

Redevelopment Plan for
Block 228, Lot 3 in the Township of Lyndhurst

New Jersey Meadowlands Commission

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TABLE OF CONTENTS	PAGE
I. Redevelopment Plan Statutory Criteria	1
A. REQUISITE PLAN INFORMATION	1
B. SPECIFIC PLAN REQUIREMENTS	1
1. Site Description	1
2. Plan Relationship to Local Objectives	2
3. Traffic Improvements	2
4. Public Utilities	3
5. Recreation Facilities	3
6. Community Services	3
7. Land Use	3
8. Identification of Property to be Acquired	4
9. Significant Relationships to Master Plans and Development Regulations	4
II. Potential Implementation Strategies	6
A. POWERS OF THE REDEVELOPMENT AGENCY	6
B. NJMC INVOLVEMENT	7
III. Redevelopment Plan	8
A. SELECTION OF RECOMMENDED LAND USE	8
B. REDEVELOPMENT STANDARDS	8
IV. Land Use Standards	9
A. PURPOSE	9
B. PERMITTED USES	9
C. DESIGN CRITERIA	9
1. Lot area and density requirements	9
2. Bulk Regulations	10
3. Site Layout	10
4. Architectural Design Standards	11
5. Façade Treatment	11
6. Screening and Landscaping Requirements	11
7. Lighting	13
8. Circulation/Public Improvements	14
9. Parking	14
10. Drainage	14
11. Utility Connections	14
12. Signage	15
13. Environmental Performance Standards	15

D. ADDITIONAL APPLICATION REQUIREMENTS	15
1. Project Impact Assessment	15
2. Traffic Impact Assessment	19
V. Selected Redevelopment Plan	22
A. IMPLEMENTATION STRATEGY	22

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." However, N.J.S.A. 13:17-21 only provides general guidelines for the elements of such a plan. In the absence of detailed criteria for the preparation of a redevelopment plan, the NJMC has looked to the criteria of the Local Redevelopment and Housing Law (LRHL), N.J.S.A. 40A:12A-1 et seq., for general guidance purposes. This is the redevelopment law which governs municipalities of the State of New Jersey outside of the Meadowlands District. It must be recognized that, given the unique nature and statutory power provided to the NJMC, not all of the LRHL criteria are relevant to the formulation of a redevelopment plan, and the criteria must be adapted to the NJMC's goals and objectives.

The LRHL specifically states that a redevelopment plan shall include an outline for the planning, development, redevelopment, or rehabilitation of the project area sufficient to indicate the following: *(sections that are not applicable to the NJMC have been deleted, and others have been amended to reflect the Meadowlands District).*

1. The relationship of the redevelopment plan to NJMC objectives as to appropriate land uses, density of population, improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements;
2. The proposed land uses and building requirements in the project area;
3. An identification of any property within the redevelopment area that is proposed to be acquired in accordance with the redevelopment plan; and
4. Any significant relationship of the redevelopment plan to pertinent NJMC regulations and the master plans of contiguous municipalities.

B. SPECIFIC PLAN REQUIREMENTS

1. Site Description

This redevelopment plan is applicable to Block 228, Lot 3 in the Township of Lyndhurst. The entire redevelopment area is a total of approximately 5.8 acres.

The redevelopment area is located just north of the intersection of Wall Street West and Chubb Avenue. The area is generally bounded by Wall Street West to the south, east and west and New Jersey State Route 3 and Route 17 interchange ramps and Service Road to the northwest. The redevelopment area is located the Township of Lyndhurst and is adjacent to the boundary line of the Borough of Rutherford. The properties directly to the south of the redevelopment area are located in the Research distribution park zone and are primarily improved with office buildings. Properties

to the northeast of the site, located in the Highway commercial zone, are improved with office and hotel uses. Extensive wetlands lie to the east along Wall Street West.

