. Citing nearly two dozen federal programs that can be used to aid in clean up, Bartsch outlines a bright future for communities looking for new economic opportunities through brownfields revitalization. Specifically, HUD's Brownfield Economic Development Initiative (BEDI) program can be most beneficial for TOD planners, as funds from this program are not limited to specific brownfield sites, but can be used for overall economic development and community clean up. Thus a community can also improve the land around the brownfield site.

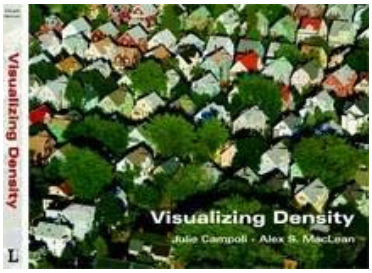
In "State and Local Non-Cash Tools and Strategies to Enhance a Brownfield Project's Bottom Line," Bartsch and Wells provide clearly itemized examples of innovative financing, development and planning strategies that cities can utilize to redevelop brownfield sites and other undeveloped property. Describing the three types of insurance options available to redevelopers, the authors outline ways to alleviate the common concerns of brownfields work: cost overrun and unexpected contaminations. Citing many examples from across the United States, Bartsch and Wells describe the effectiveness of 1) establishing redevelopment authorities, corporations, and partnerships, 2) fostering regional cooperation, 3) subdividing property, 4) facilitating property transfers and 5) establishing institutional or land use controls. A primer of sorts for those looking for successful redevelopment options, this report encourages brownfield development through clear examples.

The largest hurdle in recent years to advancement of brownfield development has been lack of innovative funding. In "Local Brownfield Financing Tools: Structures and Strategies for Spurring Cleanup and Redevelopment," Bartsch and Wells provide a unique financial perspective on brownfield redevelopment and profile several familiar and less familiar tools used to support revitalization, such as tax increment financing, tax abatements, locally capitalized and operated revolving loan funds and

general obligation bonds. Drawing on examples found throughout the US, it becomes clear that redevelopment can occur at brownfield locations through these succinctly described techniques. If one were to only look at one of these three documents it should be “State and Local Non-Cash Tools and Strategies to Enhance a Brownfield Project’s Bottom Line” as it provides the clearest examples of implemented development. These successful examples can improve future development and as such should be read by anyone interested in brownfields redevelopment as well as those associated with transit-oriented development.

Visualizing Density (2007)

By Julie Campoli and Alex S. MacLean
(Lincoln Institute of Land Policy)



People cite all sorts of reasons for not supporting transit-oriented development. One of the most prevalent is a professed aversion to density. The problem is that density is hard to conceive—and is most often talked about in a way that is difficult for the public and many professionals to envision—as ratios. Residential development will be quantified in dwelling units per acre while non-residential development depends on FARs—floor area ratios, or the gross floor area allowable divided by the net area of the site. Neither of these conventions is well-suited to communicating how the density of a project will affect a neighborhood or answer the all-important question to most of the public–how will that density look in our community?

Campoli and MacLean, through text and color photographs, demonstrate the tenets of good density—highlighting locations where density has developed organically or been handled well. This book grew out of a series of Lincoln Institute courses by Campoli, a landscape architect and planner, and MacLean, an aerial photographer. Through the book and accompanying website (available with free registration), they demonstrate how the visual impact of density is not always what it seems. Merely stating a specific unit ratio often fails to relate the actual impact of proposed development or how projects of similar densities can ultimately have much different impacts on their communities. Visitors to the website can view the effect of different densities and examine how higher density projects can be more easily incorporated into existing neighborhoods. There is even an online game (Building Blocks) where users can create their own neighborhood by arranging houses, streets, yards and parks to create an environment that satisfies their needs and achieves a desired density.

