SECAUCUS TRANSIT VILLAGE REDEVELOPMENT PLAN

As Adopted by NJMC Resolution No. 04-20 on April 16, 2004, Amended by NJMC Resolution No. 06-41 on May 24, 2006, Amended by NJMC Resolution No. 08-32 on April 23, 2008, and Amended by NJMC Resolution No. 11-48 on October 21, 2011.

Prepared by the
New Jersey Meadowlands Commission

Secaucus Transit Village Redevelopment Plan

New Jersey Meadowlands Commission

2011

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I. Redevelopment Plan Statutory Criteria

A. REQUISITE PLAN INFORMATION

The New Jersey Meadowlands Commission's (NJMC) enabling legislation authorizes the Commission to prepare and adopt redevelopment plans. N.J.S.A. 13:17-21 provides general guidelines for the elements of such a plan. The detailed criteria for the preparation of the redevelopment plan are set forth in N.J.A.C. 19:3-5.1 et seq. This section of the NJMC regulations states the framework for the identification of areas in need of redevelopment and provides the procedure to carry out and effectuate the redevelopment of an area.

As set forth in N.J.A.C. 19:3-5.8 et seq., redevelopment plans shall include the following information:

a. An outline for the development, rehabilitation or redevelopment of the subject area, accounting for area-specific planning objectives relating to land uses, population density, improved traffic and public transportation improvements, public utilities, recreational and community facilities and other public improvements;
b. The proposed land uses and building requirements in the redevelopment area;
c. The relationship of the redevelopment plan to the NJMC Master Plan.

B. SPECIFIC PLAN REQUIREMENTS

1. Site Description

A redevelopment plan, known as the Laurel Hill Redevelopment Plan for the project area, was prepared in 1999. Many changes have occurred in and around the Laurel Hill Redevelopment Area since that time; however minimal new development has been spurred by this plan. Due to the lack of revitalization, the NJMC staff revisited the redevelopment plan to determine if changes were warranted. Enhanced transportation access in the form of roadway improvements, grade separations, and the opening of the Secaucus Junction transfer station have brought to the forefront the concept of creating a transit village in the subject area.

This redevelopment plan, now known as the Secaucus Transit Village Redevelopment Plan replaced the Laurel Hill Redevelopment Plan. The plan is applicable for the following properties: Block 5.01, Lots 3.01 and 3.02; Block 5.02, Lots 3.03 and 3.04; Block 5.03, Lot 3.05; Block 5.04, Lot 3.06; Block 5.05, Lots 3.07 and 3.08 (formerly identified as Block 5, Lots 3 and 5), Block 5, Lots 4 (including Lot 4.01), 6, 7.01, 7.02, 8 and 9; Block 8, Lots 1 and 2; Block 9, Lots, 8.05, 8.06, 9, 10 and 11; Block 10, Lots 6.01, 8.01, 9.01, 10, 11, 12, and 13; Block 12, Lot 1; and Block 20.01, 0.16 acre portion of Lot 16, in the Town of Secaucus. The entire redevelopment area totals approximately 231 acres.

Upon analysis, it was determined that not all of the original lots in the Laurel Hill redevelopment area should be included.

The following blocks and lots listed in the Laurel Hill Redevelopment Plan, dated December 23, 1998, and adopted on May 26, 1999 with modifications, have been removed from the redevelopment area: Block 9, Lots 4, 5, 6.03 (formerly Lots 6.01 and 6.02), 7, 8.07; and Block 10, Lots 1, 2, 3, 4.01. The zoning for these parcels shall be as depicted on the Hackensack Meadowlands District Official Zoning Map, dated February 17, 2004.

The Secaucus Transit Village Redevelopment Area is 54 acres less in area than the Laurel Hill Redevelopment Area. The subject redevelopment area is generally bounded by the Hackensack River to the west, New County Road and the New Jersey Turnpike to the southeast, Jersey City Water Supply line to the north, and Meadowland Parkway to the northwest. The properties directly to the northeast of the area are located in the Light Industrial A zone. Several sites contain warehouse/office facilities. Hudson County Park at Laurel Hill is located to the southwest. The approximately 104-acre park is improved with lighted soccer, cricket, football and baseball fields, a playground, walking paths, and a boat launch facility. Wetlands exist in the western portion of the redevelopment area adjacent to the Hackensack River.

2. Plan Relationship to Local Objectives

The District's first Official Zoning Map designated a portion of the area to the south of New County Road Extension as Parkside Residential 3, Specially Planned Area (SPA). The SPA afforded the opportunity to require comprehensive large-scale development planning. Residential development was originally contemplated here because the area is adjacent to the Hackensack River. However, site conditions hindered residential development as the location was isolated along the Hackensack River with very poor vehicular and transit access. Adjacent industrial development was in a dilapidated state. Soil conditions would have required improvement since the property was formerly a landfill for incinerator ash.

Land to the north and west of the New Jersey Transit (NJ Transit) Main Line and New County Road as originally zoned Light Industrial and Distribution, permitting industrial facilities at the periphery of the redevelopment area.

In October 1996, the Commission authorized staff to conduct a preliminary investigation to determine if redevelopment conditions existed for the Laurel Hill study area for the properties then identified as Block 5, Lots 3 and 5 in the Town of Secaucus. In 2007, these properties were subdivided into Block 5.01, Lots 3.01 and 3.02; Block 5.02, Lots 3.03 and 3.04; Block 5.03, Lot 3.05; Block 5.04, Lot 3.06; and Block 5.05, Lots 3.07 and 3.08. In February 1997, the study concluded that the area was in need of redevelopment. Upon further investigation, the Commission, in May 1997, authorized staff to expand the Laurel Hill study area. In October 1997, the Commission authorized the preparation of

the Laurel Hill Redevelopment Plan. The redevelopment process examined several options for the area including the following: retaining the existing zoning designations; continuing warehouse/distribution development, commercial/retail outlets, communications/production center, convention center, and mixed use development. Several zoning designations permitting various types of development such as a convention center, mixed use development, and communications production center were recommended for the study area. The Commission adopted the Laurel Hill Redevelopment Plan, with modifications, in May 1999.

A convention center was actively pursued on a 60-acre tract in the redevelopment area. However, interest in the convention center project waned following the events related to September 11, 2001. Office and commercial markets in the District also experienced a downturn at this time, while the demand for residential uses increased due to low interest rates. Coinciding with the demand for housing, NJ Transit's Secaucus Junction transfer station, which links ten NJ Transit commuter rail lines, was nearing completion.

Due to these market changes, Commission staff decided to reconsider the land uses permitted within the redevelopment area. The updated NJMC Master Plan, adopted on January 8, 2004, called for a mixed-use, transit-oriented development, incorporating "smart growth" policies in and around the transfer station. The Master Plan incorporated the goals and objectives for development of this area in the Secaucus Transit Center Area Plan. The Master Plan states, "Consistent with smart growth principles, the station is a focal point of a major development node that offers potential as a 'transit village.'" Additionally, in 2003, the NJMC, NJ Transit and the Town of Secaucus jointly developed a "Secaucus Junction Area Vision Plan" with Ehrenkrantz Eckstut & Kuhn and Clarke Caton Hintz. This redevelopment plan is consistent with the planning objectives set forth in these documents. It is the Commission's objective to encourage the development of transit-oriented land uses, including housing, retail, office and hotels. Further goals of the redevelopment plan consist of attracting desirable ratables and jobs, as well as providing for orderly development and the health, safety and welfare of the general public.

3. Traffic Improvements

The transit village concept envisions a mix of land uses oriented physically and/or visually to a transit facility. As a focal point of the transit village, Secaucus Junction is intended to encourage transit ridership while decreasing dependence on automobile usage. Secaucus Junction is NJ Transit's only facility that connects ten out of the state's eleven commuter rail lines permitting transfers between the Main, Bergen County, Port Jervis and Pascack Valley Lines, and the Northeast Corridor, North Jersey Coast Line and Morris and Essex Lines via Mid-town Direct. Currently pedestrian access between the Secaucus Junction transfer station and the Transit Village area is very limited. Safe and continuous pedestrian connections are envisioned for the future, including elevated and at-grade walkways from the Secaucus Junction transfer station to the village components.

Since the adoption of the original Laurel Hill Redevelopment Plan, several infrastructure improvements that enhance vehicular and bus access to the general area have advanced. A major portion of Castle Road has been reconstructed, including new curbing, storm sewers, and sanitary sewers. New County Road reconstruction, extending from the Laurel Hill Park area to County Avenue, is also complete. Additionally, a grade separation over the Main Line, as well as a grade separation over the Croxton Yards, has been completed.

The New County Road-County Avenue-County Road interchange is also complete. The Seaview Drive extension, from Meadowland Parkway to New County Road, is fully operational, providing two lanes in each direction and a direct connection with the New Jersey Turnpike 15X Interchange. The extension of Seaview Drive was constructed along the abandoned Bergen Line right-of-way. A new signalized intersection at Seaview Drive and New County Road has been provided at the perimeter of the Secaucus Transit Village Redevelopment Area.

The "Secaucus Junction Area Vision Plan" contemplated several new access points to, and improved circulation within, the Transit Village area including a connection from Seaview Drive beyond Castle Road and over the Main Line to the New County Road Extension, a boulevard over and along the Jersey City Water Supply line, and a traffic circle at the intersection of Meadowland Parkway and Castle Road. Traffic circulation for different user groups is proposed to be controlled by varying street widths throughout the project. On-site parking requirements shall be reduced to the greatest extent possible by utilizing shared parking areas in mixed-use developments with access to various mass transit modes throughout the transit village.

4. Public Utilities

Within the redevelopment area, United Water Company provides potable water; Public Service Electric and Gas provides both gas and electricity; and the Secaucus Municipal Utility Authority provides sanitary sewerage services.

5. Recreation Facilities

Adjacent to the redevelopment area is the 104-acre Hudson County Park at Laurel Hill. The park includes lighted soccer, football, cricket, and baseball fields, a playground, walking paths, and a boat launch facility. Linkages from the park to the adjacent development, specifically along the Secaucus Greenway, shall be incorporated into development projects within this redevelopment area. Community space in the form of village greens, pocket parks, and other passive recreational areas is encouraged throughout the redevelopment area.

6. Community Services

The demand for police, fire, and emergency medical services shall be identified in the Project Impact Assessment (PIA) at the time of development application. The required elements of a PIA are set forth in N.J.A.C. 19:4-10.1 et seq.

