



December 2008
Volume 4, Number 3

Welcome to Volume 4, Issue 3 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 will discuss how transit-oriented development fits into the large sustainability equation. We will also add to our highlight of communities that may benefit from the recently enacted Urban Transit Hub Tax Credit legislation and how demographic forces should sustain the marketability of residential TOD.

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!

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The Case for Sustainability Through Transit-oriented Development

In these uncertain times, it is important to remember that transit-oriented development can be a significant way to achieve our long-term sustainability goals of energy efficiency, infrastructure efficiency and economic vitality. We explore the public policy and personal benefits of development near transit.



Transit-oriented Housing—Shelter in a Storm?

We are pleased to offer this guest article by Jeffrey Otteau, president of the Otteau Valuation Group, Inc. in which he provides evidence of the relative strength—in the near and longer term—of the housing market in transit-rich locations.

What's Happening in NJ's Urban Hubs

In January, nine cities were named as locations for the Urban Transit Hub Tax Credit. In this issue we take a look at these communities:

- Camden
- East Orange
- Jersey City



See our **July 2008 issue** for our profiles on Newark, New Brunswick, Paterson and Trenton. We plan to complete our examination of these communities in the next issue of the newsletter.

What's New

Transit Village Update

Mixed-Use Projects Continue in Rahway

Morristown Projects Move Forward

National TOD News

California Enacts Smart Growth Bill

Regional TOD News

New Program: Classic Towns of Greater Philadelphia

Big Changes Planned for the Yonkers Waterfront

NJ TOD News

New station and construction to begin at Wood-Ridge

First Project at Secaucus Transit Village Complete

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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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The Case for Sustainability Through Transit-Oriented Development

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It is perhaps a truism to say that we live in challenging times. We have seen increasing instability in markets, whether in housing, finance or energy. We are left wondering where the bottom is and what steps we can take to improve the future—for ourselves, our families, our region, and our nation. But, while they are tumultuous, recent events also provide direction for future action. When opportunities arise, we need to be prepared to make sound choices. The approach of a new federal administration, coupled with growing widespread interest in energy efficiency and infrastructure improvement, offers promise for policies and actions that encourage more sustainable ways of living. Transit-oriented development is one significant way to achieve our long-term sustainability goals.

Sustainability through TOD means reducing auto dependency, restoring transit infrastructure, and recycling urban land. This can be achieved through the convergence of three policy objectives—energy efficiency, infrastructure efficiency and housing supply. The case for sustainability through intensifying development near our transit stations rests primarily upon the idea that people who work, live and play in transit-rich locations, do so in less resource-intensive ways. The familiar adage of “reduce, reuse, recycle” well describes the impetus behind TOD.

Energy Efficiency (and Greenhouse Gas Reduction)

If we as a nation hope to reduce our growing demand for energy, a comprehensive plan that reduces consumption in each major sector of energy use is necessary. Our total energy usage derives from three sources—buildings, transportation and industry. According to the U.S. Department of Energy, transportation (the moving of people and cargo), accounts for 29 percent of total energy use. Activity that takes place in buildings (heating, lighting, refrigeration, etc.), consumes another 39 percent. Industrial activity (the production of goods and services), accounts for the remaining 32 percent of energy consumption. Reducing energy use from any and all of these sectors will help. But reductions in energy usage in one area that necessitate increased usage in another area will not get us to our goal. For example, it doesn't make much sense to move people to a new, energy-efficient building if the building site is in a distant location requiring higher energy use for transportation. Or, stated another way, any energy savings made by more fuel-efficient vehicles and cleaner fuels could be offset by the fact that people have to drive longer distances.



Transit-oriented development represents one form of “sustainable urban development,” achieving twin benefits in energy-efficiency by virtue of both the building envelope and location. Settlement patterns, or where people choose to build their homes and businesses, have been shown to affect overall energy demand (Andrews, 2008). Compact, mixed-use development with access to transit, or TOD, has the potential to reduce energy usage and lower greenhouse gas (GHG) emissions by decreasing vehicle miles traveled and facilitating more walking and biking. According to the recent report *Growing Cooler: The Evidence on Urban Development and Climate Change*, our sprawling development patterns are largely responsible for the fact that the number of miles driven by Americans has increased three times faster than the population since 1980 (Ewing et al., 2007). See *recommended readings in January 2008 issue of the newsletter*. In addition, Reconnecting America and the National Housing Trust have reported that the typical suburbanite uses more energy for commuting than on heating and cooling their home (2007). It should further be noted that land consumed by sprawling development also reduces natural habitat that acts as carbon sinks.

Energy savings through TOD are due not only to reductions in miles driven, but also by virtue of what is built. Office and commercial space, whether new construction or retrofit, increasingly is being built to meet stricter energy standards. Housing in TODs is mostly multi-family development, the type preferred by smaller households. This form of housing often shares common walls between units and consumes less energy than typical sprawl development, although there can be a counteracting “heat island” effect (Andrews, 2008). In fact, one study found that compact multi-family developments use 20 percent less energy than single-family detached homes (Ewing et al., 2007). Transit-friendly development in existing downtowns can result in even greater

energy savings as rehabilitating existing buildings generally consumes less energy than new construction (Leinberger and Anderson, 2008).

Infrastructure Efficiency

According to the Pew Center on Global Climate Change, well-planned compact growth such as TOD, consumes 45 percent less land, and costs 25 percent less for roadways, 20 percent less for utilities, and 5 percent less for schools compared to sprawl (Brown et al., 2005). Living near transit enables people to own fewer or no cars and to drive less, thus putting less pressure on our road, bridge and parking infrastructure. It also allows us to take advantage of underutilized land in our urban centers. This will help not only to revitalize our cities, but enable us to invest scarce resources where they can do the most good for the most people. However, additional initial costs often are encountered with redeveloping land in urban and sometimes brownfield locations. In addition, TOD projects in urban settings can face difficulties with land assembly or require cleanup stemming from past use.

Greenfield building, however, also incurs costs—costs that usually are borne by our communities, state, and nation, rather than the developer. These costs include the roads to reach those locations, loss of habitat that cannot be easily replaced, and added emissions going into the air. A true cost accounting should also include the time and fuel spent traveling to and from these locations and additional vehicles that might otherwise need not be purchased. This is not to say that residents of TODs don't own cars or do not drive; rather they tend to own fewer cars and drive fewer miles than those in greenfield locations.

Instead of a two-car family (or more!), a family living in a transit-accessible location can live well with one car. One family member may very well drive to work, but another can commute quite easily by walking, biking, or riding the bus or train. Research has shown that the residents of compact, walkable communities travel 8 to 32 percent fewer miles by car than the typical American and own fewer cars than residents of conventional development (Ewing, 2007). A recent Transit Cooperative Research Program (TCRP) study found that residents of TODs made 44 percent fewer vehicle trips than were predicted by the current ITE manual, the standard used for calculating trip generation. The same study recommended reducing parking ratios in residential TODs, by as much as 50 percent (Arrington, 2008). Researchers in New Jersey also have found this to be the case. For example, our research recently found that residents living in 14 of 19 state-designated Transit Villages owned fewer cars than the state average, traveled to work by transit (12 of 19) more than the state average, and walked to work (14 of 19) more than the state average.