2. Plan Relationship to Local Objectives

The zoning regulations and map enacted in 1972 designated the subject area as a Highway commercial zone which permits commercial uses that are best located in close proximity to highways. Permitted uses in the Highway commercial zone include banks, business and professional offices, medical and dental clinics, hotels and motels, convention centers, restaurants, theaters, automobile showrooms, child care centers, personal services, retail services and social services.

While it is difficult to define the exact objective behind the designation of any land use permitted in a certain area via a document that is 30+ years old, certain assumptions can be drawn. It is clear that the drafters of the original Hackensack Meadowlands Comprehensive Land Use Plan were of the opinion that properties in the *Hotel-Office Highway Commercial District* would be able to capitalize on the higher traffic volumes from the adjacent Route 3 and Route 17 corridors. Highway oriented uses in this District were considered to have the benefit of high visibility and convenient location, allowing them to serve the immediate area, as well as those passing through it.

Areas in the Meadowlands District, which were similarly zoned are mostly developed today. This site has had difficulty attracting development since the close of the car dealership that last occupied the site over ten years ago. This difficulty is due in part to several physical constraints. First, highway visibility is obscured due to a major elevation differential between the adjacent ramps and the site. Second, the lot in question is encircled on all sides by front yards requiring 75-foot setbacks, thus approximately 50% of the total area of the site is within the required front yard. Third, there are numerous occurrences of extensive flooding on the adjacent roadway rendering the site inaccessible at times.

The Commission's objective for this redevelopment area is to bring vitality to this location and encourage a positive economic effect at a site that has fallen into disrepair over the past decade. This redevelopment plan attempts to insure the public objective of obtaining ratables for the land, providing jobs, insuring orderly development, and providing for and protecting public health, safety and welfare.

3. Traffic Improvements

Any new development in the vicinity of Wall Street West and the Service Road may impact existing roadways and intersections due to an increase in traffic.

Considerations must be given to vehicles traveling from the highway ramp onto the Service Road as well as to vehicles making a left turn onto Wall Street West from the

Service Road. Site distance is limited, especially for vehicles turning left from Wall Street West onto the Service Road.

Overall, Wall Street West is in fair to good condition. However, the area of Wall Street West adjacent to the site is in need of repair. Flooding over time has caused numerous potholes. Wall Street West, from Chubb Avenue to Polito Avenue, appears to be in good condition.

Chubb Avenue, which is south of the redevelopment site, is in need of repaving. The intersection of Chubb Avenue and Wall Street West should be improved to provide for pedestrian circulation.

4. Public Utilities

Currently within this redevelopment area, United Water Company is under contract to Jersey City Water Company to provide potable water; Public Service Electric and Gas provides both gas and electricity; and the Passaic Valley Sewerage Commission provides sanitary sewerage treatment.

5. Recreation Facilities

There are no recreation features on or in close proximity of the subject site. Future plans for redevelopment of this site must assess the demand for recreational services that may be generated from new development at this site. Additionally, studies of the recreational needs of the users should address features of the plan that will meet these new demands.

6. Community Services

The demand for community services such as police, fire, and emergency medical services must be identified for any new development proposed in the subject redevelopment area. All community service issues shall be properly addressed and mitigated at the time of development.

7. Land Use

In creating potential land use options for the area, NJMC staff focused on creating uses that could be achieved in a reasonable time frame. The staff made the following assumptions in reaching the criteria of this redevelopment plan:

- a. Some of the permitted uses of the former Highway commercial zone may still be viable depending of the degree of highway access that a particular business may require.