7. Land Use

In developing potential land use options for the area, NJMC staff focused on transit-friendly and transit-oriented uses. The following assumptions were made:

a. The Secaucus Junction Area Vision Plan shall provide the conceptual basis for the redevelopment plan.
b. Smart growth principles shall be incorporated into the project design. Consistent with the goals of the State of New Jersey, design standards shall incorporate a sense of place, mixed land uses, cluster development, pedestrian scale, traffic calming devices, multi-modal transportation access, and usable public spaces.
c. Within the limits outlined in this plan, development shall be permitted only to the extent that existing utility, transportation, and municipal infrastructure can support it or to the extent that the developer is willing to provide improvements that will support it.
d. A redeveloper shall be required to submit a Project Impact Assessment (PIA). The required elements of a PIA are set forth in N.J.A.C. 19:4-10.1, et seq.
e. A detailed traffic impact study as set forth in N.J.A.C. 19:4-7.10, shall be prepared identifying mitigating measures to be performed by the developer, if required.
f. For any proposal that requires an improvement to mitigate an impact identified in the PIA, the developer shall enter into an agreement with the NJMC within 60 days of issuance of a zoning certificate for the project.
g. Appropriate buffers shall be provided adjacent to wetlands and/or environmentally sensitive areas.
h. It is the sole responsibility of the developer to perform due diligence in order to determine if there is any contamination remaining from a former use of any site or from any other activity that may have occurred on a site. The developer shall perform any environmental clean-up deemed necessary, in accordance with approved methodology of the New Jersey Department of Environmental Protection.

8. Identification of Property to be Acquired

NJMC does not intend to acquire any of the property within the redevelopment area at this time. However, NJMC notes that any property in the redevelopment area may be subject to acquisition in the future in order to meet the goals of implementing this redevelopment plan.

9. Significant Relationship to NJMC Master Plan and Development Regulations

During the preparation of the NJMC Master Plan, input was sought from constituent municipalities and stakeholders to coordinate a balance between economic vitality and environmental preservation. The NJMC and NJ Transit took a similar approach with the Town of Secaucus during the conceptual phase of the Secaucus Junction Area Vision Plan. Creating a plan to address developmental pressures around the transfer station was vital. Input from Secaucus town officials, local stakeholders, and property owners was encouraged during the visioning process. Compatibility between existing development in the Town of Secaucus and future development was sought through this process. The resulting vision plan was presented at a public informational session and included a fiscal and traffic analysis.

This redevelopment plan supersedes the existing zoning regulations and/or prior redevelopment plans. Any development standard not specifically addressed within this redevelopment plan will revert back to the NJMC District Zoning Regulations for appropriate review and regulatory criteria.

II. Potential Implementation Strategies

A. POWERS OF THE REDEVELOPMENT AGENCY

The following is a description of possible techniques, authorized by N.J.S.A. 13:17-21, that the NJMC may utilize to implement this redevelopment plan.

1. The Commission is authorized to prepare and adopt redevelopment plans for areas in the District determined by the Commission to be renewal areas.
2. In undertaking projects pursuant to any redevelopment plan, the NJMC may:
    a. Acquire, by condemnation, or otherwise, real or personal property, or any interest therein, including such property as it may deem necessary or proper, although temporarily not required for such purposes, in a renewal area and in any area within the District designated by it as necessary for relocation of residents, industry or commerce displaced from a renewal area;
    b. Clear or reclaim any area so acquired and install, construct or reconstruct projects therein necessary to prepare such area for development;
    c. Relocate, arrange or contract with public or private agencies for the relocation of residents, industry or commerce displaced from the renewal area;
    d. Dispose of real property so acquired by sale, lease or exchange for the uses and purposes specified in the redevelopment plan, to any person or public agency;
    e. Study the recommendations of any planning board for redevelopment of any area and make its own investigations as to current trends and in need factors in the District, or any area thereof;
    f. By contract or contracts with public agencies or redevelopers or by its own employees or consultants plan, replan, construct, reconstruct, operate, maintain and repair any redevelopment or other project or any part thereof;
    g. Make and adopt plans for carrying out a program of voluntary repair and rehabilitation of buildings and improvements, and for the enforcement of codes and laws relating to the use of land, the use and occupancy of buildings and improvements and to the control over the pollution of water and air and the disposal of solid waste; and
    h. Prepare and adopt from time to time a workable program, representing an official plan of action for effectively dealing with the problem of urban renewal areas within the District and for the establishment and preservation of well-planned communities with well-organized residential neighborhoods of decent homes and suitable living environment for adequate family life; for utilizing appropriate private and public resources to eliminate and prevent the spread of blight and deterioration; to encourage needed conservation or rehabilitation; to provide for the redevelopment of renewal areas; or to undertake such of the aforesaid activities or other feasible activities as may be suitably employed to achieve the objectives of such a program.

B. NJMC INVOLVEMENT

The NJMC has wide ranging powers to effectuate a redevelopment plan, ranging from the rezoning of property for private development, up to and including condemnation, ownership, and public development of the tract. The authority of the NJMC in undertaking redevelopment projects is enumerated under N.J.S.A. 13:17-1 et seq.

III. Redevelopment Plan

A. SELECTION OF RECOMMENDED LAND USE

In the drafting of its new Master Plan, the New Jersey Meadowlands Commission sought to create a balance between economic development and environmental conservation. This created opportunities for the NJMC to evaluate areas where development pressures were apparent. In south Secaucus, NJ Transit's Secaucus Junction was substantially under construction and nearing completion. In 2002, NJMC and NJ Transit discussed the potential development of lands immediately adjacent and surrounding Secaucus Junction with an eye towards establishing a "transit village." Transit villages are typically compact, mixed use developments located within a quarter to a half-mile walk (approximately five to fifteen-minutes) to a transit station. The concept was to incorporate Secaucus Junction as a focal point for transit-friendly, transit-oriented development. The NJMC, NJ Transit, and the Town of Secaucus jointly developed a station area vision plan. The plan represents an economically feasible vision of smart growth in and around the station. A compatible balance of jobs, population, and housing is a prime goal of the plan. The plan proposes a mix of land uses including residential, hotel, commercial, and office development. Block plans are intended to provide flexibility and open space, encouraging people to reside, work and enjoy leisure activity within the transit village.

Subsequent to the visioning process, the NJMC engaged the services of the Urban Land Institute (ULI) for expert review of the concept presented in the Secaucus Junction Area Vision Plan. The ULI is a nonprofit research and education organization that promotes responsible leadership in the use of land in order to enhance the environment. Their research includes analysis of topics, which anticipate emerging land use trends and issues, and proposes creative solutions. The ULI assembled an advisory panel of professionals with expertise in transportation, transit villages and redevelopment. The advisory team focused on and evaluated the potential of the area as a transit village with an eye towards incorporating innovative planning techniques. The ULI's findings confirmed the viability of the vision plan and emphasized that the train station is just one of the many amenities that lend to the potential for success of the area for redevelopment. As suggested by ULI, one of the main goals of the redevelopment plan should be to create a sense of place, which can be done through implementation of the Transit Village concept.

B. REDEVELOPMENT STANDARDS

1. Definitions

All words not described in this redevelopment plan shall have the definitions as listed in the adopted NJMC District Zoning Regulations, or in absence of such, in the dictionary.

a. "Neighborhood retail" means commercial establishments developed in a village setting for the purpose of retail sales and personal services designed to meet the needs of the immediate trade area. No single tenant shall occupy more than 25,000 square feet of space in any one building.

b. "Active Adult Residential Unit" means a deed-restricted residential unit occupied by at least one person who is 55 years of age or older and having no permanent resident under the age of 18.

c. "Interim Use" means a use that is temporary in nature and subject to an agreement between the redeveloper and the NJMC, which agreement shall set forth the term of the Interim Use and contain any other necessary provisions including but not limited to penalties for violations. The agreement shall be executed prior to submittal of an application for zoning certificate for such Interim Use.

2. Other Standards Not Discussed Herein

The standards contained within this Redevelopment Plan shall supersede existing regulations as contained in N.J.A.C. 19:4-1 et seq. and N.J.A.C. 19:5-1 et seq. Existing NJMC regulations shall be consulted for any site requirements or standards not specifically set forth herein.

IV. Land Use Standards

A. PURPOSE

The purpose of this redevelopment plan is to permit the subject area to become a transit-oriented, transit-friendly development. The plan is designed to accommodate compact, mixed-use development, with the Secaucus Junction transfer station as a focal point. The requirements of the plan seek to meet the needs and conveniences of residents, workers, and visitors of the area. Land uses, including retail, office, residential, and public spaces, located within short distances of each other and the station, are intended to support a variety of transportation options. A pedestrian-friendly environment shall be established by requiring attention to scale of development, architectural standards, provisions for open space, site amenities and streetscapes. These standards are designed to:

1. Encourage the improvement of properties consistent with the overall redevelopment concept expressed herein;
2. Encourage new construction to relate appropriately to the surrounding environment, including other buildings, parking, landscaping, site amenities, architectural elements, and pedestrian circulation;
3. Provide increased housing opportunities;
4. Provide a positive municipal tax base; and
5. Provide community and economic development opportunities that will integrate the station with the community through enhanced pedestrian linkages and complementary land uses.

B. LAND USES

Four zoning districts have been established in order to meet the stated planning objectives for the redevelopment area. The zones are as follows:

1. Station Square Zone. Block 9, Lots 8.05, 8.06, 9, 10, and 11; Block 10, Lots 6.01, 8.01, 9.01, 10, 11, 12, and 13; Block 12, Lot 1; and Block 20.01, 0.16 acre portion of Lot 16.

The Station Square zone shall serve as the core of the redevelopment area. The area comprising this zone is the most accessible to Secaucus Junction, located within a ¼ to ½ mile walking distance to the station. The Station Square zone shall provide land uses that benefit both community and transit users.