Economic Sustainability (Housing Affordability)

Beyond environmental and infrastructure concerns, sustainability through TOD must embrace the idea of economic sustainability. TOD has the potential to support economic well-being by achieving better balance in housing and transportation costs. For most households, housing is the single largest cost, followed by transportation. Together they consume about 50 percent of household expenditures (Reconnecting America and the National Housing Trust, 2007). For recent generations of homebuyers, the way to get more bang for the buck had been to scour the ever-expanding suburbs for a house that was affordable. For some, the equation was to drive farther to buy more house and more yard. For others, it was merely finding anything that was affordable. In essence, the prevailing logic was that the benefits of living in a suburban location outweighed the costs of gas, the car, the insurance, and travel time.



Recently, however, we have seen a reversal of the “drive ‘til you qualify” mindset. We have seen the future and it is \$4/gallon gas. Hitting \$4 in mid-2008, gas achieved its all time high both nominally and adjusted for inflation, rising to triple its inflation-adjusted low in February 1999. We also saw more people travel by transit, some for the first time. During the second quarter of 2008, NJ TRANSIT ridership grew by 3.5 percent for rail and 3 percent for bus as gas prices were reaching that \$4 mark and despite a slumping economy. Living and working in transit-rich locations will become increasingly valuable as the cost of private travel continues to rise; notwithstanding, the recent collapse in prices, few doubt that high prices will return in the not-too-distant future.

These factors bolster a growing desire to live and work near transit that makes sense for many households. This desire is particularly strong among two segments of the population—baby boomers and Generation Y—and is borne out in a guest feature by

Jeffrey Otteau in this issue of the newsletter, “[Transit-Oriented Housing—Shelter in a Storm?](#)” As average household size continues to decrease, as the proportions of young and elderly householders grow, and as housing preferences shift toward convenient access to a diversity of activities, housing in transit-proximate locations will be increasingly in demand. Thus, it is in the interest of communities well-served by transit to provide a diversity of housing options bolstered by good access to employment and retail centers.

In addition, affordable housing near transit can help those of modest means commute to work, shop, attend school and play without owning a car or more than one car. With less money needed for transportation, more becomes available to spend on other needs. This idea is behind the concept of "location efficiency"—that is, living and working near transit can allow a household to spend less on transportation, as well as reduce the time spent traveling. At a recent TOD conference, Doug Foy, president of Serrafix Corp. and former Massachusetts secretary for commonwealth development, put the cost of a car into perspective. Owning and operating a conventional car, he said, is the equivalent of carrying a \$100,000 mortgage.

The next few years are likely to be difficult—for our nation and for each of us individually. Many decisions will be necessary in the short term for ways to improve our situation and to prepare for the long term when \$4-a-gallon gas, or worse, returns. It's important to remind policy-makers that TOD is one significant strategy to reach our long-term sustainability goals. Living and working near transit not only increases transportation options, it can also increase housing choices, broaden work opportunities, and reduce household costs. It is rare when advancing one's self-interest can align with good public policy. But by taking the right steps to reduce energy consumption, protect the environment and make the most of existing infrastructure, we can improve our quality of life. TOD has the potential to do just that.

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Transit-Oriented Housing—Shelter in a Storm?

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**A guest article by Jeffrey Otteau,
president of the Otteau Valuation Group, Inc.**

Despite the ongoing housing slump (and the economic collapse), inner-ring towns with rail service to New York City have outpaced the overall market due to a demographic shift which will reshape New Jersey residential real estate demand into the future. Our recent analysis of housing market strength in New Jersey provides compelling evidence of the growing preference among home buyers to locate in communities served by rail. In ranking the Top 10 housing markets, we found that 9 out of 10 are towns with Manhattan rail service. The only exception is Highland Park which directly benefits from being within walking distance to New Brunswick station. These rankings excluded towns with fewer than 5,000 residents and were based upon Months Supply of Unsold Inventory data, which take into account how many homes are presently offered for sale and the pace at which they are selling:

TOP 10 NJ Housing Markets				
Rank	Township	County	Months Supply	Rail Station
1	New Providence Borough	Union	2	Yes
2	Montvale Borough	Bergen	3	Yes
3	Glen Ridge Township	Essex	3	Yes
4	Millburn Township/Short Hills	Essex	3	Yes
5	Glen Rock Borough	Bergen	4	Yes
6	Ridgewood Village	Bergen	4	Yes
7	Montclair Township	Essex	4	Yes
8	West Windsor Township	Mercer	4	Yes
9	Highland Park Borough	Middlesex	4	No
10	Madison Borough	Morris	4	Yes

NOTE: Months Supply reflects projected sell-out of current unsold inventory

What's behind this trend is a shift in demand away from drive-to suburban housing in favor of walk-to urban/semi-urban housing. This is in marked contrast to the housing development patterns of the past 30 years when housing demand moved to outlying suburban markets in search of open spaces, lower home prices, larger building lots, roomier houses and less congestion. There are many factors fueling this reversal, such as recent (and likely to recur) high gasoline prices, restrictive suburban zoning and a weakening of technology-based employment straddling our interstate highways.

Most significant of all, however, is a demographic shift whereby future housing demand will be concentrated among childless households. The three generations driving housing demand are baby boomers, Generation-X and Generation-Y. As shown in the figure at right, the composition of the U.S. population is heavily concentrated among baby boomers preparing to sell their "empty-nest" suburban homes and Gen-Y preparing to purchase their first homes. These dominant demographic cohorts have much in common regarding housing preference as both are likely to be part of a childless household. The implications for the housing market are huge as a majority of home buyers in future years will be more interested in living in a transit-oriented location rich in live-work-play lifestyle amenities than single family homes in desirable school districts.

Shifting Demand Patterns The Demand Hour Glass

- 78 Million baby boomers (age 44-62)
 - Ready to Trade-Down
 - Childless Households
 - Want Transit & Lifestyle Locales
- 50 Million Gen-X (age 32-43)
 - Trading Up
 - Family Households with Children
 - Want Schools & Fenced yard
- 75 Million Gen-Y (age 14-31)
 - First-Home Buyers
 - Childless Households
 - Want Transit & Lifestyle Locales



Further evidence of this shift abounds and includes a recent study which found that 80 percent of homebuyers surveyed are seeking an urban location, 75 percent want to live within walking distance of their jobs and 55 percent want to locate close to public transportation. Also, consider that NJ TRANSIT has reported that its trans-Hudson ridership has increased from 10 million annual trips in 1984 to a projected 44 million in 2008. All of this provides compelling evidence that housing markets rich in transportation efficiencies will enjoy robust housing demand in future years.

Embedded in these trends is an important message for municipalities concerned about housing development and its effect on their communities. Given that the primary demand for transit-oriented housing development will largely be childless households, the effect on school enrollment and thus property taxes is likely to be reduced as compared to traditional suburban housing models. At the same time, baby boomers and Gen-Y have been and will again be, big retail spenders on clothing and entertainment, contributing

toward successful downtown business districts and tax ratables.

