



Transit-Friendly Development

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

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Welcome to Volume 5, 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.

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 (301 KB). Get [Adobe Acrobat](#) here.

September 2009
Volume 5, Number 2

What's New

TOD Conference News

[Rail-Volution Rides into Boston](#)

Transit Village Update

[Orange Designated as 20th Transit Village](#)

[Morristown's Transit Village: Full Steam Ahead](#)

[Historic Rutherford Station Undergoes Restoration](#)

[New Brunswick Continues Station Area Redevelopment](#)

[New Mixed-Use Project to Rise in Metuchen](#)

NJ TOD News

[First Residences Completed at The Peninsula at Bayonne Harbor](#)

[New Montclair TOD in the Home Stretch](#)

[South Jersey Light Rail to Move Forward](#)

Editorial Board

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Proposed Federal TOD Grants & Interagency "Sustainable Communities" Initiative

The proposed Livable Communities Act of 2009 (S.1619) would provide federal grants to support TOD and station area improvements, and appears to be spurred on by a new era of cooperation between the U.S. Department of Transportation, the Department of Housing and Urban Development, and the Environmental Protection Agency. ([more](#))



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 TOD's 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.

Send your comments, criticisms, and ideas for future articles to: vtc@policy.rutgers.edu

Previous Issues

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

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National TOD News

[Home](#)

September 2009
Volume 5, Number 2

Proposed Federal TOD Grants & Interagency “Sustainable Communities” Initiative

Senate Banking Committee Chairman Chris Dodd (D-CT) and fellow Democratic committee members Robert Menendez (NJ), Michael Bennet (CO) and Jeff Merkley (OR) introduced legislation in August that, if passed, would spur better land use practices. The highly promising bill would provide more than \$4 billion in federal grants to encourage states and cities to pursue transit-oriented development, affordable housing near transit, bicycle and pedestrian infrastructure, public transportation improvements, walkable urban design projects, and other green transport projects. Specifically, the bill, S.1619, the Livable Communities Act of 2009, would:

1. Establish a federal **Office of Sustainable Housing and Communities** at the Department of Housing and Urban Development (HUD) to administer and oversee the Livable Communities grant programs. Shelley Poticha, co-chair of Transportation for America, a national coalition committed to creating a new national transportation program, and president and CEO of Reconnecting America where she directs the Center for Transit-Oriented Development, is expected to head this office.
2. Establish a federal **Interagency Council on Sustainable Communities** that would include representatives from HUD, the Department of Transportation (DOT), the Environmental Protection Agency (EPA), and other federal agencies to ensure interagency coordination of federal sustainable development policies and research agendas; conduct outreach to organizations and state and local governments to build partnerships and knowledge; establish a clearinghouse for guidance and best practices for communities interested in sustainable development; and coordinate an assessment of governmental impediments to sustainable development.
3. Create **competitive planning grants**, authorized at \$400 million over four years, which towns and regions can use to create comprehensive, long-term plans that integrate transportation, housing, land use, and economic development.
4. Create **sustainability challenge grants**, authorized at \$3.75 billion over three years, which towns and regions can use to implement these long-term plans through investments in public transportation, affordable housing, complete streets, transit-oriented development, and brownfield redevelopment.

The bill is unique in that it recognizes the intrinsic relationship between housing, transportation, land use, economic development, and the environment. It would provide some much-needed teeth to a federal inter-agency “sustainable communities” initiative (see box, below) which attempts to foster partnerships between the DOT, HUD and EPA to better coordinate federal transportation and housing investments so as to facilitate sustainable development.

The planning grants would help states and cities implement regional plans that integrate sustainable housing, transportation, and community development. The second, larger grant program, would help localities make their plans materialize. The grant programs would need to be funded separately through appropriations bills, but authorization of spending is an important first step. A House counterpart bill has yet to be introduced.

The program could also be a boon for dense and transit-rich New Jersey, where communities are always seeking additional funds to help them develop around transit hubs, create affordable housing in downtown areas, and improve bicycle and pedestrian infrastructure.

At an August hearing, Senator Dodd said: “As our communities grow, people are commuting longer distances on more crowded roadways. Those are precious hours they could be spending with their families, and precious dollars wasted on gas. We must change the way we plan for the future of our communities and tackle these challenges with a coordinated strategy.”