Some of the densest uses are proposed to be located closest to the station. The zone shall provide for the safe and efficient movement of pedestrian and vehicular traffic. Pedestrian connections shall be established to and from Secaucus Junction. Sidewalks shall use complimentary materials and design elements. Open spaces shall be conducive for pedestrian, bicyclists and transit users. Shared parking shall be permitted.

a. Permitted Uses

i. Banks;
ii. Business support services;
iii. Commercial recreation, indoor;
iv. Cultural facilities;
v. Day care facilities;
vi. Dwelling, multi-family, above the first floor level of a building;
vii. Essential public services;
viii. Health centers;
ix. Hotel and ancillary meeting facilities;
x. Neighborhood retail;
xi. Offices;
xii. Parks or recreation facilities;
xiii. Personal services;
xiv. Restaurants; and
xv. Social Services.

b. Use Limitations Applicable to Permitted Uses

i. All operations, activities and storage shall be conducted within completely enclosed buildings, unless otherwise specified herein. The following outdoor operations, activities, and storage shall be permitted when conforming to all other requirements:

(a) Off-street parking of registered and operating vehicles.
(b) Restaurants shall not contain drive-through or drive-in facilities.
(c) Recycling and refuse areas provided in accordance with NJMC zoning regulations.
(d) Off-street loading within designated loading areas.

ii. Parking decks shall not exceed 3 levels in height for mixed-use buildings and 1/3 the number of stories for a hotel use.

c. Interim Uses

i. Commercial off-street parking facilities, for a period not to exceed seven years, the commencement of which shall be after the issuance of a certificate of completion.

d. Use Limitations Applicable to Interim Uses:

i. The maximum number of parking spaces permitted for this interim use shall be 1,100 within the Station Square zone.
ii. This interim use shall expire eight years after the adoption of the amendment to this redevelopment plan, dated April 23, 2008.

2. Transition zone. Block 5, Lots 7.01, 7.02, 8, and 9.

North of New County Road Extension there shall be a transition area between the Station Square zone and the Riverfront Landing zone. This zone shall serve as an extension of the uses permitted in the transit village planning area with less density and at a lower scale. Sidewalks shall use complementary materials and design elements. Attractive, safe pedestrian circulation routes shall be encouraged between the Transition zone and Station Square, the Riverfront Landing zone, and Secaucus Junction.

a. Permitted Uses

i. Banks;
ii. Business support services;
iii. Commercial recreation, indoor;
iv. Cultural facilities;
v. Day care facilities;
vi. Health centers;
vii. Offices;
viii. Parks or recreation facilities;
ix. Personal services;
x. Restaurants;
xi. Retail; and
xii. Social services.

b. Use Limitations

i. All operations, activities and storage shall be conducted within completely enclosed buildings, unless otherwise specified herein. The following outdoor operations, activities, and storage shall be permitted when conforming to all other requirements:

(a) Off-street parking of registered and operating vehicles.
(b) Restaurants shall not contain drive-through or drive-in facilities.
(c) Recycling and refuse areas provided in accordance with NJMC zoning regulations.
(d) Off-street loading within designated loading areas.

ii. Parking decks shall not exceed two levels at or above grade in height.

3. Riverfront Landing zone. Block 5.01, Lots 3.01 and 3.02; Block 5.02, Lots 3.03 and 3.04; Block 5.03, Lot 3.05; Block 5.04, Lot 3.06; and Block 5.05, Lots 3.07 and 3.08 (formerly identified as Block 5, Lots 3 and 5).

The Riverfront Landing zone shall allow for the primary concentration of residential development within the Transit Village redevelopment area. This zone shall also provide

open space and site amenities for use by the general public. Sidewalks shall use complementary materials and design elements. Pedestrian connections shall be established to the Secaucus Greenway and Secaucus Junction.

a. Permitted Uses

i. Cultural facilities;
ii. Day care facilities;
iii. Dwelling, multi-family;
iv. Marinas;
v. Parks or recreation facilities;
vi. Social services; and
viii. Supporting neighborhood retail uses.

b. Use Limitations

i. All operations, activities and storage shall be conducted within completely enclosed buildings, unless otherwise specified herein. The following outdoor operations, activities, and storage shall be permitted when conforming to all other requirements:

(a) Off-street parking of registered and operating vehicles.
(b) Recycling and refuse areas provided in accordance with NJMC zoning regulations.
(b) Off-street loading within designated loading areas

ii. Supporting neighborhood retail uses shall not exceed a total of 150,000 square feet in the zone, subject to the limitations below:

Use	Max Floor Area (GSF) per individual tenant space
Grocery stores	40,000
Health clubs	20,000
Personal services	20,000
Pharmacies	15,000
Restaurants, excluding drive-in or drive-through facilities	20,000
Retail	20,000

iii. Parking decks located under residential or commercial structures shall not exceed 3 levels at or above grade in height.

4. Passive Recreation zone. Block 5, Lots 4 (which includes Lot 4.01) and 6.

The Passive Recreation zone shall provide open space and passive recreation opportunities for residents, employees, and visitors to the Town of Secaucus and the Transit Village. This zone shall maximize the opportunities for passive enjoyment of the Hackensack River by providing for the following:

a. Public access features including trails, site furnishing, signage, and structures that facilitate wildlife observation;
b. Scientific and educational study and experimentation in regard to wetland ecology and nature;
c. Wetland enhancement, restoration or creation activities; and
d. Wildlife habitat creation.

C. DESIGN CRITERIA

A goal of this redevelopment plan is to promote sufficient flexibility to encourage innovative and creative design. The following design criteria provide a degree of detail in order to achieve a cohesive, pedestrian friendly, transit-friendly oriented development.

Unless specifically superseded in this redevelopment plan, the design standards shall be in compliance with N.J.A.C. 19:4-8. Existing NJMC regulations shall be consulted for any site requirements or other standards not specifically set forth herein.

1. Site Layout

a. Encourage compact land uses that serve transit supportive and transit friendly development;
b. Ensuring ample provision of pedestrian areas and circulation routes;
c. Promoting high standards in site layout, design, and construction; and
d. Paying attention to architectural details, signage, landscaping, lighting, and other site amenities.

2. Lot Area and Density Requirements

a. Minimum lot size: three acres.
b. Minimum lot width: 200 feet.
c. Floor Area Ratio (FAR) not to exceed 0.75 for all commercial uses, except hotels, which shall have a FAR not to exceed 1.00.
d. A maximum of 1,805 market rate dwelling units shall be permitted in the Riverfront Landing zone.
e. A maximum of 150 market rate dwelling units shall be permitted in the Station Square zone.

f. The proportionate share of affordable housing units required by applicable State of New Jersey regulations shall be provided on a pro rata basis during the construction of the development. These affordable units shall be in addition to the aforementioned maximum number of market rate dwelling units.

g. All affordable housing units required by the applicable State of New Jersey regulations shall be provided on site.

3. Bulk Regulations

a. For all Permitted Uses, the following standards shall apply:

i. Staggered building frontage setbacks are desirable.
ii. Maximum lot coverage: 40 percent.
iii. Minimum open space: 30 percent.
iv. Minimum lowest floor elevations for structures within designated 100-year flood zones shall be established one foot above the applicable 100-year base flood elevations determined by the Federal Emergency Management's Agency (FEMA) Flood Insurance Rate Maps (FIRM).

b. The following shall apply to all Interim Uses:

i. Minimum open space: Open space shall be provided and shall consist of, at a minimum, the provision of shade trees, concrete sidewalks and landscaped islands.
ii. A minimum of ten shade trees per acre shall be provided.
iii. Each shade tree in commercial parking facilities shall have a minimum caliper of 2 ½ - 3 inches and a minimum height of 12 feet.
iv. Concrete sidewalks shall have a minimum width of 4 feet.

4. Height Limitations

Height Limitations are specified to regulate the maximum scale of overall development while at the same time encouraging variety in layout and scale of individual land use components. Height limitations shall be exclusive of any roof top mechanical equipment or antennas.

a. Station Square zone - Except for hotels, a maximum building height of 4 stories shall be permitted for all non-residential and mixed-use structures.

b. Transition zone - A maximum building height of three stories, which may be located over two levels of at or above grade parking, shall be permitted.

c. Riverfront Landing zone –
i. A maximum of 30 percent of the total market-rate dwelling units may be permitted in structures containing 9 to 12 stories. The maximum overall

height of any residential building located in the zone shall be 12 stories over a maximum of 3 levels of parking.

ii. A maximum of 45 percent of the total market-rate dwelling units may be permitted in structures containing 5 to 8 stories, over a maximum 3 levels of parking.

iii. A minimum of 25 percent of the total market-rate dwelling units shall be provided in structures containing 4 stories, over a maximum of 3 levels parking.

iv. Non-residential structures shall not exceed 3 stories in height. Such limitation shall not apply to residential parking structures.

v. Where residential units are proposed above commercial uses, the commercial portion of the structure shall not exceed 3 stories, and the total number of the combined residential and commercial stories of the structure shall comply with the residential limitations set forth above.

d. Passive Recreation zone - A maximum building height of one story shall be permitted for all structures.

5. Architectural Design Standards

Together with the streets and public spaces, the architecture of buildings will shape the character of the districts and neighborhoods. Strict attention to the design of buildings, and to those elements that will have the most dramatic impact on the public realm, is key to the creation of a character that is human-scaled and visually attractive. Design principles and guidelines for architecture are important in achieving the character that is inviting to residents, businesses and patrons.

a. Large, horizontal buildings shall incorporate architectural elements or physical offsets to create breaks in the linear dimension of building walls. All building foundations shall be appropriately landscaped.

b. Appropriate façade treatments shall be used to ensure that individual buildings are integrated with one another.

c. Architecturally interesting entrances and corners shall be incorporated into building design as a means to provide a visually attractive environment.

d. Cornices, awnings, canopies, flagpoles, signage, and other ornamental features are encouraged as a means to enhance the visual environment.

e. Mechanical and electrical equipment shall be screened from public view with architecturally, and vegetative material where appropriate, integrated materials.

6. Façade Treatment

All façades within the Secaucus Transit Village Redevelopment Area visible from public rights of way shall be of a similar character. The exterior of all structures shall be designed to be aesthetically pleasing. Variations in color, height, finish and materials are strongly encouraged.

a. The selection of materials and textures for buildings shall be compatible with and complement other buildings.
b. Use of synthetic sidings such as vinyl, aluminum and synthetic stucco (EIF products) are discouraged. Composite materials, such as Hardie-plank, may be used in place of wood clapboard, where appropriate.
c. The selection and use of colors for new buildings shall be coordinated and compatible with adjacent buildings.
d. Colors shall be compatible with the materials used within the building construction, such as stone, brick or masonry.
e. Color and material combinations and contrast are encouraged for decorative purposes in special locations, such as rooftops, building entrances and other articulations. An unusual amount of contrasting color is discouraged.
f. Human-scale development shall be achieved at grade level and along street frontages through the use of such elements as windows, doors, columns, awnings and canopies.
g. Side and rear elevations shall receive architectural treatments comparable to the front façade when public access or public parking is provided to the buildings.
h. Rhythms that carry through a development complex such as façade patterns, window spacing, entrances, canopies or awnings, shall be incorporated into façades, when appropriate.

