



July 2008
Volume 4, Number 2

Welcome to Volume 4, 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.

In this issue, we highlight the recently enacted Urban Transit Hub Tax Credit legislation and some of the communities that may benefit from this effort.

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 always appreciate reader comments, so send us your comments, criticisms and ideas for future articles. We can be reached via email at: vtc@policy.rutgers.edu

Thanks for reading and we hope you enjoy!

Click here for a [PDF](#) file of the entire newsletter (690 KB). Get [Adobe Acrobat](#) here.

NJ's Urban Employment Centers Get a Boost



Earlier this year New Jersey enacted the Urban Transit Hub Tax Credit, a program designed to direct new employment to our urban centers at locations proximate to transit stations.

What's Happening in NJ's Urban Hubs

Nine cities are eligible as locations for the Urban Transit Hub Tax Credit. We take a look at four of these communities:

- [Newark](#)
- [New Brunswick](#)
- [Paterson](#)
- [Trenton](#)



We will examine Camden, East Orange, Elizabeth, Hoboken, and Jersey City in our next issue.

What's New

Transit Village Update

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interested parties!



Recommended Reading

See our reviews of recent publications about TOD. In this issue we highlight articles which look at the issues of bus-supported TOD, walking distances and TODs impact on the environment.

For past reviews, see our online annotated bibliography. ([more](#))

Tell Us What You Think!



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

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Previous Issues

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

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New Jersey's Urban Employment Centers Get a Boost

There was a time when our urban areas and employment centers were one in the same. Our transit system was designed to take workers between home and work. It functioned well. Then it didn't. Our habits changed. More and more of us had access to cars and we used them. We bought houses in outlying areas. Jobs followed the highway system, so many of us no longer traveled to the city to work. This functioned well ... but over time unforeseen consequences occurred. Our cities withered. Travel distances grew. Roads got congested and travel time increased. Time spent on a train or bus had been replaced by time spent alone in a car. And lately ... energy costs have spiraled.

We can wax nostalgic about this past. Or we can recognize that places well served by transit remain assets to be exploited, places that worked well in the past can work well again, especially as locations for jobs. This is the impetus behind the recently enacted Urban Transit Hub Tax Credit Act, signed by Governor Corzine on January 13 of this year. This tax credit program, designed to give urban centers a boost, provides a full credit against corporate business, insurance premiums or gross income tax liabilities incurred by developers and/or tenants who make substantial capital investments and locate within a half mile of a rail station located in nine qualified cities.* (See below.) NJ TRANSIT, PATCO and PATH stations qualify—19 stations in all.

Eligible businesses can apply for the tax credits within five years of the program's effective date (January 13, 2008) provided they satisfy the capital investment and employment conditions within eight years of that date. Developers must make a minimum \$75 million capital investment in a single business facility located in one of the nine designated urban transit hub cities and no less than 250 employees must work full-time at that facility. Tenants, in order to qualify for the credit, must occupy space in a qualified business facility that received at least \$25 million of the project's capital investment and employ at least 250 full-time workers in that facility.

Eligible transit hub station areas include:

1. [Camden](#) (3): City Hall, Broadway & Ferry Street on PATCO
 2. [East Orange](#) (2): East Orange & Brick Church on NJ TRANSIT's Morris & Essex Line
 3. [Elizabeth](#) (2): Midtown[†] and North Elizabeth on NJ TRANSIT's Northeast Corridor and North Jersey Coast Lines
 4. [Hoboken](#) (2): Hoboken PATH and NJ TRANSIT Terminal
 5. [Jersey City](#) (4): Exchange Place, Grove Street, Journal Square[†] and Pavonia Newport on PATH
 6. [Newark](#) (2): NJ TRANSIT's Newark Penn Station and Broad Street Station
 7. [New Brunswick](#) (2): NJ TRANSIT's New Brunswick[†] and Jersey Avenue stations on the Northeast Corridor Line
 8. [Paterson](#) (1): NJ TRANSIT's station on the Main Line
 9. [Trenton](#) (1): NJ TRANSIT's station on the Northeast Corridor Line
- (#) Denotes number of eligible stations

This statute is distinctive in that it attempts to address two different, but complementary policy goals: to promote economic development of our urban centers, and to encourage transit usage through transit-supportive development. These dual purposes are consistent with the state's overall goal of "smart growth," as the new law supports development in the most suitable locations.