Complete List of Recommended Readings

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Transit Village Update

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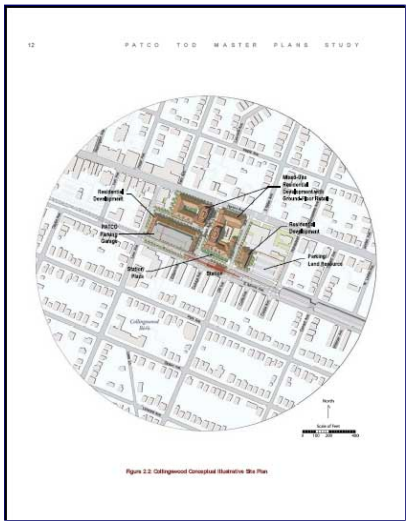
Collingswood's Plans for Development Near Station

On April 24, 2007, the Delaware River Port Authority (DRPA) and its subsidiary, Port Authority Transit Corporation (PATCO), announced a master plan for the seven stations in southern New Jersey served by the PATCO High Speed Line. The plan, completed by the Philadelphia planning firm Wallace Roberts & Todd (WRT) in 2006, assessed the feasibility of transit-oriented development along the rail line. While the final report has not yet been approved by the DRPA, an executive summary of the report has been released to the public. The executive summary finds that while all of the PATCO stations are potential TOD sites, financial constraints, including replacement of existing commuter parking, would currently limit redevelopment to Collingswood and Haddonfield. At the other stations, the financial return to a potential redeveloper does not support the cost of structured parking. *See the April 2007 issue for more about parking and TOD.*



**Collingswood Conceptual Illustrative Site Plan
Courtesy of PATCO**

Since its 2003 designation as a New Jersey Transit Village, Collingswood has seen an impressive amount of development. Situated on the PATCO High Speed Line which provides an easy commute to Philadelphia, the Camden County community has been working to make the most of its enviable assets–good transit access, a walkable downtown, capacity in its schools and dedicated public and private leadership. *See the May 2006 issue of this newsletter for more information about Colllingswood's TOD initiatives*. Mayor James Maley and the borough's council have earned considerable goodwill from residents through outreach and public meetings and have demonstrated that if residents want local businesses to survive and the borough to maintain public services, the community must welcome new residents.

The focus of development in Collingswood would be the North Atlantic Avenue area, the site of several surface parking lots serving the station. The borough is considering residential and commercial development as well as a parking garage to replace and augment existing parking. PATCO would like to double the amount of parking available at the station as the lot is usually full by 7 a.m. each day. New parking would serve commuters, residents of the new development and nearby retail. A total of 2,500 spaces is being considered.

Community involvement continues to be a hallmark of TOD in Collingswood. Using a $20,000 grant from the Urban Land Institute (ULI), the borough is holding planning charrettes and information sessions where residents participate in the process of converting the conceptual plan into reality. On May 2, residents joined ULI Senior Resident Fellow Robert Dunphy and Nando Micale, a senior associate at WRT, at a forum on the principles and benefits of TOD. On May 23, John Beckman, a WRT principal, led a group discussion that focused on traffic flow, building height, and density issues as they pertain to Collingswood. Two nearby structures, the borough's water tower and the Collingswood Arms, a senior residence, are more than 10 stories, and these may provide a precedent for taller structures in this station area plans

Recent TOD achievements include the first closings on residential condominiums in the LumberYard, a mixed-use development located a few blocks from the PATCO station. The project's retail component also has attracted interest with the sale of 12 street-level stores. New businesses include All Fired Up (pottery painting), Aenigma (jewelry and accessories), and a full-service salon. Two eateries have recently sought approval to open in the new structure.

Rahway Redevelopment Agency Moves Forward with Plan to Move City Hall, Develop Town Center

As was first noted in the *May 2006 issue* of this newsletter, Rahway has been working hard in its TOD efforts. Mayor James Kennedy and the city's redevelopment agency have recently taken another step toward transforming Rahway into a destination location similar in feel to Hoboken, using the train station, a junction for NJ TRANSIT's Northeast Corridor and North Jersey Coast Line services, as a hub for activity that supports its central business district.