7. Sustainable Design and Building Practices

Developers are encouraged to incorporate sustainable design principles in the Secaucus Transit Village Redevelopment Area. Employing green building methods from the onset of a project provides environmental, economic, and social benefits. Benefits of building with sustainable methods include the reduction in energy costs and waste.

Green building incentives within the NJMC zoning regulations are provided at N.J.A.C. 19:4-6.6 and promote sustainable green building practices in the Meadowlands District. In addition, the NJMC's Guidelines for Green Development and Redevelopment, Part 1 – Low Impact Development provide a reference of permissible low impact design techniques.

8. Landscape /Open Space

a. The following shall only apply to Permitted Uses:

i. General Landscape Features: Landscape architectural elements shall be conceived as part of a comprehensive integrated plan, incorporating the various entities of site design. Design elements may include plant materials such as trees, shrubs, ground cover, perennials, annuals, rocks, water, sculptures, and art. Landscaped areas shall be provided throughout the redevelopment area.

Plant materials shall accentuate the visual environment by integrating with building design, entranceways, and parking and loading areas. Plants and other materials shall be selected for aesthetic and functional considerations. The landscape design shall create visual diversity and contrast through variation in size, shape, texture and color.

Shade trees shall be required along roadway frontages. Shade trees shall be planted at a spacing of 30 feet. Species with a tall, heavy-branching form that are resistant to urban factors shall be used. Ornamental trees may be appropriate in open spaces, but not directly adjacent to streets. Trees shall be located so as not to interfere with utilities, roadways, sidewalks, sight triangles or streetlights.

Planters provided adjacent to building foundations throughout the commercial areas are encouraged. Planting beds shall be permitted at the base of buildings. Planters shall not obstruct pedestrian flow.

Open space shall include public plazas and seating areas. All hardscape areas such as plazas and walkways shall be designed to promote the use and enjoyment of outdoor spaces by area users. Such spaces shall be visually integrated with the architecture of surrounding buildings.

Seating areas shall take maximum advantage of views and lively pedestrian areas. Seasonal elements such as outdoor furniture for dining use are encouraged. Such seasonal elements shall not obstruct the circulation of pedestrians around the site and the surrounding buildings. Consideration shall be given to glare and heat absorption when selecting the paving materials for areas such as plazas and pedestrian walkways.

ii. Primary Open Space Areas: Each of the primary open space areas within the redevelopment area warrants a description in order upon which to base the ultimate design. These areas are described below:

(a) Station Square Park: The Station Square zone shall include a public park amenity. It shall be a passive open space framed on a minimum of two sides with active, first floor uses. It may contain furnishings to support transit use, particularly if it relates closely to the pedestrian connection to Secaucus Junction. Other encouraged amenities include lighting, seating, trash receptacles, information kiosks, bicycle storage and drinking fountains.

(b) Secaucus Greenway: The redevelopment area shall offer connections to and improve sections of the Secaucus Greenway as shown on the most recent NJMC Green Map. The Secaucus Greenway is “a Collaborative venture involving the New Jersey Meadowlands Commission, local municipalities, private utility

companies, and private property owners to create a 15-mile greenway east of the Hackensack River." The greenway runs along the western edge of the redevelopment area, along the Hackensack River. Most of the greenway is wetlands. It forms a "green" connection between the redevelopment area, the Town of Secaucus, and Laurel Hill Park. The greenway is based on the principle of providing public access to the Hackensack River via parks, marinas, and canoe launching areas and developing passive recreational opportunities for neighboring residential and office populations. Design elements encouraged for the Secaucus Greenway include pedestrian and bicycle paths, canoe launches and marinas, outdoor classroom amenities for environmental education, and wetland restoration projects.

(c) Riverfront Landing Waterfront Park: The Riverfront Landing zone shall contain a public park along the Hackensack River. This open space should serve as a focal point of the Riverfront Landing zone. The character of this space should reflect its unique riverfront setting. The park shall accommodate both active and passive recreational uses, including boat launches or marinas, as contemplated for the Secaucus Greenway. A waterfront walkway shall be provided. Furnishings should include lighting, seating, trash receptacles, information kiosks, bicycle storage and drinking fountains. It may also contain furnishings to support transit use.

(d) Riverfront Landing Neighborhood Park: The Riverfront Landing zone shall also contain one or more neighborhood parks for active and passive recreational uses. Furnishings may include lighting, seating, trash receptacles, information kiosks, bicycle storage and drinking fountains.

b. The following shall apply to Interim Uses:

Landscaping features shall be subject only to the following provisions of the NJMC District Zoning Regulations:

i. N.J.A.C. 19:4-8.9(a);
ii. N.J.A.C. 19:4-8.9(b);
iii. N.J.A.C. 19:4-8.9(c);
iv. N.J.A.C. 19:4-8.9(d)1, 5 and 6; and
v. N.J.A.C. 19:4-8.9(d)3, with the following modifications:
   (a) A minimum of ten shade trees per acre shall be provided, which shall be distributed evenly within the vehicular use area and positioned in a manner so as not to interfere with the placement of light poles and/or signage.

9. Fences and Screening Walls

a. The following shall apply to Permitted Uses:

i. All fences and screening walls shall be designed in accordance with N.J.A.C. 19:4-8.10.

b. The following shall apply to Interim Uses:

i. All fences and screening walls shall be subject only to the following provisions of the NJMC District Zoning Regulations:

(a) N.J.A.C. 19:4-8.10(a)2;
(b) N.J.A.C. 19:4-8.10(a)3;
(c) N.J.A.C. 19:4-8.10(a)4; and
(d) N.J.A.C. 19:4-8.10(a)5.

10. Lighting

a. The following shall apply to Permitted Uses:

i. The use of creative lighting schemes to highlight building façades and related areas of a property shall be encouraged. Light fixtures should be human-scaled and used sparingly to create a pleasant and safe urban village atmosphere that is not overly bright.
ii. Lighting plans, including a maintenance provision, shall be prepared in accordance with N.J.A.C. 19:4-8.13.

b. The following shall apply to Interim Uses:

i. Lighting plans shall be subject only to the following provisions of the NJMC District Zoning Regulations:

(a) N.J.A.C. 19:4-8.13(a)1, 2, 3, 4, 5, 6i, 6ii, 6iii, 6iv, 6v, 6vi, 6ix, 6x, and 6xi; and
(b) N.J.A.C. 19:4-8.13(a)6viii, with the following modifications:
(1) Poles installed for the purpose of illuminating a surface parking facility shall not exceed 25 feet in height, and shall utilize underground wiring.

11. Pedestrian Circulation

a. The following shall apply to Permitted Uses:

i. A pedestrian circulation plan shall be submitted detailing pedestrian routes throughout the redevelopment area. Connections shall be made between

the Secaucus Transit Station and the zones of the redevelopment area. Pedestrian routes shall be separated from vehicular and truck traffic to the greatest extent possible. Sidewalks shall use complementary materials and design elements. Where necessary, pedestrian protection devices, such as bollards or buffer vegetation shall be provided.

ii. Sidewalks shall be designed in accordance with NJMC District Zoning Regulations.

b. The following shall apply to any Interim Uses:

i. Sidewalks shall be subject only to the following provisions of the NJMC District Zoning Regulations:

(a) N.J.A.C. 19:4-8.12(a);
(b) N.J.A.C. 19:4-8.12(b);
(c) N.J.A.C. 19:4-8.12(c); and
(d) N.J.A.C. 19:4-8.12(d).

ii. Within a commercial off-street parking facility, parking facilities shall be designed to minimize conflicts between vehicular and pedestrian movements.

(a) Where possible, all pedestrian walkways shall connect to existing sidewalks at the perimeter of the property.
(b) The minimum width of concrete sidewalks within the site shall be 4 feet.

12. Public Improvements, Vehicular Circulation, and Parking

A comprehensive traffic impact study shall be required in accordance with the requirements for a Project Impact Assessment (PIA). The developer shall be responsible for mitigating traffic impacts through construction of roadway improvements and/or providing for the fair share of the costs of off-site transportation improvements as deemed appropriate.

a. Streets

A goal of this redevelopment plan is to have traffic circulate at a slow speed giving motorists ample opportunity to see storefronts and other neighborhood attractions and to promote pedestrian safety. On-street parking will help slow vehicular traffic to make it more compatible with pedestrian traffic. Generous sidewalks with street trees, decorative lampposts, and street furnishings will make the streets within the Secaucus Junction Redevelopment Area attractive to pedestrians.

Each street in the redevelopment area shall contribute to a walkable, livable character. Streets within the redevelopment area shall provide mobility for pedestrians, cyclists, transit patrons and vehicle drivers. The design shall promote a balance between pedestrians and vehicles. Non-vehicular travel and recreation are strongly encouraged.

b. Design Principles for Streets

i. Streets shall serve as essential elements in the definition of the visual and spatial character of the redevelopment area and shall exhibit a high quality, human-scaled environment.
ii. Streets shall be oriented equally towards the safe accommodation of pedestrians and bicycles as they are towards the accommodation of vehicular traffic.
iii. Streets shall be designed with the minimum lane width necessary to accommodate the anticipated volume of vehicular traffic. The preference is for vehicular lane widths not to exceed 11 feet. In certain circumstances, as dictated for safety, lanes 12 feet in width may be used.
iv. Streets shall be designed to calm traffic, with maximum traffic speeds ranging from 20 to 30 mph.
v. Streets shall be activated with uses that attract pedestrians to the street level, particularly at public open spaces and at prominent intersections.
vi. Designated bicycle lanes shall be provided on all primary circulation routes. Local streets shall be designed to calm traffic to be compatible with bicycle speeds, but should not require bicycle lanes.
vii. Walks shall be comprised of concrete, with contrasting patterns, colors and materials where appropriate.
viii. Crosswalks at intersections shall be delineated by contrasting decorative pavement.

c. Street Design

The dimensions of streets within the redevelopment area are based upon analysis of existing conditions and reasonable assumptions of how the street shall function. Therefore, the recommended street cross-sections should be viewed as preferred alternatives that may be subject to modification as approved by the NJMC.

i. Primary Access Routes

The primary access routes include existing roads including New County Road, Meadowland Parkway, Seaview Drive and Castle Road and future/proposed roads including Seaview Drive Extension, Aqueduct Boulevard and the roadway connecting Seaview Drive to the Riverfront Landing zone.