Interagency “Sustainable Communities” Initiative to Coordinate Federal Transportation and Housing Investments

The proposed Livable Communities Act of 2009 appears to be a reflection of the Obama administration’s highly touted interagency cooperation between the Department of Transportation, Department of Housing and Urban Development and the Environmental Protection Agency. These three agencies in recent months have been advocating a “Partnership for Sustainable Communities,” an initiative that would coordinate federal transportation and housing investments and identify strategies to provide more choices for affordable housing near employment centers, more transportation options, lower transportation costs, shorter travel times, and a cleaner environment.

This coordinated inter-agency effort embraces six guiding “livability principles” that the agencies will use to coordinate federal transportation, environmental protection, and housing investments. The principles clearly outline strong support for increased transportation choices, reduction of greenhouse gas emissions, supporting existing communities through strategies such as TOD and mixed-use development, and investing in walkable neighborhoods. Specifically, the **livability principles** are:

- **Provide more transportation choices.** Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation’s dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.
- **Promote equitable, affordable housing.** Expand location- and energy-efficient housing choices for people of all ages, incomes, races, and ethnicities to increase mobility and lower the combined cost of housing and transportation.
- **Enhance economic competitiveness.** Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers, as well as expanded business access to markets.
- **Support existing communities.** Target federal funding toward existing communities—through strategies like transit oriented, mixed-use development, and land recycling—to increase community revitalization and the efficiency of public works investments and to safeguard rural landscapes.
- **Coordinate and leverage federal policies and investment.** Align federal policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.
- **Value communities and neighborhoods.** Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods—rural, urban, or suburban.

Return to Home

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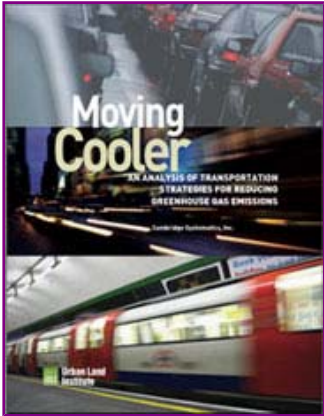
Recommended Reading

[Home](#)

September 2009
Volume 5, Number 2

Moving Cooler: An Analysis of Transportation Strategies for Reducing Greenhouse Gas Emissions (July 2009)

By Cambridge Systematics, Inc.
Urban Land Institute



[click for link](#)

Energy-efficient vehicles and cleaner fuels alone will not solve the nation's problem of reducing greenhouse gas emissions—the U.S. must also adopt policies that encourage compact development, reduce driving and expand mass transit use, in order to reduce greenhouse gas (GHG) emissions, according to *Moving Cooler: An Analysis of Transportation Strategies for Reducing Greenhouse Gas Emissions*, a report released by the Urban Land Institute. The stakes are high, because transportation accounts for roughly 28 percent of the country's greenhouse gas emissions, and the sector has been one of the fastest-growing in the past two decades—representing nearly half of the nation's total increase in GHG emissions since 1990.

Moving Cooler finds that the U.S. could cut greenhouse gas emissions by as much as 24 percent by 2050, without road pricing strategies, through a bundle of policies that would result in changes to current land use patterns, travel behavior, transportation systems and operations, and regulatory strategies. If pricing measures (such as pay-as-you-go driver's insurance, direct fees for vehicle miles traveled, carbon pricing or increased gasoline tax were added) GHG emissions reductions could be as high as 41 to 52 percent. The report found environmental gains from advances in fuel efficiency would be mostly undermined by increased travel and population, making it important to address the efficiency of the transportation sector by investing in land-use planning, public transit, and other low-carbon alternatives.

According to the report's authors, Cambridge Systematics, the particular approaches that would contribute most to greenhouse gas reductions are:

- local and regional regulations that increase the cost of single occupancy vehicle travel
- regulations that reduce and enforce speed limits
- educational efforts that encourage "eco-driving" behavior
- smart growth strategies that reduce travel distances, and
- multimodal strategies that expand options for travel.