Recently, however, this initiative has gained new impetus, one that may prove to have the greatest impact of all—the sharp rise in gas prices. Many urban centers within New Jersey are well situated and accessible by transit. As we approach the second decade of the 21st century, it is becoming increasingly apparent that moving large numbers of people across the landscape by individually operated, gas-powered vehicles may be poor public policy and is costly to workers. Encouraging employment where workers can travel by transit made sense a hundred years ago; and it may make even more sense now.

We have highlighted four of the nine communities that may benefit from this new tax credit initiative – [Newark](#), [New Brunswick](#), [Paterson](#) and [Trenton](#). We hope to include profiles of the five remaining communities in our next issue.

To learn more about New Jersey's Urban Transit Hub Tax Credit Program, as well as other financing and incentive programs, contact the State of New Jersey's Business Services Center at 866-534-7789 or go to http://www.state.nj.us/njbusiness/financing/geographic/urban_transit.shtml

* Eligible locations are those that are both situated within a half mile of the centerline of the station (to be determined by appropriate the transit agency) and within the qualified city.

† Denotes station areas that have been designated Transit Villages by the NJDOT.

Newark's Plans for Broad Street Station District

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New Jersey's largest city, Newark, has embarked on an ambitious plan to capitalize on its recently improved transportation connections. Reinvigorated by new leadership and a greater emphasis on community planning, Newark has focused its attention on the Broad Street Station District, the area surrounding one of the city's two commuter rail hubs and already the site of a \$76 million transit improvement project which is nearing completion. The Broad Street station serves three NJ TRANSIT commuter rail lines with more than 50 weekday arrivals, 12 major bus routes and the newly expanded Newark Light Rail. In March, the city issued a request for expressions of interest (RFEI) seeking conceptual development and/or financing proposals for the district.



**Newark's Broad Street Station
and Newark Light Rail**

**Source: Broad Street Station Area,
Request for Expressions of Interest,
EXHIBITS March 2008**

The city has identified three sites totaling 11 acres that it owns and for which it is seeking redevelopment and/or purchase proposals. Joining Newark in this effort is the New Jersey Institute of Technology (NJIT), Rutgers-Newark and the Newark Housing Authority (NHA). Together, the Broad Street Station area partners have identified an additional 39 acres of property to be targeted for redevelopment. Qualified respondents to the RFEI will be invited to submit formal development proposals and offers to purchase one or more of three city-owned properties located within the district. Additional redevelopment opportunities exist among the RFEI partners, the NHA, NJIT, and Rutgers-Newark.

Newark anticipates that the input it receives from the RFEI submissions will help evolve the comprehensive Broad Street Station District Redevelopment Plan into a catalyst for new investment in mixed-use, mixed-income development that supports and is supported by transit. Responses to the RFEI were due in May.

Major developers have taken notice of Newark's efforts and the opportunities afforded by the Urban Transit Hub Tax Credit Program. Tucker Development Corporation, a large Midwest company with experience in transit-supportive projects, has recently set up shop in the city. Tucker plans to build on the former Lincoln Motel property—a 3.5-acre site situated less than 100 feet from the Broad Street Station. Plans for a 20-plus story mixed-use tower include Class A office space, a 200-room hotel and 50,000 square feet of street-level shops. The environmentally responsible building will be the first new Class A office building constructed in Newark in 15 years, and among the first projects in the state to be eligible for the Urban Transit Hub Tax Credit Program.

In another sign of activity near the station, demolition of the old Westinghouse factory is underway. The factory, the oldest parts of which date from 1882, was located directly across from the Broad Street Station. Demolition work should be completed by the end of summer. Environmental remediation of the site will follow, the scope of which has not yet been determined.

Development in downtown New Brunswick continues apace, despite the real estate market downturn. Two projects, in particular, deserve attention: the Gateway, a mixed-use, residential-over-retail building designed to connect to the train station, and the Cultural Center, a proposed mixed-use project that will provide new facilities for two of the city's theaters, the George Street Playhouse and the nationally recognized African-American Crossroads Theatre.

As noted in the [April 2007](#) newsletter the intent of the Gateway project is to take full advantage of the New Brunswick train station, located on the Northeast Corridor. The multi-use structure will combine a large commercial bookstore, other retail uses, a substantial residential component and structured parking. The bookstore would also serve as the main bookstore for Rutgers University. The building would be the tallest in the city, currently slated to rise 295 feet. A distinguishing feature of the new structure would be a pedestrian promenade connecting the university's main thoroughfare, College Avenue, with the Trenton-bound station platform. The project has received all approvals, including one from the New Jersey Historic Preservation Office.