New County Road is a primary circulation route that connects the redevelopment area to downtown Secaucus via County Avenue. It also serves as a connection between Secaucus Junction and Hudson County's Laurel Hill Park.

Meadowland Parkway is another primary circulation route that connects the redevelopment area to the rest of Secaucus. The character of Meadowland Parkway shall be a continuation of the existing Meadowland Parkway to the north of the former Bergen Line. In the future, Meadowland Parkway shall terminate in a roundabout/circle at its intersection with Aqueduct Boulevard.

Seaview Drive, including the future Seaview Drive Extension, is a primary circulation route that runs along the northern border of the redevelopment area from Meadowland Parkway to the New Jersey Turnpike Interchange 15X and Secaucus Junction. The character of Seaview Drive is that of a collector street, that links the bulk of the redevelopment area and surrounding warehouse uses with the New Jersey Turnpike Interchange.

Castle Road is a primary route that connects the end of Meadowland Parkway at the future roundabout to the redevelopment area. The character of Castle Road is that of a collector street for the uses along the road.

Aqueduct Boulevard is a primary circulation route within the existing aqueduct right-of-way. The Jersey City water supply line will be maintained in the center median of this street. The character of Aqueduct Boulevard is that of a grand street with a wide swath of green space in the center, more akin to a linear park than a thoroughfare. It shall begin at the roundabout/circle at Meadowland Parkway and extend to Seaview Drive.

The future roadway connecting Seaview Drive to the Riverfront Landing zone is a primary circulation route that connects the residential portion of the redevelopment area to the intersection of Seaview Drive and Aqueduct Boulevard by crossing the NJ Transit Main Line. The roadway is envisioned as an elegant corridor that terminates at the open space of the Riverfront Landing zone.

The following shall only apply to Permitted Uses:

The following amenities are strongly encouraged to be incorporated into existing and future primary access route right of ways to provide a transitional pedestrian and vehicular linkage between downtown Secaucus and the redevelopment area:

(a) Travel Lanes: 11 ft., one lane each direction preferred;
(b) Bike Lanes: 5 ft., both sides preferred;
(c) Parking Lanes: 8 ft., both sides preferred, parallel;
(d) Sidewalk and Landscape Strip: 11 ft. minimum;
(e) Sidewalk Trees: 30 ft. on-center, single row both sides;
(f) Planted Median, where appropriate, required for Aqueduct Boulevard: street trees planted at 30 ft. on-center

ii. Local Streets

Local streets shall be of a smaller scale than the primary access routes. Local commercial streets shall be adjacent to mixed-use and non-residential uses. Local residential streets shall be adjacent to residential uses. All local streets shall be organized to connect to primary access routes at appropriate locations. The arrangement of local streets shall be based on a grid that derives its main orientation from the primary access routes and is modified to reflect existing conditions, such as natural features and fixed man-made elements. Bulb-outs of up to 8 feet are recommended at crosswalks and in areas adjacent to parallel parking where parking is not required to provide for a pedestrian–friendly environment.

The following shall only apply to Permitted Uses:

The following amenities are strongly encouraged to be incorporated into both local commercial and residential right of ways to promote a pedestrian-oriented environment within the redevelopment area:

(a) Local Commercial Streets:
  (1) Travel Lanes: 11 ft., one lane each direction preferred;
  (2) Parking Lanes: 8 ft., both sides preferred, parallel or diagonal;
  (3) Sidewalk and Landscape Strip: 11 ft. minimum, sidewalk-oriented uses such as cafes and outdoor seating encouraged;
  (4) Sidewalk Trees: 30 ft. on-center, single row both sides;
  (5) Planted Median, where appropriate: Street trees planted at 30 ft. on-center

(b) Local Residential Streets:
  (1) Travel Lanes: 10 ft., one lane each direction preferred;
  (2) Parking Lanes: 8 ft., both sides preferred, parallel or diagonal;
  (3) Sidewalk and Landscape Strip: 10 ft. minimum;
  (4) Sidewalk Trees: 30 ft. on-center, single row both sides.

d. Pedestrian Access

i. Station Square to Secaucus Junction

This pedestrian route is a key thoroughfare within the Secaucus Junction Redevelopment Area. The purpose of this route is to convey pedestrians between the Station Square zone and Secaucus Junction. The distance between these two locations is approximately 900 feet, including the right of way of the New Jersey Turnpike Western Spur. A portion of the route lies within a development block slated for hotel use. As such, to construct this thoroughfare, accommodations for its alignment shall be made within the hotel development. The passage shall be open to the public, weather-protected, internal to the building where possible, and shall have a minimum width of 20 feet.

The character of this connection shall be consistent with the architectural themes established by the hotel building and shall be aesthetically pleasing. Public access to this pedestrian route via the hotel lobby shall be maintained at all times. The terminus of the route at Station Square is encouraged to relate functionally, as well as aesthetically, to the open space at the center of Station Square. The terminus at Secaucus Junction shall be incorporated into the architecture of the building. Additional connections to Secaucus Junction are also encouraged.

ii. Secaucus Greenway

The Secaucus Greenway is a linear open space area that is proposed to border the western edge of the Secaucus Junction Redevelopment Area, at the Hackensack River and connect to Laurel Hill Park and pedestrian access points within the redevelopment area. Within this open space, bicycle and pedestrian paths and other forms of passive recreation are envisioned. Development of the Secaucus Greenway paths should be undertaken according to the standards set forth by the New Jersey Meadowlands Commission.

Waterway buffers and public access/walkways shall be provided in accordance with N.J.A.C. 19:4-8.7 with the exception that the Secaucus Greenway may be located within the required buffer.

In areas where bulkhead or riprap exists, there shall be a 30-foot wide public access easement located as close to the water's edge as practical which shall include a walkway, no less than 15 feet wide. Such walkway shall be designed to connect to the adjacent County Park property and a future connection to the Secaucus Greenway trail.

e. Parking

i. The Station Square and Riverfront Landing zones will contain a vibrant combination of uses, including retail, entertainment, office, residential and recreation. Such mixed-use development has been acknowledged to result in increased efficiencies with respect to the utilization of parking spaces. Some of these uses may be able to share parking depending on their peak hours of operation. The efficiencies that are created through this mixture of land uses tends to reduce automobile dependence below that which is precipitated by single-use, stand-alone development.

Access to public transportation also plays a part in the amount of necessary available parking. NJ Transit's Secaucus Junction is located adjacent to the Secaucus Junction Redevelopment Area. This station provides rail access for residents to all of NJ Transit's lines, including destinations such as Trenton and Manhattan.

Proximity to a fixed rail station provides legitimate rationale for a reduction in the number of parking space according to NJ Transit's Planning for Transit-Friendly Land Use. These planning guidelines contain a series of reductions in residential and non-residential parking use based on the proximity to various types of transit elements, such as hubs, stations and corridors. According to NJ Transit, the Secaucus Junction Redevelopment Area would be considered to lie within a transit node, which is defined as an area within a 1/4-mile radius of a station. Under this scenario, non-residential parking use may be reduced by 10% to 15%, office by 5% to 25% and residential parking use may be reduced by 25% to 30%.

Bicycle and pedestrian enhancements within the redevelopment area shall also serve to reduce the dependence on vehicular transportation. Streets will be designed with generous sidewalks, including extensive shade tree plantings. This will encourage pedestrian access throughout the redevelopment area. Bicycle lanes and traffic-calmed streets will encourage bicycle use within the district.

ii. The following shall apply to Interim Uses:

(a) The following parking standards shall apply:

(1) The design and construction of parking facilities shall be subject only to the following provisions of the NJMC District Zoning Regulations:

(i) N.J.A.C. 19:4-8.2(a)4, 5, 6 and 7;

(ii) N.J.A.C. 19:4-8.2(b)3;

(iii) N.J.A.C. 19:4-8.2(c)2, 3, 4, 6, 9, and 12;

(iv) N.J.A.C. 19:4-8.2(c)5, only to the extent that the site shall be paved or otherwise improved with an all-weather dustless material;

(v) N.J.A.C. 19:4-8.2(c)7 and 8, as amended in the Lighting, Drainage, Fencing and Screening Walls, Landscaping, and Open Space sections of this Redevelopment Plan.

(vi) N.J.A.C. 19:4-8.2(c)13, with the following modifications: self parking spaces shall be 8.5 feet wide by 18 feet deep; valet parking spaces may be reduced to 8 feet wide by 17 feet deep.

(2) In the event that a design issue arises not contemplated by either the redevelopment plan or NJMC District Zoning Regulations, the standards set forth in the New Jersey Transit 2005 Guidelines and Standards Manual for Commuter Rail Stations, and subsequent updates, shall apply.

f. Parking Structures

Parking structures shall be designed to fit within the fabric of the redevelopment area and shall typically form the core of a development block. They shall be designed as follows:

i. Parking structures shall be enclosed by buildings containing active ground floor uses to the maximum extent practicable.

ii. The finish of exterior walls shall read as a typical building, not a parking structure. Walls that are not enclosed with actively used buildings shall be designed to appear so.

iii. Top floors of parking structures shall be finished to visually screen parked cars, lights and other utilitarian elements from adjacent properties.

g. Parking Principles

The off-street parking ratios shall take into consideration the on-street parking facilities and access to mass transit, including Secaucus Junction and local bus routes. All new development within the redevelopment area shall provide off-street parking. All streets shall permit on-street parking. A limited percentage of parking spaces within structures may be designated for “compact vehicles only.” Access to parking facilities and structures shall not occur through the primary frontage or façade of a building. Limited driveway entrance openings for parking structures located within the core of the block will be subject to the approval of the NJMC.