New Jersey faces long term challenges to its economic prosperity due in large part to our high-priced suburban-oriented housing model with the nation's 2nd highest housing costs and highest per-capita taxes. The result has been accelerating outmigration of high-paying jobs and residents fleeing this high-cost environment. Proof of this can be found in data showing New Jersey has lost 132,000 high-paying jobs since 2000 and is experiencing accelerating domestic outmigration with a net loss of approximately 142,000 residents over the past two years.

It would appear to be in our collective interest to work toward a new housing model for New Jersey that capitalizes on our strategic location between New York City and Philadelphia. Improving our transportation infrastructure and encouraging the redevelopment of our rail communities should be an objective we can all support.

2002	-23,759
2003	-33,225
2004	-45,045
2005	-56,989
2006	-72,547
2007	-69,160

Source: U.S. Census Bureau

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Transit Terminal Anchors Camden Redevelopment

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The Walter Rand Transportation Center (WRTC), located in Camden's downtown, shows promise as an anchor of development in a city long regarded as the poster child for some of the state's most intractable urban woes. The WRTC serves as Camden's primary hub, connecting the Delaware River Port Authority's PATCO Hi-Speed Line service with NJ TRANSIT's RiverLINE light rail and bus routes. The PATCO Hi-Speed Line links Camden to its eastern suburbs and with Philadelphia; nearly 62,000 passengers boarded at the WRTC each month this year between January and August. The RiverLINE stops at four locations within the city, the Entertainment Center and Aquarium stations, both located along the waterfront, as well as the Cooper Street/Rutgers station and the WRTC. The RiverLINE connects Camden with towns along the Delaware River and with Trenton to the north (where passengers can transfer to Northeast Corridor service to Newark and New York.)



Artist's Rendition
of New Cooper University Hospital
Patient Care Pavilion and Entrance
as Viewed from MLK Blvd

Source: http://www.cooperhealth.org/content/About_Expansion.htm

In 2005, Cooper University Hospital, the city's largest private employer, embarked on an ambitious campaign to combine its plans for an expanded "health care" campus with efforts to support its neighbors—the Lanning Square/Cooper Plaza historic neighborhood and the Broadway downtown district—and to capitalize upon its proximity to the WRTC. Immediate additions to the Health Sciences Campus include a new 10-story Patient Care Pavilion and gateway park that form a new entrance into the campus. The Patient Care Pavilion is located on Martin Luther King Boulevard across from the WRTC. A covered walkway at the entrance extends from the building to the street edge. The new gateway park replaces an outdated parking garage that previously occupied the site. A new 1,600-car parking garage with ground-floor retail has been built at the corner of South Broadway and Benson Street, one block south of the transportation center.



[Cooper Vision Plan](#)
(Click to enlarge)

Courtesy of Cooper University Hospital

Plans also call for construction of a number of new facilities in the Lanning Square/Cooper Plaza neighborhood south of the WRTC. These include the \$50 million, 50,000-square foot Cooper Cancer Institute (at Haddon Ave and Newton St); a \$136 million, 160,000-square foot expansion of the Robert Wood Johnson Medical School/UMDNJ (catty-corner to the new parking garage at South Broadway and Benson St); and a \$50 million, 50,000-square foot biomedical research facility owned by Rutgers-Camden that will serve both the university and the hospital (adjacent to the medical school building, at Washington and South 5th streets). In July 2008, the Camden City Council approved a redevelopment plan for a 51-acre site in the Lanning Square neighborhood.

Cooper has joined with the St. Joseph's Carpenter Society to renovate more than a dozen town homes in the neighborhood. The hospital is also assisting employees who are first-time homebuyers who purchase one of the newly renovated homes. Other new residences are being constructed by M&M Development. The three-phase project will result in 100 new homes in the Lanning Square/Cooper Plaza.

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Mixed-Use and Arts Come to East Orange

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East Orange was once a bustling commercial and residential community, boasting an affluent population who enjoyed the city's location as a first-ring suburb. The city was home to insurance and financial services firms, as well as Upsala University which closed in 1995. Among its surviving assets is the city's accessibility to transit with two rail stations located one mile apart on the Morris & Essex Line, Brick Church and East Orange. On this rail line, local residents can quickly reach employment centers in Morristown, Newark and the Hoboken/Jersey City waterfront, as well as midtown and lower Manhattan. Brick Church, which is used by about 1,400 riders a day, is advantageously positioned with six Midtown Direct trains daily providing a one-seat ride in less than half an hour to New York Penn Station. Using these stations as a resource, East Orange leaders hope the city will rebound as a place to live, work and play.

Significant efforts are underway to bring new life to the area near the Brick Church station. A major sign of progress has been the recent demolition and remediation of a site, abandoned and vandalized since the 1990s, directly across I-280 from the station. First, the city demolished obsolete mid-rise office buildings dating from the 1960s having first assembled the parcels; this was completed in March 2008. A subsequent environmental cleanup was certified in August by the NJ Department of Environmental Protection as meeting residential standards.

The city is currently completing negotiations with Evergreen-Halsted Associates LLC for a planned mixed-used development to be built on this property near Brick Church station. Evergreen Crossing is to be the flagship project of the larger Evergreen District redevelopment effort. When completed, Evergreen Crossing will house 250,000 square feet of retail space, a 140-room hotel, 150,000 square feet of office space and 120 condominiums, with about 1,500 shared parking spaces (including commuter parking) on the 2.14-acre site. The estimated value of the project is \$150 million. The first phase of the project will focus on the construction of the retail and parking uses, to be located in the lower levels of the structure. Once the base of the building is substantially complete, work will begin on the building's other uses. The developer estimates that the retail and parking will be available for use within three years, with the hotel to follow.



Rendering of Evergreen Crossing

Credit: Alan Gaynor + Company

Construction has already begun on two other residential projects within the Evergreen District—the Althea and the Halsted. The Althea, named for one-time East Orange resident and tennis champion Althea Gibson, is located at 100 Evergreen Place, just to the south of the Evergreen Crossing project (about 3/10 of a mile from the Brick Church station). The Halsted, named for Matthias Halsted, who donated the first Brick Church station in the 1864, is located at 100-120 Halsted Street, to the southeast of the Evergreen Crossing project (also about 3/10 of a mile from the Brick Church station.) Evergreen-Halstead Associates LLC, together with BTR Capital Group and Saddle River Associates Inc. (NY), is developing both projects.

Changes are also coming to the area near the East Orange station. Located a half-block from the East Orange station and close to city hall, the newly constructed Cicely Tyson School of the Performing Arts will be completed in May 2009 and will open to students the following September. The magnet school provides a course of study to students in the 6th through 12th grades in fine and performing arts (Writing, Music Production Studio/Technical Theater, Music, Dance, Drama and Fine Arts). The new school building was specially designed for the teaching of the arts and will house professional quality facilities, including 400- and 800-seat theaters that will be used for community events and other productions during non-school hours. The city plans for this new asset to anchor a nascent arts district near the East Orange station. While planning for community use has not been finalized, city officials offer that the space will be professionally staffed, so as to make good use of the theaters and to provide a full program of performances and events. Proximity to the rail station could contribute to wider use of the theaters.