- b. It is the sole responsibility of the redeveloper to perform due diligence in order to determine if there is any contamination remaining from the former use of the site as a car dealership or from any other activity that may have occurred on the site. The redeveloper shall perform any environmental clean-up deemed necessary, in accordance with approved methodology of the New Jersey Department of Environmental Protection.
- c. The redeveloper shall be required to submit a Project Impact Assessment (PIA). The required elements of a PIA are enumerated in a later section of this plan.
- d. A detailed traffic impact study shall be prepared to identify the transportation impacts of the proposed project and the mitigating measures recommended by the developer.
- e. Any developer submitting a redevelopment proposal that requires an improvement to mitigate for the results of the PIA shall enter into a developer's agreement with the NJMC within 60 days of issuance of a zoning certificate for the project.
- f. Appropriate buffers shall be established adjacent to wetlands and/or environmentally sensitive areas.
- g. Smart growth principles shall be incorporated into the project design in accordance with the goals of the State of New Jersey including the creation of a sense of place, mixed land uses, cluster development, pedestrian scale, traffic calming devices, multi-modal transportation access, and usable public spaces.
- h. Within the limits of the densities 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 the developer is willing to provide improvements that will mitigate the impacts of the project.

8. Identification of Property to be Acquired

NJMC does not intend to acquire any of the property within the redevelopment area at this time.

9. Significant Relationships to Master Plans and Development Regulations

a. Relationship to Local Master Plan

The most current Lyndhurst Master Plan Update and Re-Examination Report (which is not applicable to the properties in the District), dated 1998, as revised in 2001, recommends that the westerly side of the township continue to be committed to preserve its residential areas, provide for sound residential growth, and enhance community appearance. The Lyndhurst Master Plan mentions that there were inconsistencies in planned land use for the easterly portion of the township, the Meadowlands District, between NJMC's zoning and that of the township. This has become a moot issue since the township and the NJMC have been working together, particularly via redevelopment, to achieve criteria for future projects that

are compatible with existing development in the town. Additionally, the NJMC is using the tool of fiscal impact assessment to ensure that future development will carry its own weight and not create an undue hardship on the people of the township.

b. Relationship to NJMC Regulations

This redevelopment plan, if adopted, would supersede the existing zoning regulations applicable to the redevelopment area according to a rule adopted by the NJMC on May 18, 1995. 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. Any redevelopment plan must address relevant development regulations of the NJMC, including subdivision and site improvement requirements.

II. Potential Implementation Strategies

A. POWERS OF THE REDEVELOPMENT AGENCY

In conjunction with the proposed land use discussion above, the following is a description of possible techniques, authorized by N.J.S.A. 13:17-21, that the NJMC can 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

A variety of land uses have been evaluated for the subject site. Some of the Highway commercial uses of the original zoning still appear to be viable; however, the lack of direct highway access has hindered anything from happening over the past decade. The adjacent office/ research uses may also have some long-term potential at this site, although the lack of market demand for such uses in the Northeast is significant. At the present time, the Meadowlands region is under tremendous pressure for residential growth, particularly in locations never considered to be choice spots for housing in the past. This is in large part due to the availability of low interest mortgage rates along with the diminishing amount of existing dwelling units for a variety of income levels within the subject market area. There is a realization that growth must take place in the Meadowlands on upland sites, not environmentally sensitive areas. If this growth is to include residential development, it must be carefully blended with the adjacent land uses in order to create a compatible, safe environment.

Through this redevelopment plan, the NJMC seeks to provide opportunity for mixed-use development. This plan permits the retention of some of the land uses found in the Highway commercial zone, in combination with residential development.

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, unless otherwise noted.

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 guidance for any site requirements or other standards not specifically set forth herein.

IV. Land Use Standards

A. PURPOSE

The purpose of this redevelopment plan is to allow the subject site to serve as a transitional zone. The plan is designed to accommodate high density residential development and small scale commercial uses that provide for the needs of the community and increase the convenience of its residents. Therefore, in addition to the commercial uses that have been previously permitted on this site, new residential standards have been incorporated and are made available as a development option. The nature of the residential use is to accommodate higher density, multiple family residential development on transitional property that abuts highways but lacks direct access or an orientation to the highway corridor. These standards are designed to require unified planning and development of well-designed projects in order to:

1. Encourage the redevelopment of property consistent with the overall redevelopment concept expressed herein;
2. Facilitate new construction on the site with a unified approach to the location and relationship of building, parking, landscape amenity, architectural elements, and pedestrian circulation; and
3. Provide new development that offers enhanced housing opportunities and an expanded ratable base for the community.