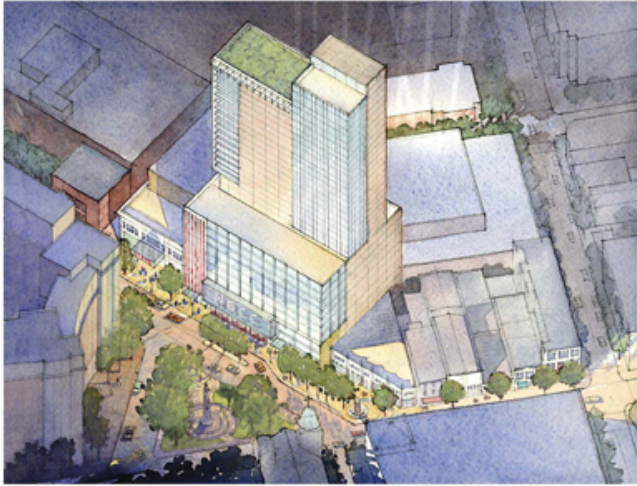
The project was proposed in 2005 and approved by New Brunswick the following year. The city determined that the station area was in need of redevelopment, allowing it to remove existing tenants. Several tenants sued the city and [New Brunswick Development Corporation \(DEVCO\)](#), asserting that the area, due to its functioning businesses and apartments, did not meet the definition of "blighted," a requirement for designating an area in need of redevelopment. While the suit was in the courts, negotiations between tenants and the city continued and agreements were ultimately reached with all tenants. The last holdout, New Jersey Books, an independent bookseller, will move into a new 18,000-square foot space on Easton Avenue, less than a block from its former location. The new store will be located on a site vacated by a Rutgers warehouse and parking lot, and is scheduled to reopen at its new location before the start of the university's fall semester.

Demolition on the Gateway site is set to begin before the end of the year. In a first for the company, DEVCO will act as developer of the residences, having secured financing from Fannie Mae. Units are to be aimed at moderate income buyers, with prices below \$500,000.

Known for its health care and education sectors, New Brunswick's revitalization also can be traced to the strength of its cultural institutions. The city's cultural district, or "theater row," features the NJ State Theatre, the George Street Playhouse (GSP) and the Crossroads Theater, all located along Livingston Avenue across from the newly completed Heldrich Hotel and a few short blocks from the train station (see [April article](#) for more info). The Cultural Center redevelopment project is another new venture for DEVCO, one modeled on New York's Carnegie Hall and Museum of Modern Art experiences. Financing for the Cultural Center would be achieved through the sale of air rights above the GSP and Crossroads; the funding would be used to provide new performance and rehearsal space for the theaters, as well as for the American Repertory Ballet, currently located in another downtown location. In addition to these cultural facilities that would connect to the historic State Theatre, plans call for a 300,000-square foot office tower, a residential tower, retail space and structured parking.



Model of the Gateway Center
View from the north
Courtesy of DEVCO



Aerial View

New Brunswick
Cultural Center
New Brunswick, NJ

DEVCO

January 28, 2008



New Brunswick Cultural Center
Courtesy of DEVCO

Trenton Continues Station Area Redevelopment Efforts

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Efforts are underway to capitalize on the \$75 million Trenton station improvement project that is scheduled for completion this summer. The renovated station, the Trenton Transit Center, serves as a transit hub providing rail passengers with: access to the Northeast Corridor for NJTRANSIT rail service to New York City; Newark and intermediate points; SEPTA service to Philadelphia; AMTRAK intercity service to Washington, D.C. and Boston; and the RiverLINE light rail line, where passengers can transfer to the Northeast Corridor as well as travel to Camden and to points in between. In addition, nearly a dozen NJ TRANSIT bus routes serve the greater Mercer County region from the station.

The city recently released its new [Downtown Master Plan](#). The extensive plan, in the works since 2003 and recently completed by the planning and engineering firm, URS Corp., will help advance economic development in the city and serve as a guide for planning and developing projects in six downtown neighborhoods, including the Downtown Transit Village (the area around the Trenton Transit Center). Specifically, the plan calls for mixed-use redevelopment on a number of sites proximate to the station. The plan targets the current Station Plaza Parking Facility for redevelopment and proposes a mid-rise mixed-use tower (residential over two levels of office/commercial) that would wrap structured parking. A large-scale office tower is proposed for a site northwest of Perry and Ewing Streets—about a 10 minute walk from the station. Other recommendations include low-rise (3 to 4-story) mixed-use on other sites, blending more closely with the Ewing-Carroll historic district, located north of State Street. See [Chapter 6: Downtown Transit Village](#) for more information.