These approaches were also evaluated as part of one of nine categories of strategies. Land use strategies were found to produce the largest reduction in emissions of all 50 strategies over the long term. Other categories of strategies investigated were transportation pricing and taxes, public transportation improvements, non-motorized transport such as walking and biking, regulations to moderate vehicle use and speed, intelligent systems, expanded highway capacity and more efficient freight movement. The effectiveness of each strategy in cutting greenhouse gas emissions was measured against a baseline representing current trends.

**Job Sprawl Revisited:
The Changing Geography of Metropolitan Employment (April 2009)**

By Elizabeth Kneebone
The Brookings Institution

While much has been made in the past about the impact of sprawling housing developments on the environment, transportation patterns, and the economy, a new analysis by the Brookings Institution sheds light on the decentralization of employment that took place in nearly all of the country's 98 largest metropolitan areas between 1998 and 2006. *Jobs Sprawl Revisited: The Changing Geography of Metropolitan Employment* examines the spatial distribution of private-sector jobs in these metro areas by employment sectors and finds that an increasing proportion of jobs are located outside of downtowns. The report cautions that when jobs shift away from city centers, the result is unsustainable and energy inefficient development patterns that rely heavily on single-occupancy automobile travel; thereby increasing vehicle miles traveled (VMT), energy consumption, and emissions in the region. In turn, this makes transit-oriented development all the more difficult to implement effectively and efficiently.



[click for pdf](#)

Specifically, the report's findings reveal that:

- **Only 21 percent of employees in the top 98 metro areas work within three miles of downtown, while over twice that share (45 percent) work more than 10 miles away from the city center.** The larger the metro area, the more likely people are to work more than 10 miles away from downtown; almost 50 percent of jobs in larger metros like Detroit, Chicago, and Dallas are located more than 10 miles away on average, compared to just 27 percent of jobs in smaller metros like Lexington-Fayette, Boise, and Syracuse.
- **Job location within metropolitan areas varies widely across industries.** More than 30 percent of jobs in utilities, finance, insurance, and educational services locate within three miles of downtowns, while at least half of the jobs in manufacturing, construction, and retail are more than 10 miles outside central business districts.
- **Employment steadily decentralized between 1998 and 2006: 95 out of 98 metro areas saw a decrease in the share of jobs located within three miles of downtown.** The number of jobs in the top 98 metro areas increased overall during this time period, but the growth occurred almost exclusively in the outer-most parts of these metro areas where employment increased by 17 percent. In the urban core, the gain was less than one percent. Southern metro areas were particularly emblematic of the outward shift of job share.
- **In almost every major industry, jobs shifted away from city centers between 1998 and 2006.** Of 18 industries analyzed, 17 experienced employment decentralization. Transportation and warehousing, finance and insurance, utilities, real estate, and rental and leasing showed the greatest increases in the share of jobs located more than 10 miles away from downtown.

In the two metropolitan areas that envelop New Jersey—New York-Northern New Jersey-Long Island-NJ-PA and Philadelphia-Camden-Wilmington-PA-NJ-DE-MD—we see from the table below that the NYC area fared slightly better than the national average in terms of jobs sprawl, but the Philadelphia area fared worse. However, there is clearly room for significant improvement in both regions if we are to continue developing in transit-friendly ways.

Change, 1998 to 2006

	Total jobs within 35 miles of downtown	Share of jobs within 3 miles	Share of jobs, 3-10 miles	Share of jobs, beyond 10 miles
Philadelphia-Camden-Wilmington-PA-NJ-DE-MD	147,161	-1.3%	-1.7%	3.0%
New York-Northern New Jersey-Long Island-NJ-PA	474,145	-0.7%	0.1%	0.6%
98 Metro Area Total	7,251,632	-2.1%	-0.5%	2.6%

Complete List of [Recommended Readings](#)



TOD Conference News

[Home](#)