Required Parking Ratios

Residential Uses	
Dwelling, multi-family	A maximum of 1.75 parking spaces per unit
Dwelling, active adult	A maximum of 1 parking space per unit
Non-Residential Uses	
Hotel	1 parking space per employee per shift plus 0.75 parking spaces per sleeping unit. Where number of employees cannot be determined, 1 parking space per sleeping unit.
Other non-residential uses	3 spaces/1000 s.f. or as based upon a shared parking study approved by the NJMC.

h. Traffic Reduction

This section shall apply to Permitted Uses:

Redevelopers shall collaborate with Meadowlink Commuter Services, the transportation management association serving the region, in developing a memorandum of understanding to provide for innovative programs to reduce traffic congestion and improve mobility. The memorandum of understanding shall include an implementation plan determining the stage of development at which these programs are to be applied. Programs emphasizing congestion relief and improving mobility in the Secaucus Transit Village Redevelopment Area may include car sharing facilities, shuttle services, and bike locker programs.

Car sharing facilities will provide instant access to vehicles near transit, home, or work. These facilities allow individuals to reserve and drive a car on demand. The self-service cars are picked up from and returned to the same designated parking space. Car sharing facilities are encouraged in both residential and commercial areas as an efficient use of existing parking.

Shuttle services will provide convenient access between the residential areas at the Riverfront Landing zone, the commercial areas in the Station Square zone, the Secaucus Junction train station, and downtown Secaucus. Shuttle services are a convenient method to promote accessibility and reduce congestion.

Bike locker programs will provide safe and secure storage and weather protected locations to park bicycles. These facilities can provide for both short and long term storage for the bicycles. Well planned bicycle facilities can serve to provide an additional transportation connection for all land uses within the Transit Village.

13. Drainage

Drainage plans, including a maintenance provision, shall be prepared in accordance with N.J.A.C. 19:4-8.6. All drainage ways shall be properly maintained and planted, where appropriate.

14. Utilities

The developer is responsible for providing and obtaining all applicable permits and easements where necessary for the installation of all required utilities. All utilities shall be located underground.

15. Signs

a. The following shall apply to Permitted Uses:

Signage in the redevelopment area shall be aesthetically pleasing. A balance shall be struck between the need to call attention to individual businesses and the need for a positive image of the entire redevelopment area. All signs shall be oriented to pedestrians rather than motorists. Where not provided for in the redevelopment plan, design control for signage shall be governed by N.J.A.C. 19:4-8.14.

i. Sign Placement

(a) Signs shall not obstruct architectural elements and details that define the design of the building. Flat wall signs for buildings may be located above the storefront, within the frieze of the cornice, on covered transoms, or on the pier that frames display windows or generally on flat, unadorned surfaces of the façade or in areas clearly suitable as sign locations.

(b) Freestanding signs, in general, are not an appropriate sign type and shall only be permitted at the discretion of the NJMC provided the sign advances the intent of the redevelopment plan.

ii. Materials

(a) Sign materials such as wood, glass, gold leaf, raised individual metal or painted wood letters, and painted letters on wood, metal, or glass are encouraged.

(b) Wall signs shall not be painted directly on the surface or masonry walls.

iii. Color

Sign colors shall complement the materials and color scheme of the building, including accent and trim colors.

iv. Buildings with Multiple Tenants
A master sign plan shall be developed for an entire building.

v. Awnings & Canopies
Awnings can contribute to the overall image by providing visual continuity for an entire block, helping to highlight specific buildings. They also protect pedestrians from the weather, shield window displays from sunlight and conserve energy. These include standard sloped fabric awnings, standard sloped fabric awnings, boxed or curved fabric awnings, canopies and marquees.

vi. Design and Placement
(a) Awnings shall be placed within the storefront, porch, door, or window openings in a manner that does not obscure building elements.
(b) Awnings shall be of a design that does not interfere with adjacent signs, distinctive architectural features of the building, street trees or other elements along the street.
(c) The bottom of an awning valance shall be at least 7 feet above the sidewalk.
(d) Metal or plastic awnings are not permitted.

vii. Fabric and Color
(a) Awning colors shall be coordinated with the overall building color scheme. Solid colors, wide stripes, and narrow stripes may be permitted at the discretion of the NJMC provided the color scheme advances the intent of the redevelopment plan.
(b) Overly bright or complex patterns are discouraged.

viii. Signs on Awnings
(a) As appropriate, use the front panel or valance of an awning for a sign.
(b) Letters may be sewn, screened, applied or painted on the awning fabric. Hand-painted or individually made fabric letters that are not professionally applied are discouraged.

b. The following shall apply to Interim Uses:

i. Signage Types
(a) Signage types are as follows:
(1) "Identification Billboard sign" means a sign that directs attention to the identity of the owner and/or operator of the Interim Use at the site, as well as information regarding the location or availability of the Interim Use.

(2) "Business sign" means a sign that includes information appropriate to identify the owner and/or operator and hours of operation of the Interim Use at the site.

(3) "Rate sign" means a sign that includes information appropriate to identify the owner and/or operator of the site, the rates being charged, and the hours of operation of the Interim Use at the site.

(b). Identification Billboard, Business, and Rate signs may not advertise any other product or service other than that of the Interim Use on the site.

ii. Sign Placement

(a) Identification Billboard, Business, and Rate signs may only be placed on the same site as the Interim Use.

(b) Freestanding signs shall be permitted and shall be set back a minimum of 5 feet from all property boundaries.

(c) Identification Billboard signs shall receive the prior approval(s) of the New Jersey Department of Transportation (NJDOT), New Jersey Turnpike Authority, and any other agencies having jurisdiction, as applicable. A copy of such approval(s) shall accompany the zoning certificate application.

iii. Height and Size

(a) Identification Billboard signs shall be limited as follows:

(1) Maximum height of sign: 30 feet above the grade level of the adjacent roadway surface. For signs located adjacent to the NJ Turnpike, the maximum permitted height shall be 30 feet above the grade level of the NJ Turnpike roadway surface.

(2) Maximum size of sign: 14 feet high by 48 feet wide

(3) Maximum number of signs: 1 per commercial off-street parking facility.

(4) Maximum of two (2) faces per sign

(b) Rate signs shall be limited as follows:

(1) Minimum height of the bottom of the sign: 4 feet

(2) Maximum height of the top of the sign: 12 feet

(3) Maximum size of sign face: 50 square feet

(4) Maximum number of signs: 1 per driveway location

(5) Maximum of two (2) faces per sign

(c) Business signs shall be limited as follows:

(1) Minimum height of the bottom of the sign: 10 feet

(2) Maximum height of the top of the sign: 30 feet

(3) Maximum size of sign face: 100 square feet

(4) Maximum number of signs: 1 per driveway location

(5) Maximum of two (2) faces per sign

iv. Signs shall be subject only to the following provision of the NJMC District Zoning Regulations: N.J.A.C. 19:4-8.14(g)

16. Site Amenities

The following site amenities are permitted:

a. Kiosks to provide both shelter and directional information;
b. Features such as fountains, sculptures, decorative tree grates, planters, plaques and other artistic displays (whether permanent or seasonal) in the redevelopment area. These may be used to depict historic, cultural and environmental resources in the area;
c. Bike racks and storage facilities;
d. Tennis courts; and
e. Swimming pools.

17. Environmental Performance Standards

All uses shall comply with the Category A environmental performance standards N.J.A.C. 19:4-7. All water quality standards contained in N.J.A.C. 19:4-7.9 et seq. shall apply.

D. ADDITIONAL APPLICATION REQUIREMENTS

1. Project Impact Assessment

a. All projects shall prepare a Project Impact Assessment (PIA) in accordance with N.J.A.C. 19:4-10.1 et seq. The PIA shall provide information to allow the NJMC to assess the probable effects of a proposed project.
b. Any development proposed in phases shall assess the impacts for each individual phase and the project as a whole.
c. For a development proposal that requires an improvement to mitigate an impact identified in a PIA, the developer shall enter into an agreement with the NJMC prior to the issuance of a zoning certificate for the project.

2. Traffic Impact Assessment

All projects shall prepare a Traffic Impact Assessment (TIA) in accordance with N.J.A.C. 19:4-7.10 et seq. The TIA shall assess the traffic and circulation impacts of a proposed development and identify improvements required.

3. Riparian Rights

Riparian grants shall be secured for any land subject to the State's riparian interest pursuant to NJMC zoning regulations.

4. Affordable Housing Considerations

With regard to affordable housing, the developer shall comply with the applicable requirements of the NJMC; all applicable State of New Jersey regulations; and P.L. 2008, Chapter 46, an act concerning affordable housing, revising and supplementing various parts of the statutory law, effective July 17, 2008, and any applicable laws of other agencies having jurisdiction.

5. Redeveloper Requirements

a. If the NJMC elects to contract with a prospective redeveloper, pursuant to its authority under N.J.S.A. 13:17-6(j), 20(g), and or 21(b)6, prior to entering such contract, the redeveloper shall provide a financial report to the NJMC assessing the financial viability of the redeveloper and/or redevelopment project. Such report shall contain, at a minimum, the following information:

   i. Identification of each financial and/or equity partner having any financial contribution to, ownership of, or like interest in, the project.
   ii. Identification of each member of the redevelopment team and major consultants, including, but not limited to, attorneys, engineers, architects, planners, project and construction managers, financial consultants, lobbyists, and public relations consultants. Resumes and/or curricula vitae and a statement clearly identifying the roles of each member shall be provided.
   iii. The composition of the redeveloper's current real estate portfolio, including details regarding the type of project and number of square feet or units developed, owned and/or managed.
   iv. Details regarding the redeveloper's history of securing financing for real estate development projects within the past 10 years, at a minimum, detailing the type of project; financing method(s), source(s) and amounts committed; and proposed and actual completion dates of projects.
   v. A description of all pending real estate development projects by the redeveloper, under development pursuant to enforceable contracts, including project type, status, development schedule, and the financial commitment required by the redeveloper, including a description of the financing method(s), source(s) and amounts committed.
   vi. Audited financial statements, including balance sheets and operating statements, prepared by a Certified Public Accountant (CPA) in accordance with Generally Accepted Accounting Principles (GAAP), established by the Financial Accounting Standards Board (FASB), 401 Merritt 7, PO Box 5116, Norwalk, CT 06856-5116, http://www.fasb.org, for the five most recent fiscal years, for the redeveloper and any financial and/or equity partner(s). Such statements shall evidence the ability to financially perform, including the value of assets each participant would contribute to the project and verification that such assets are available.