In addition, the city has hired Basile Baumann Prost Cole & Associates, Inc. (BBPC) to undertake a market feasibility and demand analysis, and has received preliminary findings from the Annapolis-based consultants confirming that the area proximate to the station is the most logical (and viable) location for the city to focus office and subsequent residential redevelopment efforts. BBPC cited New Jersey's newly enacted Urban Transit Hub Tax Credit, the current station renovations, an interested development community and favorable demographic conditions, as strengths of the station area for redevelopment.

The development community had made its interest known, even before the Urban Transit Hub Tax Credit became law in January and the release of the Downtown Master Plan. Last year, three developers approached the city with plans for projects located near the station. During the summer, the city designated the Capital Real Estate Group to develop within the Trenton Station redevelopment area on the basis of its VISTA Center conceptual plan. Last fall, both Nexus Properties and the Matrix Group were also designated as developers of station area projects.

The [Capital Real Estate Group](#), lead by Trenton-born, former Wall Street financier Dan Brenna, envisions the Trenton station area as a regional destination, situated an hour by rail from New York City, 30 minutes from Philadelphia and 1½-hours from Baltimore via Amtrak—the mode of travel preferred by the elite business community. His firm has proposed several phases of development, beginning with the construction of a 25-story Class A, office building on the Greenwood Avenue (south) side of the station (see conceptual plan below).

The developer believes the office tower would serve as a signature building for Trenton, easily seen from both Route 1 and Route 129, and as a beacon, would draw attention to the rail station. Brenna said the project would meet the nation's highest environmental standards and earn a [Leadership in Energy and Environmental Design](#) (LEED) green building rating of platinum, the first office building in New Jersey to achieve this level of environmentally-friendly building and performance. The Greenwood Avenue project would be Brenna's second venture in Trenton, the first being the Icehouse Loft project—a residential conversion of a former ice factory in the Chambersburg neighborhood. The new station-area project is currently in final design stage; noted architect Robert Hillier leads the design team. The VISTA group plans to follow up this phase with residential and commercial redevelopment in the same area.