They have launched one of the city's most ambitious TOD projects, Rahway Town Center, which calls for 150,000-square feet of retail, 305 housing units and a 102-room hotel. This project will relocate City Hall to the Rahway Public Library, constructed in 2004 within the redevelopment site, and make way for an open plaza

Rahway Town Square
Courtesy of Hillier Associates

surrounded by newly built shops and stores. In March, the Rahway Redevelopment Agency named Diversified Communities LLC of Parsippany as the redeveloper. The project has stirred opposition among some residents who feel any redevelopment plan should incorporate the current City Hall, which was built in the early 1980's. The mayor believes that current location of City Hall, at the northwest corner of city plaza property, would cut off the new development from the business district, disrupting the sense of continuity and community openness that is a theme of the redevelopment plan. The NJ Department of Environmental Protection has granted a waterfront development permit, necessary for redevelopment given the close proximity to the Rahway River.

Work proceeds, meanwhile, on other TOD projects in Rahway. The 16-story Hotel Indigo, located across from the Rahway station, is nearing completion and is expected to open next spring. In addition, the planning board has approved two other projects. Heartstone Development LLC will soon begin work on Station Place on Campbell Street, between Elm Avenue and West Cherry Street, less than a ¼ mile from the Rahway station. The project will feature townhouses and flats; a total of 80 units. Site preparation is scheduled for next summer. On Elizabeth Avenue at the former Wheatena Cereal site, Matzel and Mumford plan to build 130 townhouses, about ½ mile from the station.

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National TOD News

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19th Century Technology Creates 21st Century Solutions in Tampa

Tampa's streetcar system, once the most extensive in Florida with its 53 miles of track and 11 major routes, stopped operations in 1946. By that time, autos and buses had become the dominant mode of travel for the area's residents. By the year 2000, Tampa had become a city with some of the worst public transportation in America. In an effort to sustain the economic upturn that took place in the 1990s, ease transportation woes and strengthen its joint bid with Orlando to host the 2012 Summer Olympic Games, then Mayor Dick Greco and city planners undertook "Development-Oriented Transit" initiatives. A 2.5-mile "heritage trolley" streetcar system was built to link historic Ybor City with the burgeoning Channelside district, downtown business center, the Seaport, Convention Center and Aquarium. With the nostalgic look and feel of its car, many believed that the Tampa Electric Company (TECO) streetcar line would primarily serve visitors to the city. However, the line has also succeeded in attracting residents traveling to the business district. As a result, the $55 million invested in building the TECO system has helped to attract over $1 billion in new private investment. According to Michael English, chairman of the Tampa Historic Streetcar, Inc., nearly 2,500 new housing units have been built or are under construction along the line. Another 5,550 units are planned. Plans for the trolley system call for a phased expansion, increasing the line to 10 miles in length. The first stage of the project will extend the line from the Southern Transportation Plaza near the Tampa Convention Center northward to a new cultural arts district located near the Tampa Bay Performing Arts Center.

Thus the goal of improving mobility and connectivity has been partially achieved. The system serves approximately 1,300 daily riders, though it can handle much larger ridership. Since opening in October 2002, it has served as many as 10,000 riders per day during large conventions. This success, coupled with the influx of capital into the downtown area, has also bolstered Tampa officials' desire for a more comprehensive transit system that would link the city with its outlying commuter suburbs and to alleviate congestion on local roads and highways. Since the early 2000s, efforts have been underway to develop a regional public transit system serving Tampa and Hillsborough County. In May 2007, the Florida legislature approved the formation of the Tampa Bay Area Regional Transportation Authority, though support of the agency has been mixed. Gov. Charlie Crist vetoed $1 million in startup funds. However, local officials, including current Tampa Mayor Pam Iorio, had hoped that the authority will be the impetus needed to build the rail system for Tampa and Hillsborough, Pinellas and Pasco counties.