vii. A statement describing the methods and anticipated and committed sources for financing the project, including its construction, and identifying the expected equity requirements and anticipated sources of working capital.

viii. For the redeveloper, including both the corporate or business entity and the principals of the corporate or business entity and each member of the development team, a statement and complete listing regarding any debarments, suspensions, bankruptcy or loan defaults, legal proceedings, and/or adverse judgments, regarding any real estate development project and/or government contract regardless of the date of such occurrence.

ix. A fiscal impact analysis for the proposed redevelopment project pursuant to the requirements of N.J.A.C. 19:4-10.4(a)14.

x. Such other information as may be deemed necessary by the NJMC staff.

b. The redeveloper shall provide the following to the NJMC, which shall be updated, at a minimum, every three months, beginning from the contract date, including any amendments:

i. The project pro-forma statement, prepared by a CPA in accordance with GAAP, which shall include, at a minimum, an income statement, balance sheet, and statement of cash flows.

ii. The projected development timeline.

iii. Any change in the financial report required in 5a above.

c. Any redeveloper applying to any federal, state, county, or municipal government entity for financial assistance, including, but not limited to, loans, grants, or bonds, shall notify the NJMC of such application in writing and shall provide copies to the NJMC of all correspondence and information regarding the requested financial assistance. The NJMC staff shall provide any of the aforementioned entities with information about the project upon request. The NJMC shall make a request to the applicable government entity to participate in the process for the evaluation of financial assistance to facilitate communication among public entities involved in the project. Such participation shall include, but is not limited to, attendance at meetings with the redeveloper and the government entity from whom financial assistance is requested.

d. Any redeveloper of a project within a redevelopment area for which municipal payment-in-lieu-of-taxes (PILOT) bonds are sought shall notify the NJMC contemporaneously with the commencement of discussions with municipal officials regarding PILOT bonds and shall provide copies to the NJMC of all correspondence and information regarding the PILOT bonds. The NJMC staff shall provide the municipality with information about the project upon request. The NJMC shall make a request to the applicable government entity to participate in the process for the evaluation of PILOT bonds to facilitate communication among public entities involved in the project. Such participation shall include, but is not limited to, attendance at meetings with the redeveloper and

municipality. The fiscal impact analysis required above shall evaluate the impact of PILOT bond financing on municipal tax rates and the Intermunicipal Tax Sharing Formula.

6. Approvals of Other Governmental Entities

a. Prior to the redevelopment of any property within the redevelopment area, the redeveloper shall procure any and all necessary permits and approvals from any federal, state, county, local, or municipal agency having jurisdiction.

b. Any redeveloper filing an application with any other State entity for any permit related to the redevelopment project shall provide a copy of such permit application to the NJMC contemporaneously with its filing and shall provide copies to the NJMC of all correspondence and information regarding the permit application. The NJMC staff shall provide the regulatory entity with information about the project upon request. The NJMC shall make a request to the regulatory entity to participate in the permitting process to facilitate communication among public entities involved in the project. Such participation shall include, but is not limited to, attendance at meetings with the redeveloper and the regulatory entity.

V. Selected Redevelopment Plan

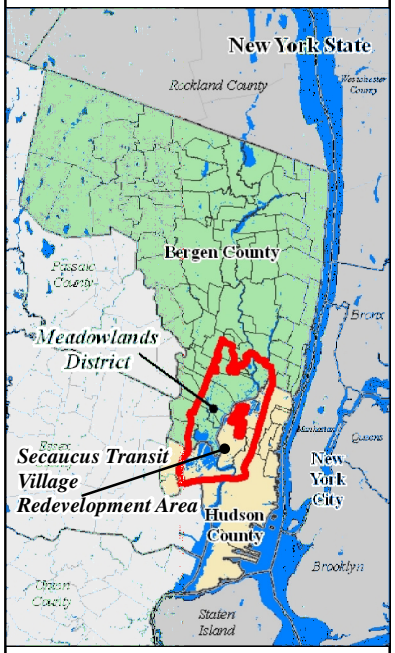
A. IMPLEMENTATION STRATEGY

This redevelopment plan shall be the regulatory instrument for the Secaucus Transit Village Redevelopment Area, along with the NJMC District Zoning Regulations, where applicable, and shall supersede all redevelopment plans and prior zoning for parcels of land contained within this redevelopment area.

No actions, other than the adoption of this plan and review of applications submitted by the private sector to implement this plan, are proposed or contemplated by the NJMC at this time.

Secaucus Transit Village Redevelopment Area

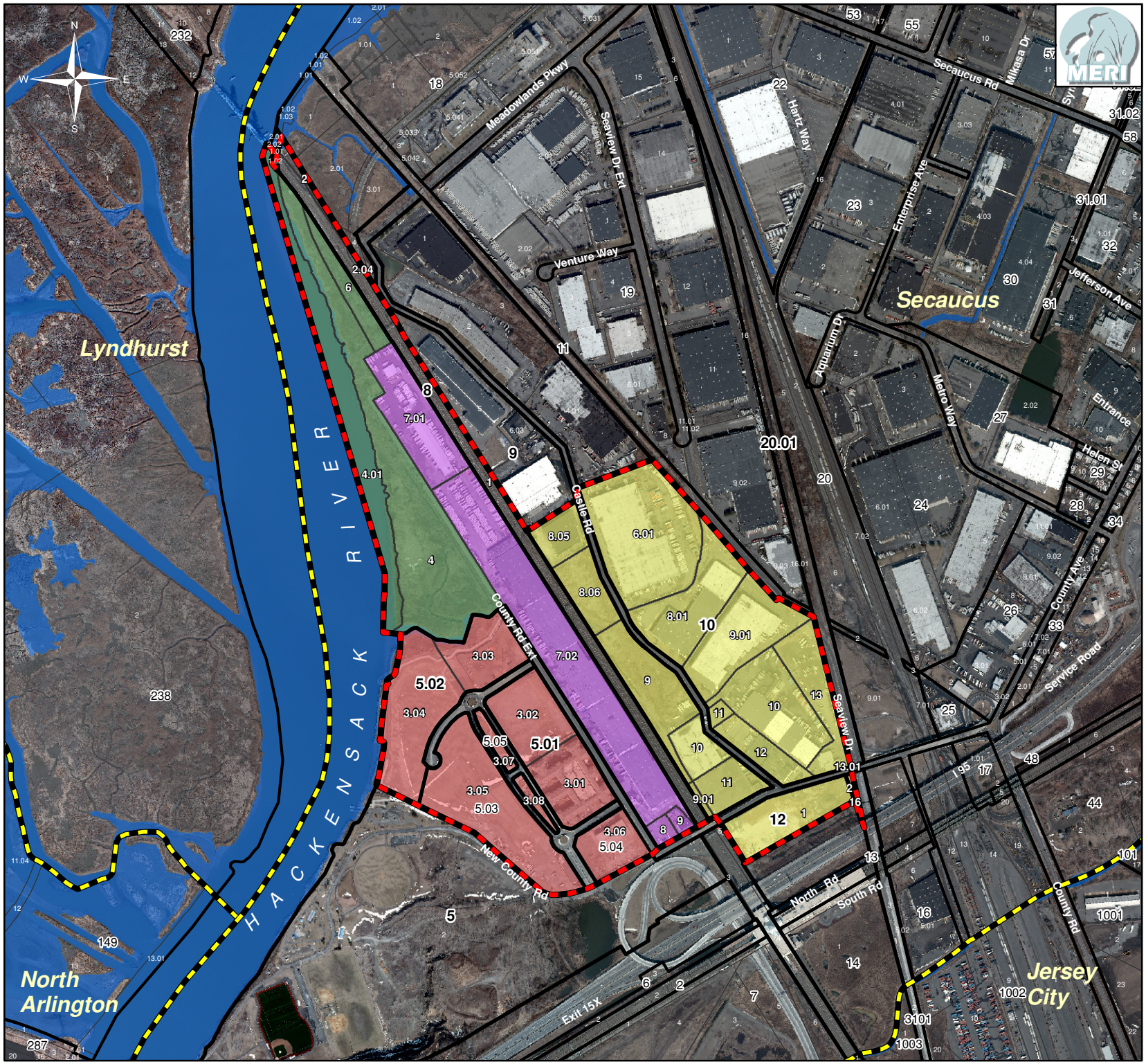
- Municipal Boundary
- Redevelopment Area
- Block Line
- Lot Line
- Passive Recreation
- Riverfront Landing
- Station Square
- Transition
- Water Body