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A New Vision for Journal Square

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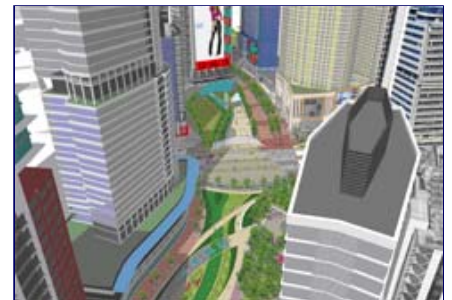
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Jersey City Mayor Jerramiah Healy announced an ambitious plan in mid-October to transform the city's Journal Square once again into a thriving, pedestrian-friendly commercial center. Known as "Vision Journal Square," the plan puts forth a bold concept for the area around the transit hub, calling for the creation of parks, pedestrian walkways, plazas, housing and commercial development. Designated as a transit village by the NJDOT in 2005, Journal Square is one of the city's transit and commercial hubs and is anchored by a major stop on the PATH rail transit system and a bus station, serving 8 million rail and bus passengers annually. But Journal Square is also home to numerous surface-level parking lots, traffic congestion, and struggling businesses. Mayor Healy hopes to remake Journal Square into a national icon of sustainable design and transit-oriented development, revitalizing the city's economy. The Loew's Theater, a Journal Square landmark, will be one of a number of historic structures that will remain.

Specifically, Vision Journal Square calls for the creation of nine acres of parks, pedestrian walkways, and open plazas, as well as more than 10,000 new residential units and millions of square feet of commercial space within the 244-acre site. Highlights of the plan include renovation of the PATH station and the creation of a two-mile greenway connecting Journal Square with the city's redeveloped waterfront—creating the longest continuous urban walkway in the nation. Since about 40 percent of city residents use transit and another 9 percent walk to work, Healy believes Jersey City is an ideal location for transit-oriented development. In an attempt to diversify transit opportunities, the plan calls for the extension of Hudson-Bergen Light Rail service to the PATH station.

The city commissioned [A. Nelessen Associates, Inc.](#) and [Dean Marchetto Architects P.C.](#) to develop the concept, which relied heavily on public input including a community survey. According to this plan, the only motorized traffic to be allowed in Journal Square would be buses and taxis. Nelessen intends to focus on the pedestrian aspects of the plan, placing the highest priority on improving access to transit and walkable, mixed-use development.

Officials declined to give an overall cost estimate, but hope that funding will come from public-private partnerships in addition to tax abatements to encourage private investment. The entire effort could take 15 years to complete. Redevelopment of Journal Square properties is already in the works. As cited in the [January 2008 issue](#) of the newsletter, groundbreaking for the Journal Square City Center Towers is planned for spring 2009. The mixed-use residential skyscrapers will contain 1,600 rental units in addition to multiple stories of retail and parking. The 68-story North Tower is expected to be completed before the 50-story South Tower, with the first units available in 2010.



Computer renderings of Vision Journal Square

Source: A. Nelessen Associates, Inc.

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Recommended Reading

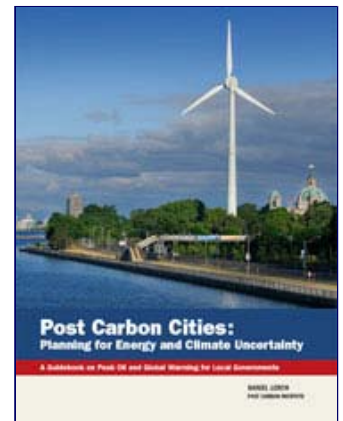
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Post Carbon Cities: Planning for Energy and Climate Uncertainty (2007)

By Daniel Lerch
[The Post Carbon Institute](#)

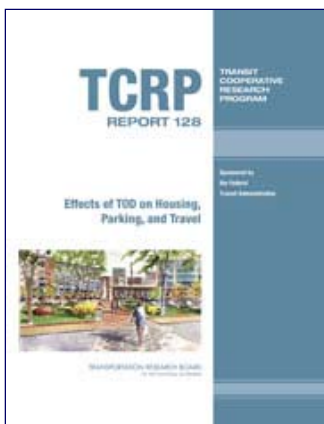
Post Carbon Cities provides a sobering view of the realities faced by local governments with fading energy supply (peak oil) and global climate change; this straight-forward guidebook can be a valuable resource for local decision makers who want their municipalities to remain economically and environmentally viable during this uncertain period. Lerch presents his arguments directly, convincing the reader of the coming crisis while he provides hope by outlining opportunities that can be taken to address the problem now. Post Carbon Cities demonstrates why local governments cannot rely solely upon higher-level government, and how it is in their best interest to plan now for this uncertain future. In fact, local governments have strong links to their citizens and exercise control over areas such as building construction and efficiency, land use and transportation patterns, and local economic activity. These powers, unique to municipal agencies, allow them the opportunity to be quite effective at addressing the situation. Among the recommendations offered by Lerch are to establish a volunteer-based peak oil task force, to enlist municipal staff and business leaders to help identify and mitigate local vulnerabilities to a volatile oil supply, and to apply systems thinking (a holistic approach to problem solving) at the local level. He also presents supplemental resources, case studies, and lessons learned from cities and towns that have already begun preparing for these impending changes.



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TCRP Report 128: Effects of TOD on Housing, Parking, and Travel (2008)

By G. B. Arrington, PB PlaceMaking, Portland, OR, and Robert Cervero, University of California at Berkeley, Berkeley, CA
[The Transit Cooperative Research Program of the Transportation Research Board, Washington, D.C.](#)



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This new report attempts to clarify the relationship between livable communities and transit, building on the 2004 TCRP Report 102, *Transit-Oriented Development in the United States: Experiences, Challenges, and Prospects*. Researchers looked at travel patterns in 17 TOD developments situated in four metropolitan areas (Philadelphia/northeast New Jersey, Portland, Oregon; metropolitan Washington, D.C., and San Francisco's East Bay Area) including the Gaslight Commons project in South Orange, NJ. As expected, investigators found that housing development in these locations produced considerably less traffic than is generated by conventional development. Such evidence is useful to counter standard practices regarding parking requirements and traffic impact assessments which often fail to take into account this fundamental difference. Furthermore, the assumption that TOD has essentially the same impacts as conventional development can hinder the potential affordability and/or profitability of these projects by requiring more parking than may be needed. Researchers cite the need for further study into parking generation to determine whether residents of communities well served by transit own cars at the same rate as residents in the surrounding area, but simply use them less. Also, because this research focused on only residential uses, additional research will be necessary to determine the impacts of mixed-use development on parking and travel behavior. While limited in this way, public officials, planners, and land developers interested in the impacts of TOD and how to

improve the performance of transit-friendly development should find this study useful.

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Mixed-Use Projects Continue in Rahway

Despite the real estate market downturn, Rahway's redevelopment efforts continue apace. Over the past several years, the city has undertaken an intensive effort to attract new residential and commercial development to its downtown. This is a result of years of work on the part of local government, the Rahway Redevelopment Agency, NJ TRANSIT and other state agencies. (For more information about Rahway's past redevelopment activities, please see articles in our [May 2005](#), [May 2006](#), and [July 2007](#) issues.)