B. PERMITTED USES

1. Banks;
2. Business services;
3. Commercial recreation, indoor;
4. Cultural facilities;
5. Day care facilities;
6. Multiple family dwellings;
7. Parks or recreation facilities;
8. Personal services;
9. Public utility uses, light;
10. Restaurants;
11. Retail; and
12. Social services.

C. DESIGN CRITERIA

1. Lot area and density requirements:
 - a. Minimum lot size: three acres

- b. Minimum lot width: 200 feet
- c. Residential Density: Between forty (40) and sixty (60) units per acre. The owner/redeveloper shall have the option to set aside up to ten percent of the number of units built on the site to be designated as affordable housing units pursuant to the regulations of the Council on Affordable Housing (COAH) or, again at its option, to enter into an agreement with the Township of Lyndhurst or the New Jersey Meadowlands Commission, to make the appropriate financial contribution pursuant to COAH regulations in effect at that time to support a Regional Contribution Agreement with a receiving municipality for the equivalent number of units.
- d. Non-Residential Density: Floor Area Ratio not to exceed 0.75.

2. Bulk Regulations

- a. Minimum front yard setback: A minimum of 35 percent of the building's front façade shall have a minimum setback of 60 feet; the remainder of the building shall not be set back less than 20 feet from a front lot line. For the purposes of this particular redevelopment area, the front lot line is defined as the property line abutting Wall Street West.
- b. Minimum Rear Yard: 20 feet. For the purposes of this particular redevelopment area, the rear lot line is defined as the property line abutting the right-of-way line of the junction of Routes 3 and 17 and the Service Road.
- c. Minimum Side Yard: 20 feet.
- d. Maximum Lot Coverage: 50 percent.
- e. Minimum Open Space: 35 percent.
- f. Minimum final finished 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).

3. Site Layout

- a. It is a goal of this redevelopment plan to promote sufficient flexibility to encourage innovative and creative design of the development and to facilitate the use of the most advantageous construction techniques in the development and use of the land.
- b. Buildings should be placed so as to permit ready access for emergency vehicles.
- c. Buildings and screening should be arranged and designed so as to enhance the visual and acoustical privacy of all dwelling units.
- d. Sidewalks shall be provided to create a pedestrian friendly environment. Also, pedestrian and vehicular circulation systems shall be separated to the greatest extent possible.

- e. Retaining walls of a structural nature may be required along the rear lot line as defined above, due to the difference in elevation between the site improvements and the right-of-way at the junction of the Routes 3 and 17. If required, the walls are to be considered permitted obstructions and do not have to meet the required rear yard setback.

4. Architectural Design Standards

- a. Large, horizontal buildings, i.e., buildings with a linear dimension of more than 250 feet, shall incorporate visual and/or physical breaks to create a more interesting appearance. Related architectural elements may also be utilized to achieve a break in the linear dimension of the building walls in place of a physical offset if determined by the approving authority to achieve the same purpose. All building foundations shall be appropriately landscaped.
- b. Buildings with expansive blank walls are prohibited. Appropriate façade treatments shall be imposed to ensure that such buildings are integrated with the rest of the development.
- c. Developers are encouraged to incorporate such building elements as architecturally interesting entrances, corners as a means to provide a visually attractive environment.
- d. Cornices, awnings, canopies, flag poles, signage and other ornamental features should be encouraged as a means to enhance the visual environment.
- e. Exterior mounted mechanical and electrical equipment exposed to the public view shall be architecturally screened.