Courtesy of the TECOline Streetcar System

Orlando Area Getting Commuter Rail

Central Florida is not an easy place to be without a car. While there is an admirable public bus system (LYNX) that does its best to serve this sprawling area, most residents, with few other options, must drive. That is about to change. In April, it was announced that $250 million in federal funding had been budgeted for a proposed 61-mile commuter rail system through Volusia, Seminole, Orange and Osceola counties that is expected to cost $580 million. Proponents see the project as a monumental step towards alleviating rush-hour traffic, particularly on Interstate 4. Florida has pledged to pay a 25 percent share of the project's capital costs, while Orlando and the four counties must cover the remaining 25 percent.

The first segment of the rail line, from Debary to Orlando, is expected to open in 2009. The second section, Orlando to Poinciana, is scheduled for completion in 2013. The route will utilize existing CSXT tracks. A portion of rail freight through-traffic will be relocated to an alternate corridor which would be expanded in a joint public-private partnership between the state and CSXT. In coordination with the state and local partners, limited freight traffic will remain in operation on the proposed commuter line, primarily at night. Relocation of the freight traffic will begin upon completion of CSXT's new Integrated Logistics Center in Winter Haven. The rail system could help spur self-contained, walkable neighborhoods around the new stations. In turn, the new approach to development could help reduce sprawl by anchoring more growth along a central transportation corridor running through the region.

The LYNX station will be one of the stops on the new commuter rail system

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New York—The City of Beacon Embraces Transit-Oriented Development

Entrance and Walkway to Beacon Station
Courtesy of MTA

Once known for its hat-making, brick and carton factories, Beacon, a city located 60 miles north of New York City on the east side of the Hudson River, is becoming a model for transit-oriented brownfields redevelopment. Beacon's economic redevelopment strategy entails a unique synergy of an arts revival with effective multimodal transportation.

Over the past few years, Beacon's unused and abandoned factories have been converted into loft apartments, new shops have opened on Main Street and DIA: Beacon, a museum of modern art that opened in 2003 now welcomes 70,000 visitors annually. Key to the revival of this city of 14,000 residents has been investments in transportation: the redevelopment of its commuter rail station and the launch of a new ferry service. As the third most northern stop on MTA Metro-North Railroad's Hudson Line, Beacon for years was unable to attract residents and visitors until Metro-North and the city in 2004 completed a $20 million project that modernized the rail station and added parking. Serving more than 2,000 rail customers a day, the new station boasts beautifully landscaped walkways and drop off points, well-lit stairs, and road improvements.

In addition, a ferry service connecting Newburgh and other west-of-Hudson towns to the Beacon train station now operates on weekdays, providing a quick trip for commuters traveling from west of the Hudson into New York City and easing congestion on the Newburgh-Beacon Bridge. Other multi-modal transportation improvements are underway. The seasonal weekend trolley, sponsored by the Dutchess County Division of Mass Transit, resumed this spring, connecting the train station to the DIA: Beacon and the city's Main Street, and further supporting economic revitalization and alleviating congestion on city streets. The service will continue through the end of October. In addition, city officials and Metro-North have sponsored a pilot car-sharing program using hybrid vehicles. Located at the station, the *Zipcar* can be used by visitors to reach locations throughout Beacon and by residents who only occasionally need a vehicle. *See the May 2006 issue of the newsletter for more about car-sharing.*

Looking to the future, a three-story parking deck has been proposed that would be built into a nearby hillside. Future development will focus on creating even stronger ties between the bustling Main Street area and the riverfront where the train station is located. As Beacon City Administrator Joseph Braun recently said "The station is a welcoming gateway to the city for travelers that also brightens the daily lives of residents who commute."

DVRPC Plans for Philadelphia TOD

The Delaware Valley Regional Planning Commission (DVRPC) continues to advocate and plan for transit-oriented development in the nine-county metropolitan Philadelphia region. Recent SEPTA station-area plans have been developed for regional rail stations in Lansdale, Thorndale, North Wales, Warminster, and Wawa in the Philadelphia suburbs, and Broad Street Line subway stations at Girard Avenue and Ellsworth-Federal in the city of Philadelphia. Those station plans are contained within three DVRPC studies: "Implementing TOD", "Developing Around Transit", and the soon-to-be-released "Transitioning to TOD". Each study includes recommendations covering areas such as zoning, land use, comprehensive plans,

access, and development opportunities. DVRPC will also soon publish a TOD summary report evaluating the status of plans, financing, and proposed and completed projects in the Philadelphia region. For more information on TOD in the Delaware Valley, visit http://www.dvrpc.org/planning/community/tod.htm