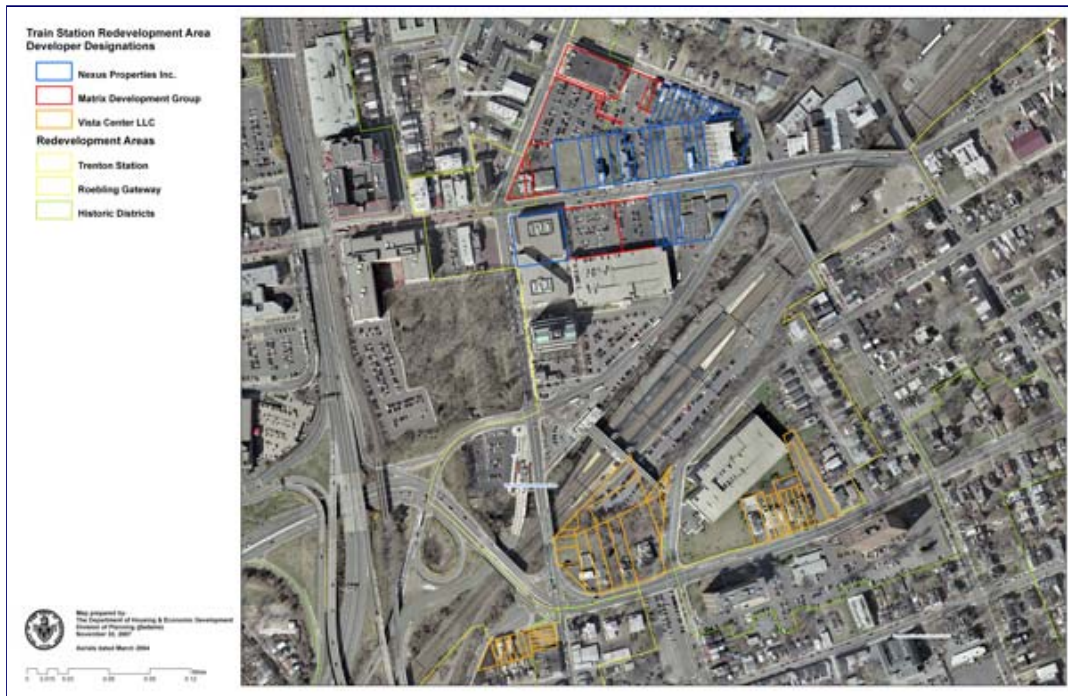
Conceptual Plan for VISTA Center

Source: City of Trenton
Department of Planning

[Nexus Properties](#) of Lawrenceville, NJ has proposed commercial development to the north of the station—two 25-story office towers and a parking garage on the block bounded by East State Street, South Clinton Avenue and Raoul Wallenberg Avenue. Nexus is currently in planning and design stages for its “Loft for Living” residential project in the Lee Overall Building, at 576 East State Street – a quarter mile from the station. Units will include studio, one- and two-bedroom units, at 1,500 to 2,000 square feet. Nexus anticipates units to be completed by mid-2009 and to be priced starting in the mid-\$200,000 range.

[The Matrix Group](#) of Cranbury, NJ, proposed both commercial office and new residential development during its April 8th presentation to the city council. Early planning for the project calls for an eight-story office building, 1,400-space parking garage, housing and retail space on East State Street between South Clinton and Chestnut avenues, located about a quarter-mile from the station.

In other news, Trenton has joined with the NJ Housing and Mortgage Finance Agency to become the first community to adopt the statewide [Live Where You Work](#) program. The program provides low-interest loans to homebuyers who wish to live in the city where they work. Homebuyers will also be able to take advantage of downpayment and closing cost assistance. Additional incentives are available to those seeking to purchase homes in targeted neighborhoods, including those proximate to the Trenton rail station. This program may be of particular interest to two-earner households in which one partner works in Trenton and the other commutes by rail.



[click for PDF \(5.95 MB\)](#)

Source: City of Trenton
Department of Housing and Economic Development

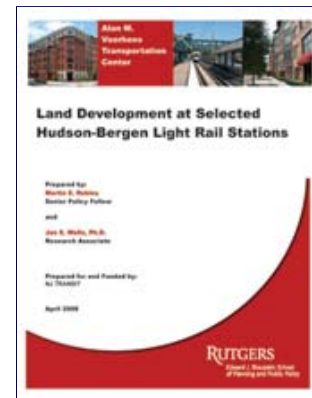
Land Development at Selected Hudson-Bergen Light Rail Stations (April 2008)

By Martin E. Robins, Senior Policy Fellow and Jan S. Wells, Ph.D., Research Associate

Alan M. Voorhees Transportation Center, Rutgers University

In June 2006, Robins and Wells published their first study examining the booming land development market spurred by the opening of NJ TRANSIT's Hudson-Bergen Light Rail (HBLR), the 20.6-mile, 23-station transit route connecting six communities along the western edge of the Hudson River. In that study they documented development at a cluster of stations in Jersey City and one on Hoboken's west side. This new study revisits two of the previously examined stations, the Essex Street-Jersey Avenue station cluster in Jersey City and Hoboken's 9th Street station. In addition, the researchers expanded their investigation to document housing built or under construction near Bayonne's 34th Street station, the Port Imperial station in Weehawken and the Bergenline Avenue station in Union City.

The study found more than 10,000 new housing units with a value of \$5 billion were either completed or under construction since HBLR began operating in 2000. Even given the 2007-2008 housing bust, New Jersey's "Gold Coast" continues to attract substantial interest from the development community and homebuyers.

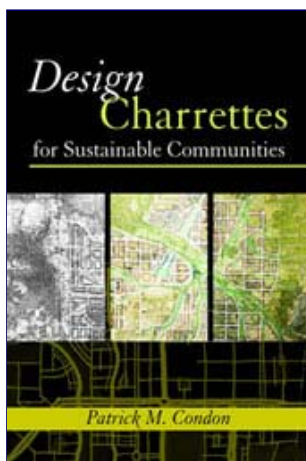


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See our [Reading List](#) for additional information on the earlier study.

Design Charrettes for Sustainable Communities (2008)

By Patrick M. Condon
[Island Press](#)



[Click for link](#)

This easily accessible and well-organized guide is an excellent resource for anyone interested in introducing charrettes, or design workshops, into the community planning process. Charrettes are intensive, often multi-day, efforts wherein community leaders, developers, public officials and the public collaborate to produce a unified vision or plan. Condon stresses that the charrette format, with its broad array of inputs, is essential to creating sustainable communities in the face of divergent problems. The book outlines charrette theory as it applies to "visioning charrettes" (explorations of what is possible) and "implementation charrettes" (which produce plans that can be put into practice with or without changes in zoning or other regulation.) Condon outlines practical techniques and guidelines for orchestrating productive design charrettes, focusing on topics such as scheduling and objective organization, making this text particularly useful. He provides step-by-step instructions for stakeholder workshops and breakouts as well as numerous models of successful concept plans. Twenty years of experience in the public and private sectors have provided Condon with considerable charrette experience. This experience has allowed him to identify common stumbling blocks in both the planning and execution stages of the charrette. As this form of public planning grows more popular, *Design Charrettes for Sustainable Communities* stands out as a practical, well-written, and well-reasoned guide to be utilized by planning professionals and non-professionals alike.