5. Façade Treatment

- a. A 'human scale' of development shall be achieved at grade and along street frontages through the use of such elements as windows, doors, columns, awnings and canopies.
- b. Design emphasis shall be placed primarily on building entrances. They shall be vertical in character, particularly where there is the need to provide contrast with a long linear building elevation, and details such as piers, columns, and framing shall be utilized to reinforce verticality.
- c. Side and rear elevations shall receive architectural treatments comparable to the front façade when public access or public parking is provided adjacent to the buildings.
- d. Rhythms that carry through a development complex such as façade patterns, window spacing, entrances, canopies or awnings, shall be incorporated into façades, when appropriate.

6. Screening and Landscaping Requirements (See N.J.A.C. 19:4-6.18(k))

a. Function and materials:

- i. Landscape materials shall be designed to provide an aesthetic enhancement to the site. Landscape material may be supplemented with fencing, walls, evergreens, berms, mounds, or combinations thereof to achieve the aesthetic objectives of the NJMC as set forth in the District's zoning regulations.
- ii. Irrigation shall be provided for all plantings in a manner appropriate for the specific plant species. A growth guarantee of two growing seasons shall be provided and all dead or dying plants shall be replaced by the applicant, as required, to maintain the integrity of the site plan. Buffer areas shall be maintained and kept free of weeds, debris and rubbish.

b. General Landscape Design and Planting Requirements:

- i. Landscaping shall be conceived as part of a comprehensive integrated plan for the entire site, integrating the various elements that comprise the site design.
- ii. Landscaping may include plant materials such as trees, shrubs, ground cover, perennials, annuals and other materials such as rocks, water, sculpture, berms, art, walls, fences and paving materials.
- iii. Landscaping shall be provided in public areas, adjacent to buildings, in parking areas, and around the perimeter of the site.
- iv. Landscaping shall be provided to promote a desirable visual environment, to accentuate building design, define entranceways, screen parking and loading areas, mitigate adverse visual impacts and provide windbreaks for winter winds and summer cooling for buildings.
- v. The impact of any proposed landscaping plan at various time intervals shall be considered.
- vi. Plants and other landscaping materials shall be selected in terms of aesthetic and functional considerations. The landscape design shall create visual diversity and contrast through variation in size, shape, texture and color. The selection of plants in terms of susceptibility to disease and insect damage, wind and ice damage, habitat (wet-site, drought, sun and shade tolerance), soil conditions, growth rate, longevity, root pattern, maintenance requirements, etc., shall be considered. Consideration shall be given to accenting site entrances and unique areas with special landscaping treatment. Flowerbed displays are encouraged.
- vii. Sight triangles. Landscaping within sight triangles shall not exceed a mature height of 30 inches. Shade trees shall be pruned up to an 8 foot branching height above grade.
- viii. The use of indigenous/native plant material shall be encouraged to establish sustainable landscapes that blend with the natural environment.

ix. All plant materials, planting practices and specifications shall be in accordance with the "American Standards for Nursery Stock," by the American Association of Nurserymen.

c. Street Trees:

- i. Street trees shall be required along the roadway frontage.
- ii. Street trees shall be installed within the right-of-way between the sidewalk and curb along a uniform distance from and parallel to the street right-of-way line. The spacing of street trees shall be no farther than 80 feet on center.
- iii. The trees shall be planted so as not to interfere with utilities, roadways, sidewalks, sight triangles or street lights.
- iv. Street tree type may vary depending on the overall effect desired. Depending upon the length of the frontage, more than one variety of street tree should be provided to create biodiversity and reduce the problems associated with a monoculture planting. Trees shall be planted in groupings of similar varieties. Trees of similar form, height and character along the roadway shall be used to promote uniformity and allow for a smooth visual transition between species.
- v. Tree selection shall be based upon on-site conditions and tree suitability to those conditions.

d. Planting Specifications:

- i. All trees shall have a minimum caliper of 2.5 to 3 inches measured 6 inches from grade in accordance with standards established by the American Association of Nurserymen. Trees shall be nursery-grown, free of disease, substantially uniform in size and shape and have straight trunks. The minimum branch height at planting shall be 6 feet, except where planting is on a sight triangle in which case no branches shall be below 8 feet.
- ii. Trees shall be properly planted and firmly supported with two or three guy wires attached to stakes. Pieces of rubber hose shall be used under the wires where they are attached to the trees. Wires and stakes shall be removed by the applicant after one year.