September 2009
Volume 5, Number 2

Rail~Volution 2009 Rides into Boston

October 30-November 1, 2009
Westin Waterfront Hotel
Boston, Massachusetts

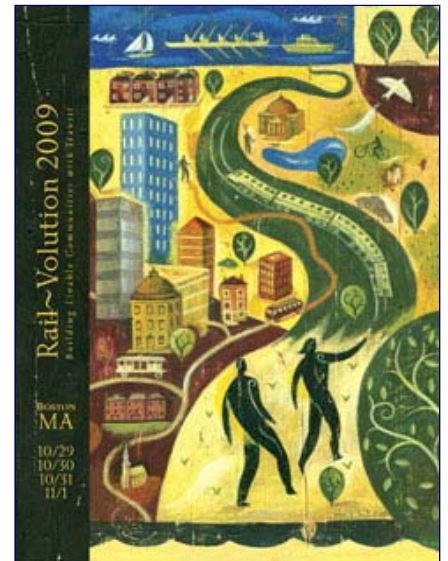
Rail~Volution—a conference for those who believe strongly in how land use and transit can create greater livability and greater communities—will be held for the first time in Boston. The conference will bring together practitioners of all kinds interested in:

- Innovative approaches to transit and other alternative forms of transportation
- Best practices for land use and transit from around the U.S. and beyond
- Planning for future growth in their community

The conference will include hands-on workshops that feature case studies and how-to discussions; symposia that provide in-depth explorations of issues facing every community; and inspiring plenary sessions that showcase some of the best livability minds in the country and the world—all for attendees to return home with a palette of new ideas and a toolbox of new strategies for making communities more livable.

Rail~Volution began in 1989 as a series of outreach and advocacy events geared towards developing advocates for the Portland, Oregon metropolitan region's TriMet MAX Light Rail System. In 1995 Rail~Volution became a national conference—the only one of its kind—focused on land use and transit issues and their affect on communities.

Early registration is available through October 5. For more information, see the [Rail~Volution website](#) or send an inquiry to: info@railvolution.com



[Click here to download the 2009 Conference Brochure \(PDF, 16 pages/1.1mb\)](#)

Return to Home

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Transit Village Update

[Home](#)

September 2009
Volume 5, Number 2

NJDOT Designates City of Orange as New Transit Village

The NJ Department of Transportation in June designated the City of Orange and the area around its NJ TRANSIT Orange Station as the state's 20th Transit Village. The city hopes to spark revitalization by focusing its attention and investment toward redeveloping this long-neglected train station, one of two located in Orange. The historic 19th century Orange Station and the Tony Galento Plaza to its east will be the focus of initial improvements. As part of the transit village designation, the city received \$100,000 from the state which will be used for lighting and landscaping around the station. More than 1,100 riders board at the Orange station each weekday. Express service to New York Penn Station can take as little as 28 minutes. The 20-acre redevelopment area is also served by a half-dozen major NJ TRANSIT bus lines and a pair of private bus carriers. Long term plans call for the conversion of the Orange Memorial Hospital into mixed-income residences and the demolition and redevelopment of the Walter G. Alexander public housing site.

Morristown's Transit Village: Full Steam Ahead

In spite of the bleak economy, Morristown's new transit village is coming alive. About a third of the 217 one- and two-bedroom apartments in the five-story Highlands at Morristown Station development have recently been put on the market. The project sits directly adjacent to the town's rail station, where more than 2,200 riders board trains each weekday for direct service to Newark and New York City. The station is also served by several local bus lines (MC1, MC2 and MC10) which connect Morristown with suburban employment centers in Parsippany-Troy Hills, as well as the County College of Morris. Morristown is one of five NJ TRANSIT stations outfitted with [Zipcars](#), providing additional options to those arriving at the station.

The developers of Morristown's \$75 million village—Roseland Property Company and Woodmont Properties—say that despite the economy, the project is drawing interest from people who want to live near the train station and Morristown's downtown area. One-bedroom apartments, which average about 740 square feet, start at \$1,700 a month, while two-bedroom units of about 1,080 square feet start at \$2,300. The municipality expects the facility to become a substantial tax ratable, bringing in \$200,000 in tax revenues to the town.



Construction Over and Around the Recently Completed Morristown Parking Deck



Courtesy of Roseland Property Company

In addition to apartments, the project includes 8,000 square feet of retail space. The developers are currently negotiating with retailers to fill the commercial spaces at the transit village as well as the other major redevelopment project in town, the former Epstein's Department Store. See our [December 2008 issue](#) for more information.

The development's retail space wraps around the much-anticipated, newly opened Morristown Parking Deck. The parking facility has 724 spaces, 415 of which are permanently designated NJ TRANSIT commuter parking spaces. The deck is located immediately adjacent to the station train platform and provides weather-protected pedestrian access to the station building. Parking deck rates are an affordable \$6 per day or \$100 per month.