Rendering of the Indigo Hotel and Plaza at Rahway Station

Source: <http://www.carriagacity.net/>

The catalyst for development in the station area was NJ TRANSIT's 2006 renovation to the station and to the plaza located to the southeast. The plaza, besides being a welcoming entrance to the station, serves as the city's center—a place to gather, enlivened by the weekly farmers market, as well as fairs and musical events. Situated where the Northeast Corridor (NEC) and North Jersey Coast Line meet, the station at Rahway allows residents to reach midtown Manhattan in about a half hour or the Jersey Shore in an hour. More than 3,200 passengers boarded trains at the station each weekday (FY08).

The most striking new development, just to the east of the station plaza, is Silcon Group's project, [Carriage City Plaza](#), which opened its doors this August. Since its start in 2005, the 16-story, 385,000-square foot tower makes good use of its site and the opportunities afforded by intensive mixed-use development. In this case, mixed-use combines hotel, retail, and residential uses. The Indigo Hotel at Skyview is a 102-room hotel that is part of the Indigo boutique hotel chain. The hotel was the first of the brand to open in New Jersey—a second Indigo hotel opened in Basking Ridge one week later. The hotel is marketed to business travelers as well as families, and focuses upon what might be called a "hip urban" customer base. The location of this facility is a selling point—easy access to Manhattan, Newark Liberty International Airport and the Jersey Shore. The NEC linkage to the airport enabled the hotel to sign an agreement recently with Northwest Airlines to house its flight personnel. The hotel offers business clients the use of two conference rooms. There are also plans

for a day spa, leasing for which has yet to be finalized. As part of an ongoing effort to support TOD near stations, NJ TRANSIT and the Indigo Hotel are also providing promotional packages to guests of the hotel. See http://www.njtransit.com/nn_sp_indigohotel.shtml for details.

The building's first and second floors will eventually house 21,000 square feet of retail space, a third of which is reserved for an upscale restaurant. The building's first retail tenant, Cuppy's Coffee, Smoothies & More, will open its doors this fall. Cuppy's signed a lease for 1,400 square feet in June and is currently outfitting the space. Another tenant, a dry cleaner, has also leased space and is preparing to open. Ongoing negotiations for a restaurant are underway, but an announcement has not yet been made. The building's owners are looking for a tenant for one additional retailer.

The remainder of the building is devoted to 209 condominiums—88 one-bedroom units and 121 two-bedroom units ranging in size from 800 to 1,200 square feet, as well as 13 penthouses. A majority of the units (130) in the property have already sold, with many of the commitments made shortly after the units were released for sale in January 2007. The one-bedrooms are priced from \$285,000 to \$315,000, depending on floor; the two-bedrooms range from \$336,000 to \$470,000. The penthouses have not yet been released for sale. Although the pace of sales has noticeably slowed with the downturn in the market, prices have remained unchanged and there are no plans to convert the unsold units to rentals.

Condo buyers started moving in mid-August. About ¾ of the residents are young professionals, the rest "empty-nesters." An informal tally of residents indicates that more than half use rail to travel to work. When purchasing the units, each buyer had the option to rent one parking space in the adjacent Rahway Transit Center parking garage, an option that most have chosen to use. While many of the current owners do not use the spots, they feel the need to maintain the spot for a future owner.

Two blocks to the west of the station, the [Park Square](#) project is also under construction. This mixed-use residential and retail project is in the city's newly formed arts district, midway between the station and the recently renovated Union County Performing Arts Center (see below or sidebar). [Landmark Properties](#) is responsible for the project, which will feature 159 one- and two-bedroom rental apartments in a pair of four-story buildings. A unique feature to the project's design is the introduction of a new street through the center of the site which enables each of the project's units to have street frontage. The design of this new internal street will feature a landscaped roundabout that will ease traffic flow within the site.

Covered ground-level parking for apartment tenants is located behind the retail spaces. These luxury rentals feature many amenities including nine-foot ceilings and unique layouts, ranging in size from 800 to 1,480 square feet. Occupancy is scheduled for early 2009. Landmark undertook cleanup of the site, which once housed a gas station, as well as a bank, hardware store, boarding house and thrift shop. This cleanup was completed in late 2007. The Park Square Project will benefit from a Payment in Lieu of Taxes (PILOT) agreement between Landmark and Rahway which allows for a 20 percent abatement for five years.

Development Through the Arts: Union County Performing Arts Center Gets Update



**Union County Performing Arts Center
Theatre Marquee**

Theater-goers are enjoying the recently completed renovations to the Union County Performing Arts Center (UCPAC). The UCPAC offers a wide variety of dramatic and musical theater, concerts, dance and children's performances. Located about a third of a mile from the station, the Art Deco building has received a complete restoration of as well as a new 7,500-square foot, two-story brick addition that provided room for a rehearsal hall, dressing rooms, administrative services, and additional stage space. The \$5.9 million renovation project also included the installation of central air

conditioning in the 80-year old facility—allowing year-round use for the first time this summer—enhancements to other mechanical systems and an enlarged, enclosed loading dock. For more than a decade, the UCPAC has partnered with Union County. This partnership was advanced when the county purchased the building for \$1.3 million in June 2006. Union County will maintain ownership of the building and provide financial support to the center, while UCPAC operates the facility. The City of Rahway has made a commitment to the center's operating budget, contributing about \$300,000 annually. This fall, the UCPAC will begin its first full schedule utilizing its newly outfitted quarters. The UCPAC draws nearly 40,000 patrons each year.

Morristown Projects Move Forward

Downtown Morristown will soon see the completion of two mixed-use projects. The Highlands at Morristown is a redevelopment project at a former NJ TRANSIT parking lot, opposite the station on Lafayette Street. The redevelopment of the Epstein's Department Store site on the Morristown Green, is about a half-mile from the station. Each development should attract new residents to Morristown's center, within easy walking distance of shops and the train station. The Morristown station area was designated a New Jersey Transit Village in 1999, one of the first station areas named as part of the NJ Department of Transportation program. Morristown is served by NJ TRANSIT's Morris & Essex Line with 24 direct trains daily to Penn Station New York and 15 departures to Hoboken Terminal for connecting PATH service to lower Manhattan. More than 2,200 people board at the Morristown station each weekday, many of whom travel to Manhattan in a little over one hour.

Rosewood Lafayette Commons LLC broke ground on the Highlands at Morristown in mid-January. Scheduled for completion in 2010, the project will replace the parking lot with a five-story, mixed-use building containing 228 one- and two-bedroom luxury apartments as well as 8,000 square feet of service-oriented, ground-floor retail and 6,000 square feet of amenity space (clubhouse, fitness center and swimming pool.) The Highlands at Morristown will feature shared parking—a five-story parking garage providing 722 parking spaces for commuters, tenants, and shoppers. When completed in summer 2009, the parking garage will provide 40 percent more parking for commuters than was available in the surface lot that it will replace. During the construction, displaced commuters have traveled by complimentary shuttle from a nearby parking garage. Those parking in the garage will have weather-protected access to the new building as well as the train platform. The garage will be screened from the street, except for a glass elevator and stairs that connect to the train platform.