7. Lighting (See N.J.A.C. 19:4-6.18(l))

- a. The use of creative lighting schemes to highlight building façades and related areas of a site shall be encouraged. The use of decorative style lanterns and

- similar fixtures shall also be encouraged. Exterior neon lights and lighting generating glare and unnecessary night-glow impacts shall be prohibited.
- b. Whenever possible, light poles shall be integrated into landscaped islands.

8. Circulation/Public Improvements

- a. Pedestrian circulation routes shall be provided on site and shall be separated from vehicular and truck traffic to the greatest extent possible.
- b. A pedestrian circulation plan shall be submitted that includes sidewalks and pedestrian crossings and emphasizes safety.
- c. Traffic calming devices are encouraged throughout the redevelopment area.
- d. Meadows Path, a District-wide trail system, runs adjacent to the subject site. The redevelopment area shall offer connections to the trail.
- e. All hardscape areas such as plazas, walkways, and public open spaces shall be designed to promote the use and enjoyment of outdoor spaces by residents, non-residential employees and patrons, and other site visitors.

9. Parking

- a. At least 1.5 parking spaces per dwelling unit shall be provided.
- b. A maximum of 15 percent of the required number of parking spaces may be of compact size, hereby defined as 8.5 feet by 16 feet.
- c. The guest parking area shall be clearly delineated.
- d. Parking decks shall not be included in floor area ratio calculations.
- e. Shared parking shall be permitted in accordance with the NJMC zoning regulations.
- f. Grade parking areas of less than forty (40) spaces shall not require the installation of safety islands pursuant to N.J.A.C. 19:4-6.18(k)4.
- g. Landscape improvements along the rear yard shall be exempt from the requirements of N.J.A.C. 19:4-6.18(k)6ii.
- h. Unless otherwise specified herein, parking shall conform to N.J.A.C. 19:4-6.18.

10. Drainage

Drainage plans shall be prepared in accordance with NJMC regulations and include details regarding maintenance.

11. Utility Connections

- a. The developer is responsible for obtaining all applicable permits and for conveyance and connection of necessary utilities to the site.

- b. All utility connections/transformers shall be screened from view and shall be integrated within the main structure, where possible, pursuant to NJMC zoning regulations and NJMC landscape guidelines.
- c. All distribution and service lines for utilities shall be located underground.
- d. All rooftop mechanical equipment shall be screened from view.

12. Signage

For the purposes of signage, all development shall be treated as multi-tenanted structures or multi-structure developments and be controlled by such standards as set forth in the NJMC zoning regulations. Signage in the redevelopment area should be aesthetically coordinated and complement the area.

13. Environmental Performance Standards

All proposed development shall comply with Category A environmental performance standards enumerated in the NJMC zoning regulations. All water quality standards contained in the NJMC zoning regulations shall apply.

D. ADDITIONAL APPLICATION REQUIREMENTS

1. Project Impact Assessment

- a. The purpose of a project impact assessment (PIA) is to provide information to allow the NJMC to assess the probable effects of the proposed project. In particular, the PIA shall consider the project's impact with respect to land, water, air, solid wastes, aquatic and terrestrial wildlife, social and economic conditions and aesthetics at the project site, as well as on the surrounding region.
- b. The applicant shall prepare and submit a PIA in the form and manner as set forth below.
 - i. The PIA shall be prepared by qualified professionals. The qualifications of the persons who prepared each element shall be identified in the appendix of the PIA.
 - ii. All maps, plans, and aerial photographs shall specify a north arrow, graphic scale, project name, location, name of the person who prepared the document, date of preparation, and sources of information.
 - iii. If the applicant believes that specific elements of the PIA are not applicable to the proposed development, the applicant shall indicate "not applicable" under the appropriate heading and explain the reason why the information

is not applicable. It is suggested that the applicant discuss the PIA requirements with the NJMC staff prior to its submission.