Historic Rutherford Station Undergoes Restoration

Located in one of the first five transit village communities designated in 1999, the Rutherford Station is undergoing a two-year restoration of the historic station's original exterior and improvements to its interior. Located on NJ TRANSIT's Bergen County Line, the station is listed on the State and National Registers of Historic Places. The \$1.4 million station exterior renovation project, completed in June of this year, restored masonry along with the copper-clad window enclosures, and repaired or replaced window sills, doors, columns, and soffits. Additional work included thorough cleaning of the station façade, composed of brick, sandstone, limestone and bluestone. Work on the interior began this May. Funded by the federal government, the \$9 million refurbishment includes restoration of the main station building's ceiling and floors, windows, doors, wood benches, plaster surfaces, and wood frames and moldings, as well as the replacement of exterior windows and doors in the taxi stand building.

Rutherford Station was constructed in 1898 and serves more than a thousand riders each weekday, making it the third busiest station on the Bergen County and Main lines. Travel from Rutherford Station to New York Penn Station takes about 30 minutes with a transfer at Secaucus Junction. Rutherford operates a community shuttle service during commute times, providing access to the station for those who live too far to walk. Between the morning and evening rush, the borough provides a free downtown bus service to all residents. In addition, the station serves as access to local businesses. The borough, in partnership with the [Meadowlink Commuter Services](#), operates a jitney service connecting commuters arriving by train to two work sites, the Federal Reserve Bank in East Rutherford and the Meadowlands Office Complex. The station also is a stop along two well-utilized bus routes. The #76 bus connects Hackensack with Newark and carried more than 1.38 million riders in FY2008. The #190 bus links Paterson with the Port Authority Bus Terminal in New York and had more than 3.18 million riders in FY2008, a rise of 3.4 percent over the previous year.

New Buildings Rise ... and to Rise in New Brunswick

New Brunswick has been redeveloping its rail station area in recent years by strengthening local educational, cultural, health care and residential uses. A series of projects either completed, under construction or newly started are continuing this strategy.

- Completed this spring, the city's first dedicated home for the Rutgers School of Nursing now sits at 110 Paterson Street, less than a quarter mile from the NJ TRANSIT rail station. The new 18,000-square foot, 3-story building houses classrooms, laboratory and examination rooms, as well as faculty offices and a lecture hall.
- Adjacent to the School of Nursing, work continues on the Rutgers Institute for Health Sciences. When completed next summer, this 58,000-square foot facility will be home to the Institute for Health, Health Care Policy and Aging Research, as well as the Graduate School of Applied and Professional Psychology Clinic. Together with the School of Nursing, this new facility will form the Rutgers Health Sciences Center, and will extend New Brunswick's downtown health care district, already home to the Robert Wood Johnson University Hospital and the Child Health Institute of New Jersey.
- Also of note is the Gateway Transit Village where groundbreaking ceremonies were held June 10. This 16-story mixed use building will house the Rutgers University Bookstore and University Press, serve as a welcome center for visitors to Rutgers and provide 200 new residences and 656 parking spaces. The development is located immediately north of the station and will be directly connected to the westbound platform. The New Brunswick Development Corporation (DEVCO) is developing the property; scheduled completion is September 2011. See the [July 2008 issue](#) of the newsletter for additional information.
- Complementing the Gateway project, NJ TRANSIT is pursuing several improvements at the New Brunswick rail station, most notably a new elevator on the eastbound (to Newark/New York) side of the station that will connect customers between the ground, first floor, and platform levels of the station.



College of Nursing Building in New Brunswick

credit: Carl Blesch

New Mixed-Use Project to Rise in Metuchen

Work has finally begun on the redevelopment of a former supermarket site in Metuchen. In July, demolition and clearing began on the 5.85-acre site, located at the corner of Lake and Middlesex avenues about 0.4 miles from the borough's busy rail station. This effort will make way for The District at Metuchen, a four-building retail and residential complex. The redevelopment will require the demolition of six houses and the Boro Ace Hardware, which will be relocated to one of the new buildings.