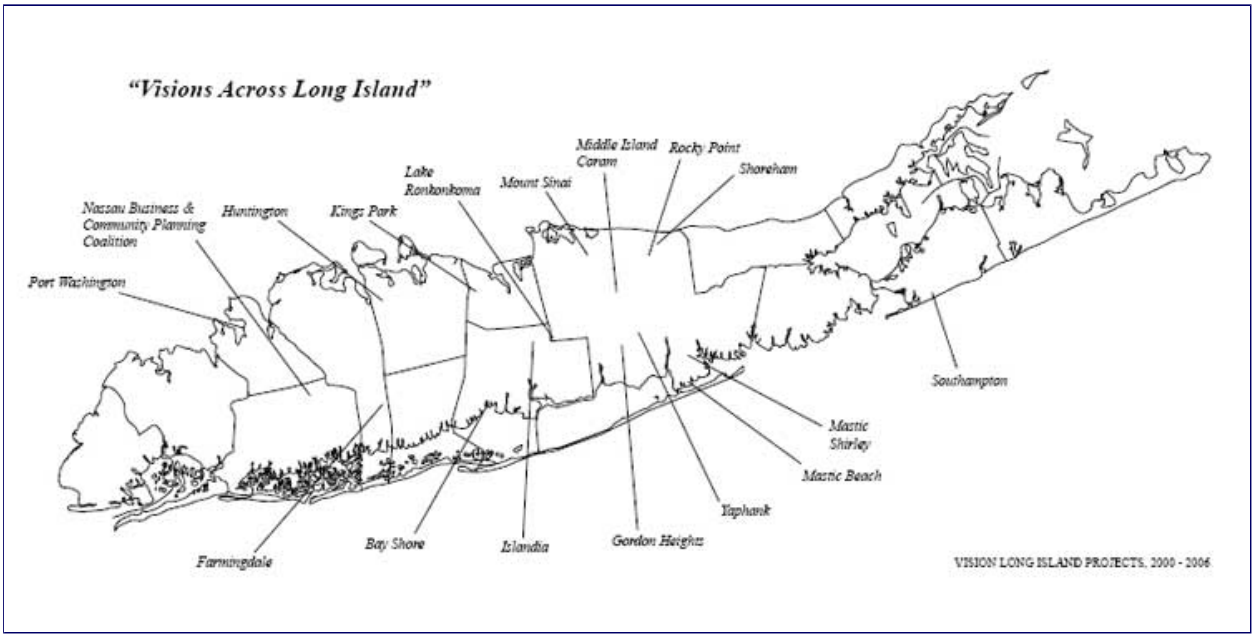
North Wales Station
Courtesy of DVRPC

Vision Long Island Launches Smart Growth Agenda

Vision Long Island, a Smart Growth planning organization based in Northport, NY, celebrated its 10th anniversary in April by unveiling a 10-point "Smart Growth Agenda" that, among its recommendations, calls upon the New York State DOT and the MTA to become more involved in TOD strategies. Issues highlighted in the agenda include housing affordability, sustainable development, and codes and regulations that encourage mixed-use development.

During a day-long work session in Farmingdale, elected officials, civic leaders and developers were presented with goals and benchmarks for public sector, private sector and community action. At the work session, John Thomas of the U.S. EPA's Smart Growth Network, presented the principal concepts and benefits of transit-oriented development. These recommendations were based on over 200 prior presentations by Smart Growth speakers and over 1,000 meetings held across Long Island on land use, transportation and related issues. "We have had 10 years of Smart Growth planning. We now need the next 10 years to be focused on implementation," stated Eric Alexander, executive director of Vision Long Island. The full implementation of this initiative is expected to revitalize over 50 Long Island downtowns, save thousands of acres of open space, and produce thousands of units of affordable housing. *See map below*.