- c. Each component of the PIA shall analyze existing conditions, proposed conditions, impacts, and mitigating factors. The following shall be the required components of the PIA.
 - i. Project summary. A detailed project description, including information sufficient to understand the nature of the proposed use.
 - ii. Land use.
 - (1) A description of the surrounding land uses within 500 feet of the project site and details of how the proposed uses will affect the viability of the surrounding area and adjoining properties.
 - (2) A zoning summary statement, including a description of the project's degree of compliance with the provisions of the redevelopment plan and any variances requested thereto.
 - (3) A topographic survey inclusive of the subject property and within 500 feet thereof.
 - (4) A brief description of the visual character of the project site and how the proposed project affects the visual quality of the site and the surrounding environs.
 - iii. Wetlands.
 - (1) A delineation of existing wetlands and open water areas in accordance with federal and state wetland delineation criteria.
 - (2) A discussion of off-site and on-site alternatives to the proposed wetland fill. The methodology for off-site alternatives analysis shall be discussed with the NJMC staff prior to conducting this study.
 - (3) A discussion of the compensatory program for the loss of wetland function in conjunction with the proposed development.
 - iv. Floodplain areas: The established 100-year flood plain delineation as determined by FEMA.
 - v. Riparian lands: All areas of riparian claim on the property and a discussion of how these claims will impact the site development, including the status of any actions of the New Jersey Bureau of Tidelands relative thereto.
 - vi. Drainage and water quality.

- (1) A hydrologic and hydraulic study of the impacts of the proposed project, including existing drainage patterns; surface water hydrology and structure analysis tributary to and downstream of the project site; stormwater calculations for pre-and post-development conditions and a plan and discussion of stormwater management practices to accommodate both stormwater quantity and quality.
- (2) An assessment of the impact of the proposed development on water quality from effluent discharge or other sources.

vii. Habitats

- (1) An assessment of the impacts on wildlife and vegetation, including threatened and endangered species.
- (2) An assessment of the impacts on wildlife and vegetation using accepted ecological principles and scientific literature on each species. Both direct and indirect impacts of the proposed development shall be considered.

viii. Transportation: A traffic impact analysis, prepared in accordance with the specifications enumerated below.

ix. Air quality.

- (1) An analysis of the impact on air quality from stationary sources to determine the effects of the proposed development on the ambient air quality.
- (2) An analysis of the impact on air quality from mobile sources. An assessment of the effects of the project on regional and local ambient air quality, including the concentration of carbon monoxide emissions on adjacent roadways and within proximity of adjacent land uses shall be provided.
- (3) An analysis of short-term impacts on air quality due to construction activities.

x. Noise.

- (1) An analysis of the noise generated at the project site.
- (2) An analysis of the noise generated by the construction of the proposed project at the project site and at adjacent properties.
- (3) Comparison for the predicted noise levels with accepted standards, guideline levels, and noise evaluation criteria, including the performance standards of N.J.A.C. 19:4-6.1 *et seq.*

xi. Site remediation.