Some 4,000 boardings per weekday occur at the Metuchen station, making it the 7th busiest outlying station in the NJ TRANSIT rail system. Metuchen passengers can take one of more than 50 trains daily on NJ TRANSIT's Northeast Corridor to Newark Penn Station or New York Penn Station and 40 trains daily to Trenton. Average travel time to midtown Manhattan is 52 minutes;

express travel takes as little as 40 minutes. Average travel time to Trenton is 45 minutes.

Redevelopment of the site has been a subject of discussion for several years. Early plans for this project called for first floor retail with 121 one-, two- and three-bedroom units above, though changes are likely. These plans also included office space that has since been dropped in favor of several live-work units. The developer, Renaissance Properties, Inc. of Old Bridge, is negotiating with the borough to increase the number of units to 150 overall, without changing the project's footprint by reducing the size of the largest units. The largest of the four buildings will house a 15,600 square-foot grocery store and will wrap structured parking. The parking garage will be accessible from a ground level entrance and interior corridors on each floor. In addition, a connecting bridge will link the garage to a new building housing the live-work units and the relocated Ace Hardware store. In total, the site will incorporate parking for 501 vehicles, including on-street parking and surface parking to be located behind the new buildings. Improvements are to be made to the intersection of Lake and Middlesex avenues, as well as to Central Avenue, which bisects the site.



Demolition and clearance, July 2009



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Site Plan for The District at Metuchen

[Return to Home](#)

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New Jersey TOD News

[Home](#)

September 2009
Volume 5, Number 2

First Residences Completed at The Peninsula at Bayonne Harbor

The first redevelopment project at The Peninsula at Bayonne Harbor, [Alexan CityView](#), has been completed at the 430-acre, two-mile long land mass jutting into New York Harbor that once housed the Military Ocean Terminal Bayonne (MOTBY). Plans for The Peninsula call for the creation of six districts featuring residential, commercial, entertainment and recreational uses connected by more than two miles of waterfront walkway. The Alexan CityView is a 544-unit rental community that is located in the Bayonne Bay District within walking distance of the Hudson Bergen Light Rail system's 34th Street Station. Ferry service connecting the Peninsula with lower Manhattan and Liberty Island is to start this fall. Planners envision a dedicated trolley route that would operate along the spine of the peninsula connecting the various developments with the light rail station. Shuttles now operate between Alexan CityView and the station.

Alexan CityView offers studios, one-, two- and three-bedroom homes; rents range from \$1,595 to \$3,265. The first 86 units became available in mid-June and additional units will be marketed in mid-September. More than 100 units have been leased, some prior to their availability. Alexan CityView is a project of Trammell Crow Company, a nationally recognized developer that has also been active in Jersey City and New Brunswick.

The project has been designed to meet the standards required for LEED for Homes Silver certification, and will be the nation's largest residential LEED-certified community. A small number of apartment and townhomes are oriented to the street, with entrances via stoops. Parking is provided in two garages and on the street, providing 754 residential and 15 guest spots. One parking space per unit is included in the rental fee; leasing an additional parking space costs \$125 per month.

Trammell Crow is one of three groups named to redevelop portions of the Peninsula. Atlantic Realty is slated to develop the balance of the Bayonne Bay District, located to the east of Alexan CityView. The Fidelco Group, in partnership with Roseland Property Company, was designated to redevelop Harbor Station, the westernmost district at the Peninsula. The first phase of this project, Harbor Station North, will be a short walk to the 45th Street light rail station via the existing 45th Street Bridge over Route 440. Harbor Station South is located within walking distance of the 34th Street light rail station. Both the Atlantic Realty and Fidelco/Roseland projects are at the pre-approval stage of the redevelopment process.

For more information about the redevelopment of the former MOTBY, see our [November 2006 issue](#) or the [Bayonne Local Redevelopment Authority website](#).

New Montclair TOD in the Home Stretch

Construction of the highly anticipated [Montclair Residences](#), a 165 luxury studio, one- and two-bedroom rental project at the NJ TRANSIT Bay Street Station in Montclair that broke ground in 2007, is near completion, with a certificate of occupancy expected in September. The transit-oriented development, designed by DMR Architects of Hasbrouck Heights and developed by Dallas-based residential developer Lincoln Property Co., sits directly adjacent to the train station. The project includes a new parking deck, shared with NJ TRANSIT, which includes separate designated parking spaces for the residential units and commuters, adding significant parking capacity to the area. Montclair Township sponsored the construction of the parking deck with a \$2.5 million contribution from NJ TRANSIT. To minimize disrupting existing commuter parking, construction of the residential property did not begin until the new parking deck was complete.