In 1999, the Morristown Town Council amended its zoning ordinance to allow mixed-use transit-oriented development on this site. The final plan for the site was approved in January 2005. In March 2006, the NJ TRANSIT Board of Directors approved an agreement with Rosewood for developing the site, which is also known as the Highlands Transit Village. The developer agreed to buy the NJ TRANSIT property and NJ TRANSIT agreed to contribute \$1.75 million to the projected \$8.75 million cost of the parking garage. In addition, NJ TRANSIT is to own and operate 415 commuter spaces, retaining necessary easements and rights-of-way. The agency will also collect six percent of the gross proceeds from any future sale or refinancing of the residential and retail portions of the project.

Another project of note is the redevelopment of the Epstein's Department Store site. Located on the Morristown green and less than a half-mile from the Morristown train station, the Epstein's project will feature an 800-space parking garage, three mixed-use residential buildings and an office building when completed in 2010. The first part of the project, the DeHart Street Garage, opened in October 2008. The parking structure has been designed to be screened from the street by the other buildings on the site.



[Rendering of 14 Maple Avenue, Morristown](#)
[\(Click to enlarge\)](#)

Source: Geraldine R. Dodge Foundation

The 40 Park building is planned to be the first of the mixed-use residential buildings to be completed. It will contain 80 two- and three-bedroom luxury condominiums ranging in size from 1,200 to 3,000 square feet. Half of the units have already been sold and will be available in the first quarter of 2010. The Metropolitan, a second mixed-use building, will be available shortly after 40 Park. This building will feature 130 one- and two-bedroom high-end rental apartments ranging in size from 750 to 1,750 square feet. The third building will contain 36 industrial-style lofts. All three buildings will incorporate retail uses on the ground and lower levels. Also part of this effort, 18 townhouses will be developed on Maple Street across from the Epstein's site.

The office building, will contain 20,000 square feet of general office space and is scheduled for completion by the end of 2010. The space will be occupied by offices of the Morristown Parking Authority, the Morristown Partnership, the [Geraldine R. Dodge Foundation](#), the [Fannie E. Rippel Foundation](#), the [Arts Council of the Morris Area](#) and [The Seeing Eye](#), which will use the basement as a training area for its dogs and to house 18 of its vans. The building will be "Platinum" certified by Leadership in Energy and Environmental Design (LEED), featuring geothermal wells, a green roof, and the nations' largest living wall, a system of vegetated panels integrated into the building's structure. The building will draw a portion of its energy from solar panels on the garage roof. For more information on this building see the Dodge Foundation's [Green Building website](#).

The redevelopment of the 3.5-acre Epstein's site is the work of Morristown Epsteins, LLC, a joint venture of Woodmont Properties, Roseland Property Company and Epstein Land Company. In 2004, Morristown Epsteins was named redeveloper of the site. Demolition of nine derelict structures on the site began in November of that year. In 2005, Morristown adopted a redevelopment plan authorizing mixed-use development. Environmental remediation was required to address several underground storage tanks that were found. For more information about this project, see the [November 2006 issue](#) of the newsletter.

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California Enacts Smart Growth Bill

California Governor Arnold Schwarzenegger recently signed into law SB 375, declaring it an “historic state-local partnership” to fight suburban sprawl and reduce greenhouse gas emissions. The bill, which contained a controversial provision regarding transit-oriented development, has been hailed as the nation’s first legislative attempt to link land use and transportation as a way to reduce greenhouse gas emissions.

The new law requires the state’s regional planning agencies to create sustainable growth plans designed to meet greenhouse gas emission reduction goals set by the California Air Resources Board. Priority for state transportation funds (totaling up to \$20 billion a year) will be given to local development projects that conform to their regional plans. The law ties together regional transportation spending and housing planning for the first time in the nation’s history.

In a compromise with developers, residential in-fill and transit-oriented projects in line with the regional plan will be exempt from strict environmental review. These exemptions, which were seen as necessary to gain the support of builders, caused some environmentalists to oppose the legislation. Proponents argued that by building denser, mixed use projects near existing development, driving distances and time would be lowered. This smarter growth pattern should, therefore, lead to fewer greenhouse gas emissions as people may choose not to drive, drive shorter distances, and gain better access to public transit.

The sponsor of the bill, Senate President Darrell Steinberg (D-Sacramento), said the new law provides a “national framework for fighting sprawl,” but its success will depend ultimately on whether regional planning agencies take its aims for smart growth seriously. It will take up to three years to adopt the new standards and plans, but if they succeed in promoting denser, transit-oriented growth, California could provide a model for the use of government incentives for smart growth.

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New Program: Classic Towns of Greater Philadelphia



In July 2008, the [Delaware Valley Regional Planning Commission](#) (DVRPC) named 11 communities as inaugural members of the [Classic Towns of Greater Philadelphia](#), a marketing program designed to attract potential residents and new businesses to the bi-state region's first ring suburbs and urban neighborhoods. One of the program's aims is to make the shared qualities of these communities, as well as their unique attributes, better known. Classic Towns is part of the DVRPC's Strategies for Older Suburbs Initiative, an effort funded by the William Penn Foundation to stimulate and support reinvestment in the older suburbs and urban neighborhoods of southern New Jersey and southeastern Pennsylvania.

DVRPC has found that these communities—all founded before the predominance of the automobile—share a deep commitment to walkability, good access to transit, and fostering a strong sense of community. The differences among them are a testament to the area's unique character. Those selected include towns and neighborhoods that date from the colonial era, classic streetcar suburbs, college towns and river towns. In addition to a website, the DVRPC will provide technical assistance to each Classic Town, helping each community promote itself to specific demographic groups—new professionals, young families and empty nesters—all of whom have shown a preference for compact, walkable neighborhoods.

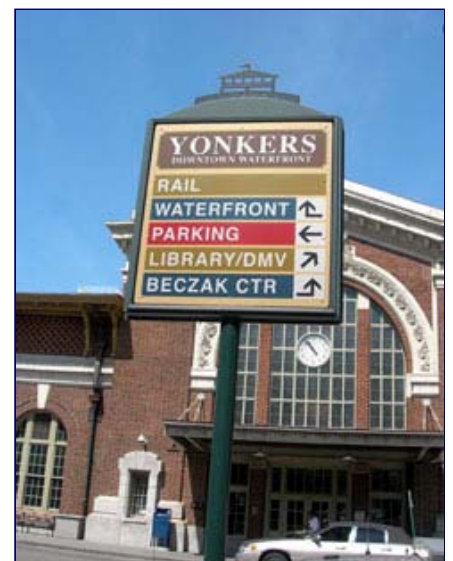
The Classic Towns selected include Collingswood, Haddon Heights and Riverton in New Jersey; Ambler, Bristol Borough, Doylestown Borough, Lansdowne, Media and West Chester in Pennsylvania; and the Philadelphia neighborhoods of Manayunk and Overbrook Farms. Riverton is located on NJ TRANSIT's RiverLINE light rail line. Collingswood, located on the PATCO Speedline, is also a designated Transit Village, a program sponsored by the NJ Department of Transportation. Each of these Classic Towns has made a commitment to the effort, paying a \$2,500 application fee to join the program.