What About Our Schools? (2008)

By Heidi Gorman and Robert Galvin
[Urbanomics](#)

Urbanomics, a respected firm specializing in fiscal and impact analysis, has completed a new study examining the rate of school children generated by transit-oriented development (TOD). This report, "What About Our Schools?" addresses—and dispels—one of the most common public misperceptions hindering TOD proposals. The study was commissioned by InterCap Holdings, LLC, the sponsor of the "Edison Exchange"—a series of developer-sponsored planning meetings organized by InterCap to examine the redevelopment of the firm's property, located adjacent to the Edison station.

Urbanomics studied over 500 distinct TOD projects, singling out 32 locations that are characteristically similar to the Edison project according to demographic and school performance indicators. Projects included in the study varied in terms of housing types, including both rental and condominium projects, as well as urban and suburban settings, such as Portland, OR and Silver Spring, MD. The findings conclude that the number of school children generated from comparable TODs is exceptionally low: 3 school children per 100 units on average. This figure is consistent with data in the updated report, *Who Lives in New Jersey Housing*, published by the Center for Urban Policy Research at Rutgers, the State University of New Jersey, which was reviewed in our [April 2007](#) issue and included in our list of [Recommended Readings](#).



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Complete List of [Recommended Readings](#)

Bloomfield Center Redevelopment

[Bloomfield](#), a New Jersey Transit Village since 2003, continues to make progress on a comprehensive redevelopment plan for its town center, which includes the main rail station at Washington Street. Public meetings throughout the fall and winter set the stage for the current phase of redevelopment planning. Bloomfield officials are now working closely with Newwork, a Newark-based planning firm, and the Value Research Group LLC, of Livingston, to finalize the downtown plan. This marks a renewed undertaking by the community to revitalize its downtown; an earlier plan that centered around a proposal by developer Forest City Daly stalled when conflicts arose over the scope of the project and eminent domain issues.

More than 900 rail riders each weekday use the Bloomfield train station, a nationally and state-recognized historic site, which is served by NJ TRANSIT's Montclair-Boonton line. The line serves both New York Penn Station and Hoboken Terminal. Direct service between Bloomfield and New York Penn, initiated in 2003, takes about 33 minutes, while the ride to Hoboken averages 26 minutes. A \$1.3 million renovation of Bloomfield station was recently completed. Work included restoration of the boarding platforms and reconstruction of the inbound shelter which was damaged by fire in 1991.

The recent public workshops focused on community visioning, shaping the downtown, and interactive public design. Each of these sessions helped build consensus between residents, township officials and local stakeholders on the major emphases of the plan. Bloomfield Avenue, Washington Street and Farrand Street, along with portions of Belleville Avenue, have been targeted as the primary improvement corridors. A key concern voiced by all parties was the importance of creating a more walkable, shoppable downtown that retains the neighborhood's essential character. In keeping with this ideal, a [comprehensive vision plan](#) for the area was presented in April.

In May, Value Research Group and Newwork presented the [Design Guidelines and Redevelopment Plan](#) to the community. The proposed guidelines and plan specify four districts in Bloomfield's downtown, each with its own set of building specifications for use, height and form. Planners also developed a set of street typologies – commercial corridor, event street, residential street and mixed retail, each with its own characteristics. For example, a commercial corridor would be characterized by a four-lane roadway, on-street parking, bike signage and a comfortable 15-foot wide sidewalk. Five key intersections were noted.

Providing adequate parking in the station area was another area of resident concern. As part of the overall downtown redevelopment effort, Bloomfield commissioned a parking study by Level G Associates, LLC to determine possible locations and the feasibility of a new parking deck to serve both the town center and the train station. In a study completed earlier this year, Level G recommended the construction of a five-level parking structure on Lackawanna Place. The structure, which would be located across from the station, would replace existing parking and would satisfy the need to be a part of a larger redevelopment effort for the entire block. See the [Bloomfield Parking Deck Study](#) for more information.