More information on Vision Long Island activities can be found at http://www.visionlongisland.org



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Transit-Friendly Development
Newsletter of Transit-Oriented Development and Land Use in New Jersey

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NJ Transit mourns the loss of Richard Mariani

The Transit-Friendly Development e-newsletter notes the recent passing of L. Richard "Rick" Mariani, NJ TRANSIT's first customer advocate and an early proponent of transit-friendly planning. Mr. Mariani was instrumental in seeking and winning federal funds for NJ TRANSIT's Transit Friendly Communities for New Jersey pilot community planning assistance program. The work under this grant elevated the awareness and interest in transit-friendly planning in New Jersey. He also pursued his interest in community development and transit stations through his role on the Downtown New Jersey board and through his involvement in the Newark Downtown District–Newark's Special Improvement District.

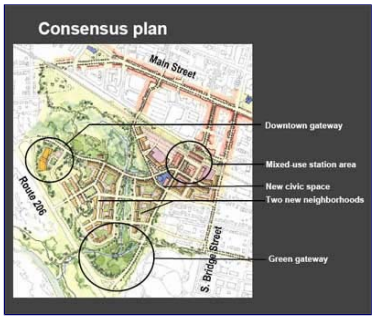
Rick served at NJ TRANSIT for 26 years. During his career he worked as Senior Director of New Services, where he was responsible for coordinating NJ TRANSIT's launch of new services, including the Hudson-Bergen Light Rail system, MidTown Direct service, the Newark Airport rail station and the Frank R. Lautenberg Rail Station at Secaucus Junction.

His commitment to transit's role in community development and his infectious enthusiasm and energy will be missed by all who have known him.

Somerville Plans for the Future

New Jersey Future on June 7 presented its Smart Growth Award for Community Participation to the Somerville Station Area and Landfill Vision Plan. This plan was created through a partnership between NJ TRANSIT, NJDOT, the Borough of Somerville, Somerset County and the state Office of Smart Growth. The project, also known as the "Hub," includes NJ TRANSIT's parking lot and adjacent parcels at the Raritan Valley rail station.

Somerville is currently revising its Landfill Redevelopment Plan to incorporate the adopted consensus vision plan (*see map at right*) which was designed to encourage pedestrian and transit usage and reduce auto dependence. Calling for compact and mixed-use development, the plan will reconnect Somerville's Main Street to the site with a proposed vehicular and pedestrian tunnel. The Borough devised the overall vision through extensive public outreach that established an acceptable land-use mix and site plan. The mayor, planning board and council said the key to success was an inclusive, transparent and open planning process. Development will focus initially on unencumbered parcels, while environmental review and remediation continue elsewhere on the site. The community anticipates issuing an RFQ/P by the end of the year for the first phase of the project.



Source: Somerville Landfill and Station Area Redevelopment Plan Process

click image to enlarge

Several communities highlighted in previous issues of this newsletter have also received 2007 New Jersey Future Smart Growth Awards. Cited as a Creative Downtown Development Strategy, Epstein's Rehabilitation Plan and Implementation in Morristown aims to revitalize a three-block area in the city's central business district (walking distance from the train station) and features a pedestrian-friendly environment designed to promote transit use. The plan is the work of the Town of Morristown, the Morristown Parking Authority, Phillips Preiss Shapiro Associates, Inc. and Morristown Epstein's, LLC. In the area of Main Street Redevelopment, the Borough of Belmar, the Gale Company, Newwork, and Rotwein & Blake Associated Architects were recognized for their work on the 800 Main Street project. The mixed-use development will combine retail, residential, parking and public space on a former brownfield site, a defunct car dealership. The town of Dover and Heyer Gruel & Associates received an award for Transit-Friendly Town Center for their work on Dover's Transit-Oriented Development Plan, which features Traditional Neighborhood Design techniques and is now a central part of the town's new and updated Master Plan. These projects demonstrate the strength of TOD in New Jersey and how planning and community participation are vital to development near the state's transit stations.