The DVRPC plans to announce additional Classic Towns on a biennial basis.

Big Changes Planned for the Yonkers Waterfront

In August 2008, Yonkers Mayor Philip Amicone unveiled the latest revision of the Alexander Street Master Plan, part of the city's ongoing effort to promote its downtown through transit-oriented development. Located 15 miles north of midtown Manhattan, Yonkers is New York State's fourth largest city and home to four Metro-North rail stations, including Glenwood, which lies within the plan area, and the Yonkers station, just to the south. Travel between Yonkers station and Grand Central Terminal in midtown Manhattan can take as little as 25 minutes. The revised plan focuses on redeveloping a narrow strip of land between the Hudson River and Metro-North railroad tracks. Following review by the Community Development Authority, the plan is expected to be approved by the end of the year. City officials hope to capitalize on these significant transit resources, including the \$43 million restoration of the historic Yonkers station completed in 2004 and the recent growth in Metro-North and Amtrak Empire service ridership. Metro-North ridership at the Yonkers station grew 5.9 percent from 2006 to 2007; ridership on Amtrak's Empire Service increased by more than 8 percent from FY05 to FY07. Since 2007, NY Water Taxi has provided service to the World Financial Center and Wall Street.

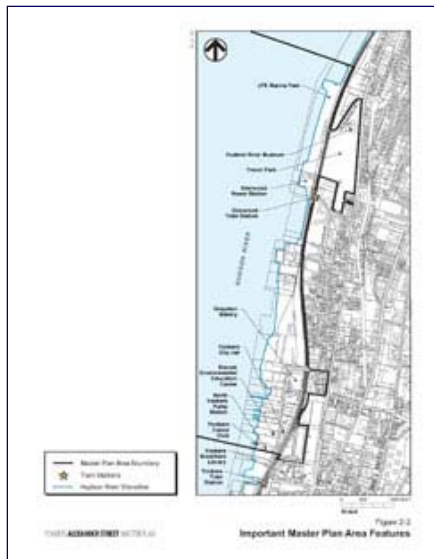
The Alexander Street neighborhood plans call for 12 mixed-use towers to be built along the riverfront, some on land that is currently underwater. The height of the proposed towers is intended to draw attention to Yonkers station; the towers will range from 30 stories close to the station to 12 stories in the northern-most section of the redevelopment area. These new buildings will offer spectacular views of



Renovated Yonkers Station

Courtesy of Janice Wells, PCAC

Manhattan and the Palisades and will provide as many as 3,750 housing units in the form of one- and two-bedroom condominiums, as well as a small number of studios. Plans also call for 209,850 square feet of neighborhood-scale, street-level retail space, along with 213,350 square feet of second floor office space. Attention is to be paid to the pedestrian experience, as designs for the new buildings are required to avoid blank walls and to use small, street-level signage. The new development plan also calls for 8.5 acres of new parkland and Yonkers officials will require developers to extend a riverfront esplanade by 1.3 miles. The esplanade is a recent addition to the Yonkers waterfront, with the first phase dedicated in September 2003. Until then, there was no public access between the Hudson River and downtown. Residents of adjacent neighborhoods should also gain better access to the river once improvements, such as a new bridge over the railroad tracks at Point Street, are completed.



[Alexander Street](#)
[Important Master Plan Area Features](#)

[Click to enlarge](#)

An earlier version of the plan drew criticism from groups such as Scenic Hudson and the Yonkers Committee for Smart Development, which cited a perceived lack of public input and concerns about the loss of views of the river and the Palisades resulting from the new condominium towers. After the process was reopened to public comment, city officials reduced the number of towers from 19 to 12, reoriented the towers to mitigate the impact upon existing views of the Palisades, and added 4.5 acres of public open space.

The transit-oriented revival of Yonkers was initiated by [Collins Enterprises, LLC](#) with its recent completion of [Hudson Park](#), a mixed-use development adjacent to the Yonkers Metro-North station and just steps from the NY Water Taxi terminal. Hudson Park reflects the desired development outcome of the Alexander Street Master Plan with three buildings containing 266 luxury rental apartments and about 15,000 square feet of retail space. Two residential towers—12 and 14 stories, each with ground-floor neighborhood retail—were built in a first phase. The residences are 95 percent occupied and the retail space is fully rented in these buildings. The recently opened second phase, a nine-story residential building, is now 40 percent occupied. Rental agents at Hudson Park estimate that between 65 to 70 percent of residents commute to work by train.

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New station and construction to begin at Wood-Ridge

The redevelopment of the former Curtiss-Wright aircraft factory site in Wood-Ridge (Bergen County) has been progressing. One major hurdle has been surmounted—construction of a new NJ TRANSIT station in the community gained approval. NJ TRANSIT's Board of Directors and Wood-Ridge Development LLC, of Lakewood, agreed in June to share the cost of design and construction of the new train station and parking facility. The new Wesmont Station, as it will be known, will serve as the centerpiece of a transit-friendly, mixed-use neighborhood to be built on the former industrial site. Wesmont Station will be located on the Bergen County Line—between the Garfield and Rutherford stations—less than 8 miles from Secaucus Junction. Construction of the Wesmont Station is set to begin next year and will be completed in 2011.



[Location of Wesmont Station](#)
(Click to enlarge)

The force behind Wood-Ridge Development LLC is [Somerset Development](#) of Lakewood, NJ, the firm named master redeveloper for the property by the Borough of Wood-Ridge in 2002. Somerset Development has started the site improvements for Phase 1 of the project and will be joined by Avalon Bay and Centex Homes in this new urbanist design community. Avalon Bay is responsible for the first four multi-use buildings that will feature a mix of 406 luxury and affordable rental apartments over first floor retail space housed in distinct buildings. Of the 406 apartments, 61 will be affordable. The complex will include 28 studios, 162 one-bedroom apartments, 172 two-bedroom residences and 44 three-bedroom apartments. Avalon Bay expects to break ground next spring. Centex Homes will establish a sales center with models and begin work on 26 townhouses and seven single-family homes at its site which is adjacent to Avalon Bay. Centex expects to be ready to open for sales by summer 2009. The construction of 11 live-work spaces is also planned to be constructed in the first phase of the project. Pedestrian infrastructure, connecting all of these living spaces to the station and the adjacent public plaza, is part of this first phase.

“The approval by NJ TRANSIT for the new train station and the Wood-Ridge Planning Board’s approval of the final site plan for the first phase of construction is very exciting, as it means the results of years of planning, community collaboration, and hard work will soon begin to show themselves as this community takes shape,” said Ralph Zucker, president of Somerset Development. “We’re very proud of the caliber of community we are helping to bring to the town of Wood-Ridge, and of the recognition Wesmont Station has received, both locally and regionally, in setting a benchmark for smart growth, and transit-oriented neighborhood design.”