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**Renovated Bloomfield
Platform and Station**

Collingswood Moves Ahead with Station Area Plans

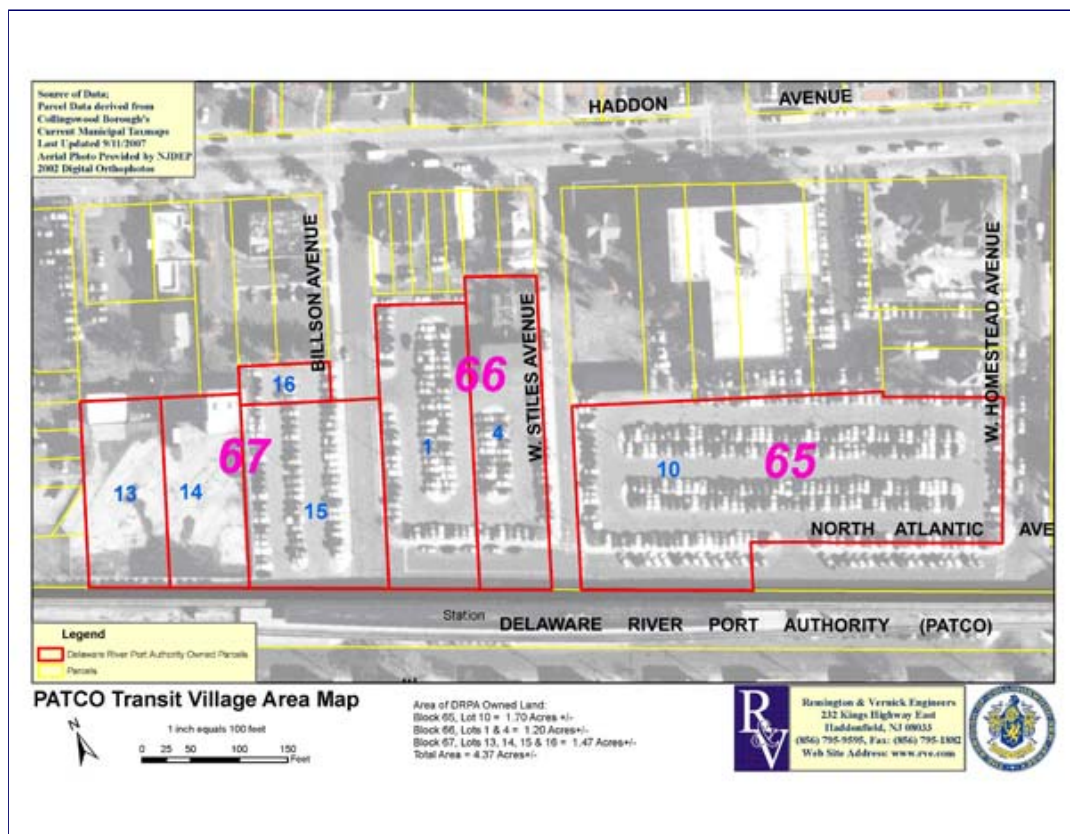
[Collingswood Borough](#) is taking a major step in its continuing efforts to redevelop near its transit station. In partnership with the Delaware River Port Authority (DRPA) and Port Authority Transit Corporation (PATCO), the borough this spring issued a request for qualifications and expressions of interest (RFQ/RFEI) for a master redeveloper of the Collingswood Station Transit Village. The transit village is a 9.1-acre site, an area designated as "in need of redevelopment," situated between Lees and Homestead avenues along Haddon Avenue, the borough's main thoroughfare.

In 2007, the DRPA chose Collingswood to be the first stop along the PATCO High-Speed Line to redevelop its station area along TOD principles. The DRPA owns 7.6 acres of the site, including both the station and the adjacent surface parking lot. Other properties currently include commercial, retail and office uses (see map below).

On April 10th, more than 80 people attended an information session detailing the project. The borough received a total of 15 applications by the May 15th due date. Qualified firms will be asked to submit redevelopment proposals for the large surface parking lot and adjacent properties located north of the station.

The borough's goal is to enhance its successful downtown district and to provide amenities to residents, commuters and visitors alike through additional services. The DRPA and PATCO want to increase ridership and to add to passengers' overall experience. To achieve these goals, proposals will need to provide new structured parking for 800 cars at the station.

This is the second project in Collingswood's transit-oriented development program of intensive mixed-use development. The first project, The Lumber Yard, will ultimately consist of 119 residential and 19 commercial units. All 41 residences and 12 commercial units of that project's first phase have been sold; most of the retail units are occupied. Phase two of the project is currently under construction with occupancy expected in early 2009. (See our [May 2006](#) issue for more information.)