The Bay Street Station, one of six in Montclair, is on Pine Street between Bloomfield and Glenridge avenues on the Montclair-Boonton Line whose service provides easy access to both Newark and New York City. The station's usage increased dramatically after NJ TRANSIT constructed Montclair Connection, which combined the Montclair Branch and the Boonton Line



[click to enlarge](#)

Alexan CityView under construction
in February 2009
Note: two garages wrapped by housing

Courtesy of Jesse Ransom, BLRA

and extended electrification to Bay Street station and Montclair's other stations. This improvement enabled the introduction of "one seat ride" MidTOWN Direct service in 2002, which provides commuters direct service into New York Penn Station. Nearly a thousand riders board trains at Bay Street Station each weekday. The township planned for TOD around the Bay Street Station subsequent to these improvements.



Montclair Residences
at Bay Street Station

Courtesy of DMR Architects

The proximity of the station influenced the design of Montclair Residences—the apartments have been soundproofed to mitigate train noise. Additionally, Montclair's planning board required the exterior of the building to blend with structures in the surrounding neighborhood by matching exterior masonry with that found on nearby buildings.

One goal of the \$28 million development was to reduce the need for residents to use cars. Not only is the station readily accessible, but the new building is also situated within close walking distance of downtown Montclair.

South Jersey Light Rail to Move Forward

The [Delaware River Port Authority](#) (DRPA) presented its recommendations in May for introducing a PATCO light rail service between Camden and Glassboro. The goal of the project is to help rapidly growing Gloucester County accommodate population growth and reduce traffic congestion. Passengers would transfer at the Walter Rand Transportation Center in Camden for NJ TRANSIT's RiverLINE trains to Trenton or PATCO's High Speed Line, which the DRPA now operates between Philadelphia and Lindenwold.



[click to enlarge](#)

Diesel Light Rail Transit Service
Camden to Glassboro alignment

source: Delaware River Port Authority

The DRPA's preferred route for the PATCO extension, also recommended by the New Jersey Office of Smart Growth and the State Planning Commission, would use Conrail tracks that run 18.5 miles between Glassboro and Camden; the line would serve Glassboro, Pitman, Mantua, Wenonah, Woodbury, Woodbury Heights, Deptford, West Deptford, Westville, Bellmawr, Brooklawn, Gloucester City, and Camden. The alignment linking downtowns would allow the placement of stations within walking distance of large Gloucester County employers, such as Underwood-Memorial Hospital in Woodbury, and Rowan University in Glassboro, increasing commuting options for employees, and presenting numerous transit-oriented development opportunities.

The Office of Smart Growth and the New Jersey State Planning Commission recommended this alignment, because it was superior for promoting downtown community development, serving populations with limited mobility and conserving the state's natural resources. The other two alternative alignments would utilize highway medians along I-76 and Route 42, with one continuing along the Atlantic City Expressway and the other utilizing Route 55.

The plan came at the end of a two-year alternatives analysis and planning study undertaken by DRPA to identify transportation needs and solutions for southern New Jersey, resulting in five alternatives along three routes. The study concluded that the preferred alignment would improve accessibility to jobs and employment centers, reduce roadway congestion, better utilize existing highway medians/shoulders and railroad rights-of-way, and enhance connectivity to recreational areas.

If the project gets built, planners say the first phase between Camden and Woodbury could be operational within five years. The second half from Woodbury to Glassboro would take an additional five years or more to complete. Governor Corzine has promised to make \$500 million available from the Transportation Trust Fund.

The proposed rail line is the centerpiece of a \$2 billion South Jersey public transit plan announced in May. The plan also calls for express bus lanes (Bus Rapid Transit) on highly congested I-676 and Routes 42 and 55, and improved rail service on NJ TRANSIT's Atlantic City Line, with a transfer station at the PATCO Woodcrest station in Cherry Hill and a connection to Atlantic City International Airport.

Return to Home

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