Redevelopment at Raritan's Woolen Mills

River Park at Raritan, a luxury rental unit property, recently opened on the site of the former Woolen Mills plant, a 16-acre site less than ½-mile from NJ TRANSIT's Raritan train station, served by the Raritan Valley Line. Developed by Silbert Realty & Management Company of Millington and JMP Holdings of Clifton, the project is located between Elizabeth Street and Orlando Drive in Raritan, close to the borough's downtown and offering views of the Raritan River. The property features a four-story, W-shaped building housing 224 one- and two-bedroom units, 12 of which are income restricted. On-site amenities include concierge service with continental breakfast weekdays for tenants and a full-service business center with conference facilities. There is underground parking on the site.

River Park at Raritan
Courtesy of JMP Holdings

The project is the culmination of a seven-year effort involving clean up of the former Raritan Woolen Mills factory, later known as Somerset Manufacturing. The factory dated from the 1800s and produced uniforms for Civil War soldiers and blankets for the military in World Wars I and II. The site was the area's largest employer in the 1930s and 1940s, drawing immigrant labor and gave rise to the Borough of Raritan, incorporated in 1948.

Though the site was believed to contain moderate levels of contamination, only minimal cleanup was ultimately required. The NJ Department of Environmental Protection approved most of the site for mixed-use residential development. The two-year remediation process, handled by the Whitman Companies, Inc. of East Brunswick, entailed the removal of a hot spot and some soil, as well as the use of an impervious cap topped with 18 inches of clean fill and 6 inches of top soil. No groundwater contamination was found on the site. Five-and-a-half acres of the site, located to the south of Orlando Drive and adjacent to the Raritan River, were approved for passive recreation and have been ceded to the Borough for a park. Redevelopment of the Woolen Mills property benefited from work done as part of a model pilot site selection process funded by NJTPA and US EPA and included conceptual transportation improvement plans and NJTPA Project Pipeline documentation.

New Housing Near Union Township Station

Since the spring 2003 opening of its NJ TRANSIT rail station, Union Township has worked steadily toward developing the area around the station for residential and other uses. Well situated for commuters traveling to Newark or New York as well as those coming to nearby Kean University and a plant of the health products company Schering-Plough, the station now averages more than 900 riders per weekday. The Union station, built at a cost of $33 million, most of which was secured by former Congressman Bob Franks from federal funding, is now the fourth busiest on the Raritan Valley Line after Westfield, Cranford and Plainfield, accounting for nine percent of all Raritan Valley ridership.

Station at Union Township
Courtesy of Vollmer Associates

In an effort to make the most of the new station, work began in 2004 on an initial transit-oriented development project, 49 two-bedroom townhouses known as Liberty Village. This project, located on Green Lane and built by Transit Village Developers, is nearing completion with the last closings scheduled for this summer. More recently, work has begun on an extended stay hotel, Korman Corporate Suites. Construction is proceeding in stages with occupancy scheduled in the first section by this fall. When completed, the facility will house more than 150 corporate suites and furnished apartments in a four-story structure with below-grade parking.

Work will soon begin on another town home community, Station Square, located within a half-mile of the station, at the corner of Green Lane and Buell Avenue North. This Matzel and Mumford (M&M) property will rise on the site of a former boiler tube manufacturing plant. The previous owner completed minor environmental clean up of the site, removing oil tanks and soil. M&M are set to start demolition this summer on the 3.27-acre site, removing derelict office and warehouse buildings. Station Square will feature 52 two- and three-bedroom townhouses using the same floor plans as M&M used in its Canal Crossing development in South Bound Brook. That project also reclaimed industrial property for residential use, the former GAF plant, requiring intensive site clean up. *See the Transit-Friendly Development November 2006 issue for more information.*

Port Imperial: a World Class Planned Community Out of Reclaimed Brownfields

For planners, policymakers, environmentalists, smart growth enthusiasts and economists, the emergence of New Jersey's "gold coast" at the end of the 20th Century was sweet music—a much hoped for urban revitalization movement that would change the landscape of the state. These lands along the Hudson River, contaminated by abandoned manufacturing, railroad and port operations, had been lying fallow directly opposite Manhattan for decades. Most of the 1980s and '90s, however, brought prosperity and increased housing demand, as well as new brownfields liability laws and technologies in land reclamation. This combination exploded the possibilities for development from Bayonne to the George Washington Bridge. Today, this stretch of the waterfront touts stunning new upscale rental and condominium complexes, adding needed ratables and middle class households to distressed old industrial municipalities.