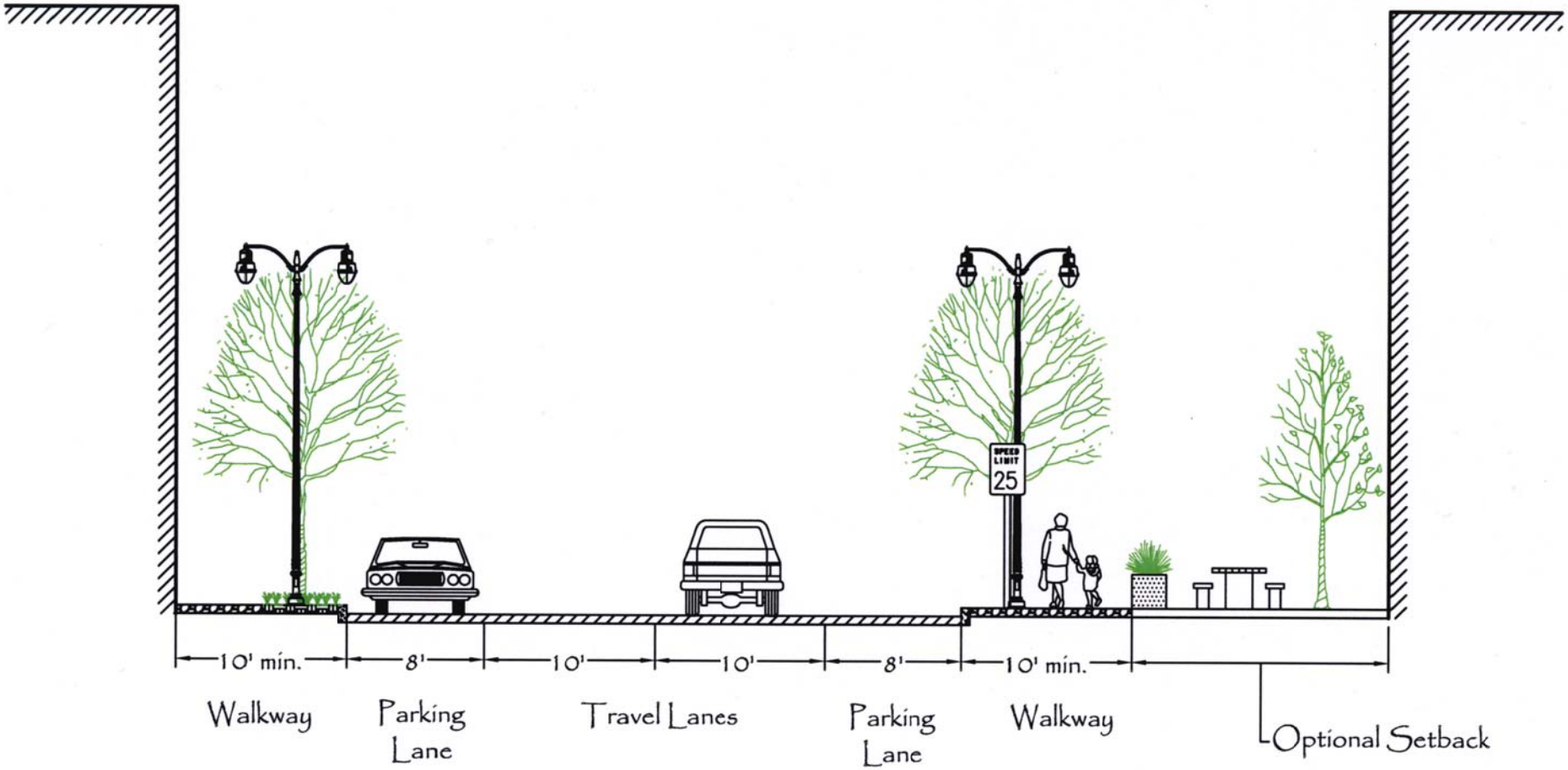


0 500 1,000 Ft 1 inch = 1,000 feet

Units: US Survey Feet
Datum: North American Datum 1983
Coordinate System: NJ State Plane
Data Source(s): NJMC GIS
Map Date: October 2011

Disclaimer:
This map was created using New Jersey Meadowlands Commission Geographic Information System digital data. The information provided on this map are provided "as is" with no warranty of any kind. This is neither an official state map nor state authorized; it is for information and representation purposes only.



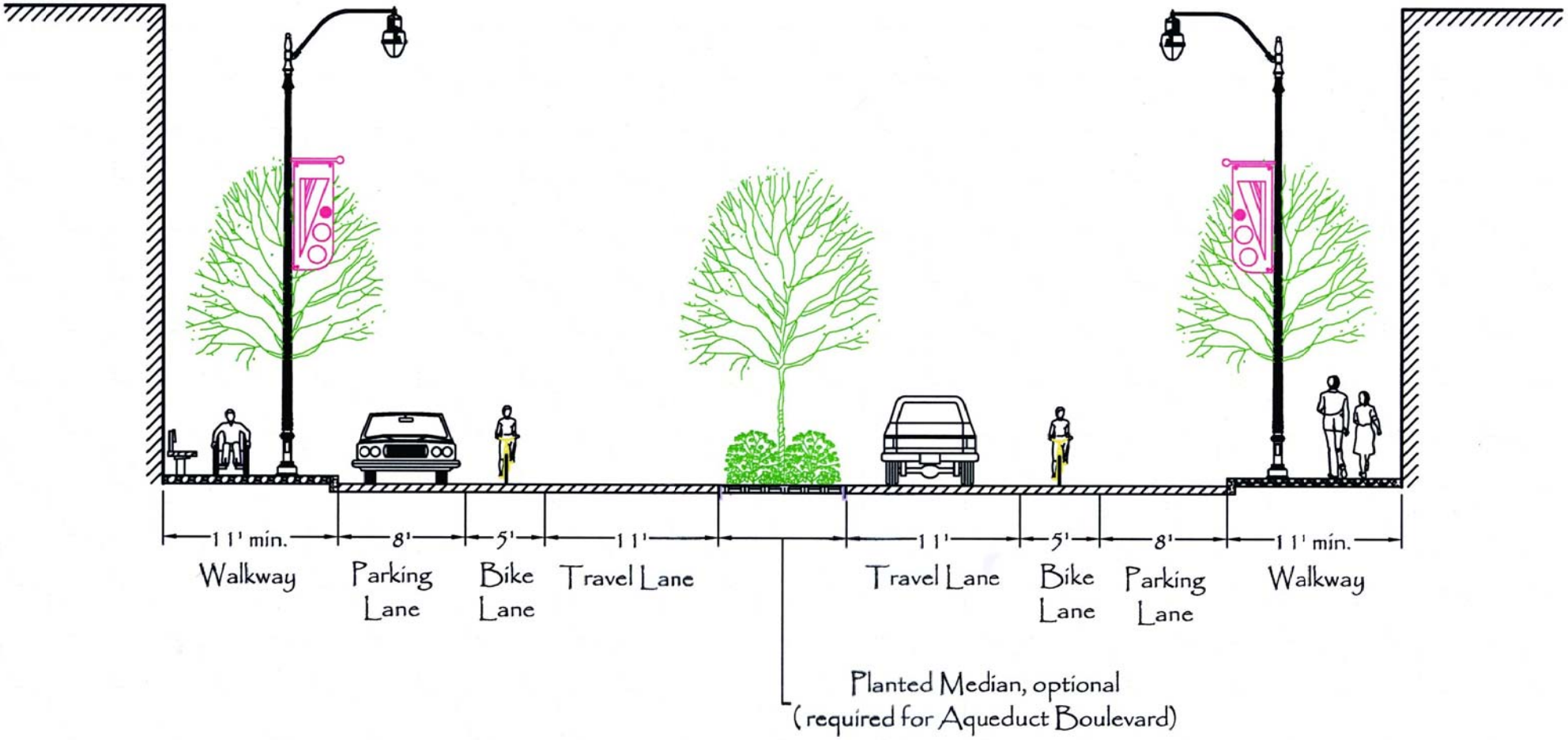


Secaucus Transit Village Redevelopment Plan

March 2004

Local Residential Streets

Scale 1"=10'

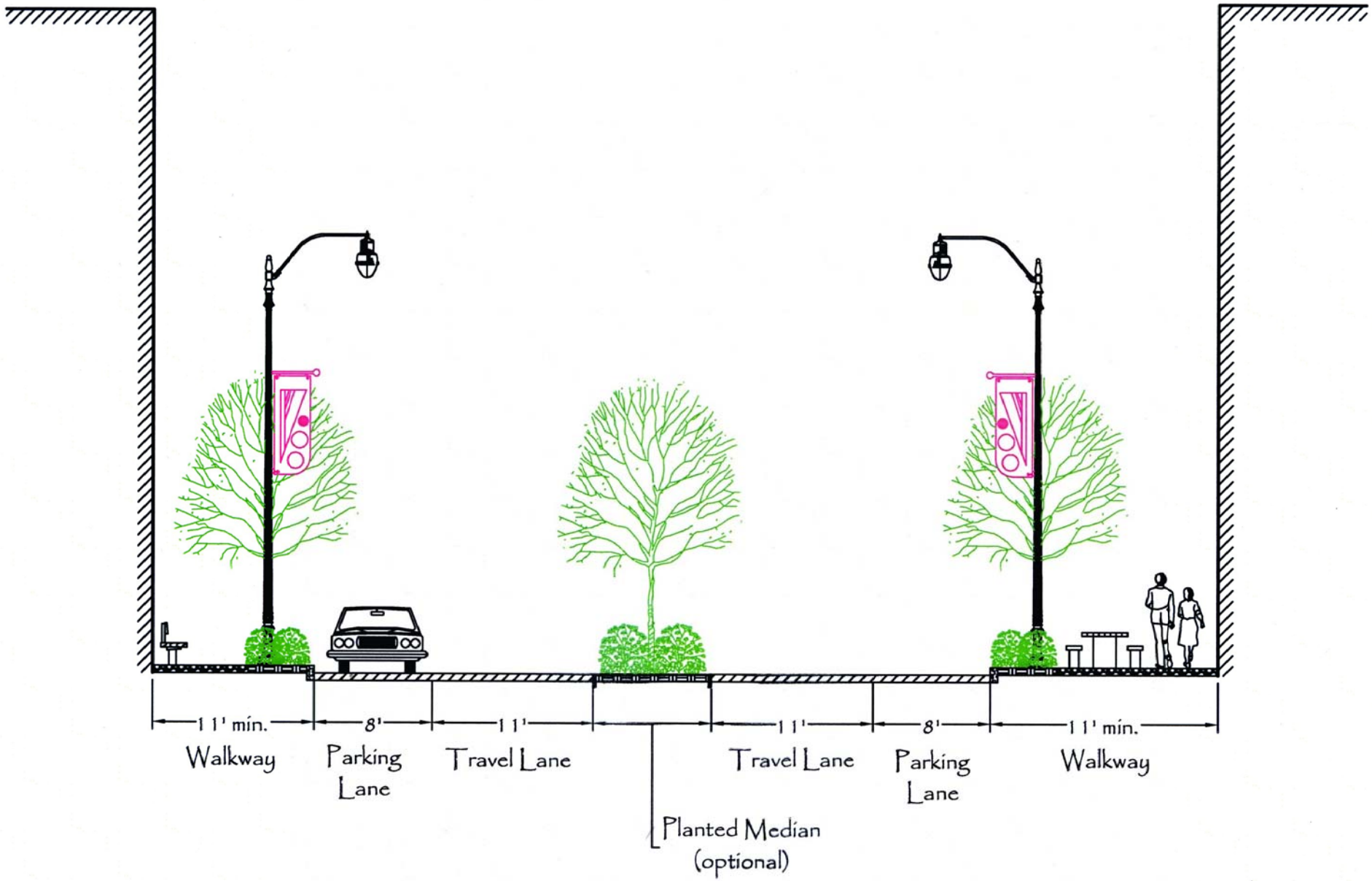


Secaucus Transit Village Redevelopment Plan

March 2004

Primary Access Routes

Scale 1"=10'



Secaucus Transit Village Redevelopment Plan

March 2004

Local Commercial Streets

Scale 1"=10'