[click for pdf](#)

Source: Borough of Collingswood, NJ

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New York's Sustainability Commission and the MTA Recommend TOD

New York's Commission on Sustainability and the Metropolitan Transit Authority (MTA) have released interim recommendations to promote environmental sustainability through transit. The recommendations address three areas – renewable energy, green standards and transit-oriented development (TOD). The panel proposes creating a partnership among agencies in the Governor's Smart Cabinet to facilitate development near stations throughout the MTA service area – an idea modeled on the New Jersey Transit Village Initiative. Agencies have been charged with creating incentives to encourage development around MTA stations. Furthermore, the MTA has been asked to create a “web-based one-stop shopping opportunity” where communities interested in transit-supportive development may obtain information.

Commission members who have lent their support to TOD include the chair, Jonathan F. P. Rose, president of Jonathan Rose Companies LLC; Priscilla Almodovar, president and CEO of the NY State Housing Finance Agency; and Paul D. Tonko, president and CEO of the NY Power Authority. Almodovar said, “Building housing near transit means people can live closer to where they work, thereby reducing the amount of energy consumed by their daily commute.”

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Bayonne Launches 22nd Street Station/Broadway Corridor Redevelopment

The city of Bayonne has added its Hudson-Bergen Light Rail Line station at 22nd Street to its transit-oriented planning efforts. Earlier planning had focused on the city's two more northern stations at 34th and 45th streets as part of the Marine Ocean Terminal Bayonne (MOTBY) redevelopment. (See our [November 2006](#) issue for more information.) The 22nd Street station now marks the southern terminus for the HBLR system; in late April, NJ TRANSIT authorized work to begin on a one-mile extension to 8th Street Station, which will become the line's next southern terminus.

Ridership at the station has grown steadily since its opening, rising to 1,884 average weekday boardings in December 2007. Commuters can park in one of 159 spaces at a surface lot about 1½ blocks away; ADA spaces are available closer to the station.

Reconceptualizing the 22nd Street station area began in 2000, before the station opened in November 2003. As part of NJ TRANSIT's federally funded Transit-Friendly Communities project, Bayonne, working with NJ TRANSIT, the Regional Plan Association and the Project for Public Spaces, examined the development potential at all of its light rail stations. As a consequence, in 2002 the city, under the leadership of former mayor (and now NJ Commissioner of Community Affairs) Joseph V. Doria, Jr., amended its master plan and zoning such that the area was rezoned as a Transit Development Overlay (TDO) district.

In 2004-2005, the city conducted a study of the area that led it to designate a core area surrounding the 22nd Street station in need of redevelopment. The redevelopment area encompasses an entire city block (see map) and contains a mix of 41 commercial, residential and public properties, including vacant lots, Bayonne Parking Authority surface lots, a senior citizen complex, and a fuel oil company/truck storage yard. The 6.72-acre redevelopment area is located in the city's downtown. Broadway, the city's main shopping street, lies one long block to the west of the 22nd Street station.



Conceptual Rendering of Mixed-Use Broadway Redevelopment

Courtesy of the City of Bayonne



Broadway Corridor Redevelopment Area

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This past fall, the city issued a request for qualifications/statement of intent (RFQ/SOI) for the 22nd Street station area, called the Broadway Corridor Plan. The RFQ/SOI specified that proposals should be developed in accordance with transit-oriented development and Smart Growth principles. Specifically, the RFQ/SOI called out the need to reestablish a fine-grained street pattern in the station area. A strong grid of streets exists in the city; however, some historic streets and alleys have been lost, creating overly large blocks in the vicinity of the station. The issuance requested that future development reestablish some of this infrastructure and impose the street grid in locations where block sizes are too large.

On April 30, the Bayonne City Council named Bayonne Developers Associates, a joint venture of KOR and Time Equities, as the conditional redeveloper for the Broadway Corridor Redevelopment Project, pending the completion of the redevelopment agreement. KOR and Time Equities have worked on other projects near the HBLR line, including the Montgomery-Greene building in Jersey City, a mixed-use residential over retail building with a parking garage completed in 2006. The Broadway Corridor redevelopment plan and agreement should be completed by the end of this year.

Eventually, redevelopment near the station may encompass as many as 1,000 housing units and between 75,000 and 100,000 square feet of commercial space. Plans also call for a park and/or plaza to be built near the station. Shared parking will be provided by at least one parking structure. The entire redevelopment process is expected to proceed over the next 10 years.