One of the most dramatic of these sites is the 200-acre plus Port Imperial complex that straddles parts of Weehawken, West New York, and Guttenberg, paralleling the area between 33rd and 85th Streets in Manhattan. The impetus for this renaissance has been the arrival of considerable improvements in public transit—both light rail and ferry service—coupled with the possibilities made available through brownfield remediation. The extension of the Hudson Bergen Light Rail system started with weekend service to the new Port Imperial station in October 2005. By February 2006, the station was fully operational and other service improvements allowed passengers to travel the Jersey City waterfront without changing trains at Hoboken Terminal. In May 2006, the construction of the Port Imperial Intermodal Ferry Terminal was completed, providing a picturesque eight minute trip between Weehawken and midtown Manhattan, or 15 minutes to the World Financial Center. The brownfield clean up required a Remedial Action Workplan, engineered by the firm of Paulus, Sokolowski and Sartor (PS&S). This plan included capping of the site and the establishment of deed restrictions. Encapsulation includes building slabs, roadways and parking surfaces in developed areas, and an impervious cap in other areas. In landscaped areas, a filter fabric layer covered with 18 inches of clean fill was used.

Port Imperial
Courtesy of Manung Han
http://www.flickr.com/photos/manung/

Now along the Hudson are new residences that not only sport luxury amenities with striking views of Manhattan, but also offer easy access to employment and entertainment in New York City and northern New Jersey. The master plan for Port Imperial calls for nearly 6,000 new housing units, an Urban Center with 500,000 square feet of office space, a 300-room hotel and conference center and 45,000 square feet of retail stores

and restaurants. The development of the property is split between Roseland Property Company and K. Hovnanian Companies whose project names conjure up visions of river life: Jacob's Ferry and Bull's Ferry, Vista Pointe at Imperial Walk, Riverbend, The Landings, Henley-on-Hudson and so on. Port Imperial rises from what was once derelict and contaminated rail yards. It provides world class living, working and leisure venues in a spectacular setting offered at a considerable discount from Manhattan prices.

Gem of New Urbanism Moves Forward in Wood-Ridge

Somerset Development is preparing to build Wesmont Station, a new "Traditional Neighborhood" project in Wood-Ridge, NJ, that will ultimately be anchored by a new rail station on a 100-acre site near NJ TRANSIT's Pascack Valley Line. Started in 2001, the project encompasses several land parcels, the largest being an 80+ acre former Curtiss-Wright engine plant that was left with substantial contamination when abandoned in the 1980s. Cleanup costs to date total over $27 million. The 36-acre former manufacturing building will remain on the site and function as an active warehouse facility. Other properties that make up the project site include a landfill, a vacant strip mall and a NJ TRANSIT maintenance-of-way (MOW) facility.

While much of this area has been remediated, activity continues in a few spots. Additional areas of contamination were found after much of the cleanup effort had been completed. The remediation of these areas continues under the supervision of the NJ Department of Environment Protection. When deemed safe, the developer will begin work on Wesmont Station, an extensive mixed-use community that will consist of over 700 new housing units, including detached single-family residences, townhomes, live-work units, condominiums and rental apartments featuring a variety of elevations. These new homes will be complemented by a town center with village retail and restaurants, an events plaza and a recreation complex. Finally, with the build-up of housing and formation of the central public and commercial area, Somerset Development will build a new community train station accessible to all borough residents. Walking paths, bikeways and green space will help to meld the new community within the existing town fabric. Municipal officials see potential increases of $350 million in assessed property values and $7.65 million in new property tax revenue once Wesmont Station is completed.

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