Wesmont Station is part of the U.S. Green Building Council pilot program for its emerging Neighborhood Development (ND) category in the Leadership in Energy and Environmental Design (LEED) program. The development area is expected to qualify for LEED-ND gold status. Wesmont Station is considered a sustainable, smart-growth community and has already been awarded the New Jersey Future Smart Growth Award for design in 2006.

The project is a brownfields site, and within an area Wood-Ridge Borough declared “in need of redevelopment” by Wood-Ridge. Wood-Ridge Development LLC worked with the former property owner, Curtiss-Wright, and the New Jersey Department of Environmental Protection (NJDEP) to prepare the property for reuse. Substantial cleanup was completed, resulting in the issuance of a No Further Action Letter by NJDEP and soils where construction is occurring have been remediated to residential standards. The project is also the result of a continuing active partnership between the developer and Wood-Ridge Borough. See the [July 2007 issue](#) of the newsletter for more information on redevelopment of this brownfield site.



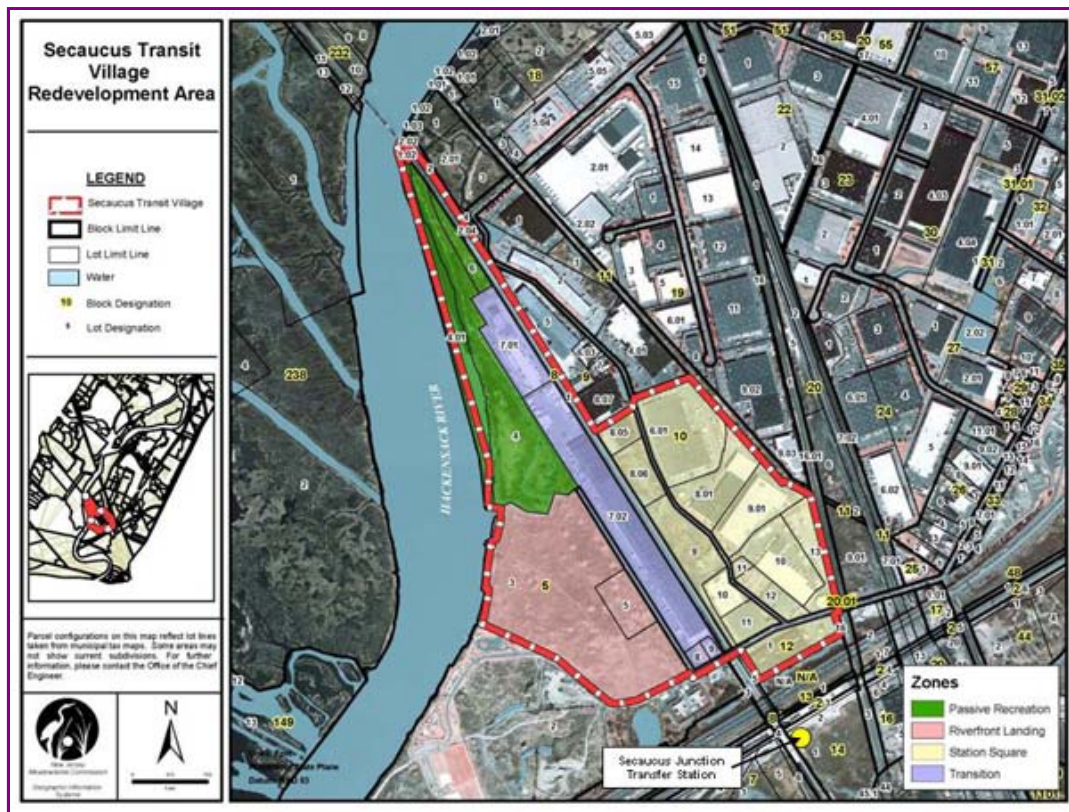
Rendering of Wesmont Station's Town Square

Courtesy of Somerset Development

First Project at Secaucus Transit Village Complete

The [Xchange at Secaucus Junction](#), a mixed-use residential community, is the first project to be built within the Secaucus Transit Village Redevelopment Area, anchored by the \$450 million-dollar Frank R. Lautenberg Secaucus Junction station. Opened in 2003, Secaucus Junction serves as a transfer station for New Jersey commuters working in New York City and between rail lines located in the northern and central part of the state, linking 10 (out of 11) NJ TRANSIT commuter rail lines. Before the station opened, riders on the Bergen, Main and Pascack Valley lines traveled to the Hoboken Terminal and transferred to PATH or ferries to reach midtown or lower Manhattan. Now riders on those lines can change trains at Secaucus Junction for a 12-minute ride to Penn Station New York in midtown Manhattan. The station also provides a way to transfer between lines for those destined for Newark or other parts of the system, without traveling into New York. The station serves an average of nearly 17,000 passenger trips each day.

In 2002, the [New Jersey Meadowlands Commission](#) (NJMC) designated the station and 600 surrounding acres as the Secaucus Transit Village Redevelopment Area—a region bounded by the Hackensack River to the west, New County Road and the NJ Turnpike to the southeast, Jersey City water supply line to the north and Meadowlands Parkway to the northwest. The NJMC wants to balance local economic development needs with environmental stewardship in this protected area through a plan for transit-oriented development encompassing housing, retail, office and hotel uses in close proximity to the Secaucus Junction Transfer station. The Xchange at Secaucus Junction is located in the Riverfront Landing zone, one of four planning areas within the redevelopment area and the primary location for residential development. The Riverfront Landing zone can accommodate up to 1,805 dwellings, including 200 to 300 affordable units, and will provide neighborhood retail, open space and other amenities for public use. Other zones within the redevelopment area are the Station Square zone, located immediately west of the station, which will serve as the core of the redevelopment area; the Transition zone, an area of less intensive use connecting the Station Square and Riverfront Landing zones; and the Passive Recreation zone, which will provide opportunities to enjoy the Hackensack River and wetlands.



Secaucus Transit Village Redevelopment Area
([Click for pdf](#))

Fraternity Meadows has completed work on the first building of the Xchange project, providing a total of 304 apartments, 64 of which are affordable units. In May, management began to offer leasing for these units and had signed 125 by late September. A lottery for the affordable housing units was also held in late September. A second building is currently under construction and will offer an additional 178 apartments, 38 of which will be considered affordable. This mixed-use building will also feature nearly 28,000 square feet of associated retail space. Eventually, the Xchange will include more than 1,800 units of rental housing on 33 acres along the Hackensack River. This rental housing village is designed to compete with Manhattan-style apartments while costing only half as much. Amenities to residents include a river walk along the Hackensack River, boat

launch, fitness facility, internet cafe and a “mini-Central Park.” Rent for the one- to three-bedroom apartments will start at \$1,800. Commuters living at the Xchange can make use of a shuttle offered by the rental community or walk the half mile to Secaucus Junction. A change in elevation between the Xchange development and the station has been eased by an enclosed stairway connecting New County Road with the access road to Secaucus Junction, North Road.



Stairway provide pedestrian access to Secaucus Junction (connecting New County Rd with North Rd)

Source: www.maps.live.com

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