- (1) Results of an historical records search of the former uses on the property.
 - (2) An assessment of any environmental and/or contamination issues on soil, air and groundwater.
 - (3) An assessment of the feasibility of the site for the proposed use as well as a discussion of future steps with regard to remediation.
- xii. Cultural and historical resources: An analysis of historical landmarks and aspects of archeological importance in or adjacent to the site in consultation with the New Jersey State Historic Preservation Office.
- xiii. Public services. Documentation from the agency or company responsible for utility service determining whether sufficient capacity exists to accommodate the proposed development. This shall include wastewater treatment, water supply, energy supply and solid waste.
- xiv. Fiscal impact.
- (1) Demographics of the appropriate municipality and county, including population, age distribution, employment and income levels as provided in the appropriate census reports and/or other published sources.
 - (2) The current municipal budget, together with information on existing per capita costs and service levels in such areas as fire protection, police protection and governmental services.
 - (3) Evaluation of the projected ratable, estimated taxes, and municipal and school budget impact (revenue and costs) due to the proposed development. A calculation shall be made, in cooperation with NJMC staff, of the project's revenue/cost balance and its benefits in terms of its impacts on the Intermunicipal Tax Sharing Formula.
 - (4) An estimate of the demands for services such as energy, solid waste, sanitary waste, potable water, transit, school children and schools, police, fire, emergency medical services and recreation and their impacts on the municipal budget.
- d. Unavoidable adverse environmental impacts, including irretrievable commitments of resources, that are expected to result if the project is implemented, shall be listed in the PIA in the approximate order of their relative magnitudes.
- e. Alternatives to the various parts of the project, including a no-action alternative, shall be described in the PIA. Reasons for the acceptability or non-acceptability of each alternative will be given. Particular emphasis shall be given to the relative suitability of the various alternatives to the NJMC Master Plan.

- f. The applicant shall list in the PIA all known licenses, permits, and other forms of approval that will be required by law for the construction and operation of the proposed project. This list shall include approvals required by the NJMC and other agencies having jurisdiction.
- g. All publications, file reports, manuscripts, or other written sources of information related to the project, the project site, and the District, that were consulted and employed in compilation of the PIA, shall be listed in the documentation section of the PIA. A list of all agencies and individuals from whom pertinent information was obtained orally or by letter shall be listed separately. Dates and locations of all meetings shall be specified.
- h. Any project requiring an improvement pursuant to the results of the PIA shall enter into a developer's agreement, within 60 days of the issuance of a zoning certificate, with the New Jersey Meadowlands Commission.

2. Traffic Impact Assessment

- a. The Traffic Impact Analysis (TIA), and any portion thereof or alternative thereto, shall be developed in consultation with the NJMC staff, and shall be subject to NJMC approval.
- b. The TIA shall be prepared by a New Jersey-licensed professional engineer specializing in transportation and shall include the following.
 - i. Introduction.
 - (1) A description of the size, location and nature of the proposed development and the methodology to be used in the development of the TIA.
 - ii. Existing conditions.
 - (1) An inventory and maps showing the existing transportation network in the vicinity of the proposed site, including transit;
 - (2) A traffic count program, in accordance with the following:
 - i. Traffic counts shall be conducted for AM and PM peak hours, unless otherwise required by the NJMC;
 - ii. Traffic counts shall not be conducted more than 18 months prior to the date of application; and
 - iii. Any method used to balance or adjust traffic count data between intersections or roadway sections shall be described;
 - iii. A capacity analysis, in accordance with the following:
 - (1) The capacity analysis shall be conducted using the methods of the Highway Capacity Manual (HCM), 2000, prepared by the Transportation Research Board (TRB) National Research Council, 2101 Constitution Avenue, N.W., Washington, DC 20418, and Highway Capacity Software (HCS), 2000,

prepared by the University of Florida's McTrans, P.O. Box 116585, Gainesville, FL 32611, both incorporated herein by reference, as amended and supplemented. The generated capacity analysis reports shall be included in an appendix to the TIA report.

- (2) Capacity analyses shall be conducted for all locations and peak time periods for existing, proposed, future, and proposed mitigated conditions.
 - (3) All methodology and data sources used to create the capacity analysis shall be described.
 - (4) A summary and diagram of all capacity analyses by condition, location, and time period shall be provided. The summary list shall include Level of Service (LOS), Volume to Capacity (V/C), and delay in seconds for each movement and each analyzed intersection and/or roadway.
- iv. Future "no-build" conditions:
- (1) A description of the future "no-build" conditions that are projected without the proposed development shall be provided, in accordance with the following:
 - (a) The TIA shall identify any development, other than the proposed project, using the same existing or proposed roadway network as the project in question that would be built by the same proposed build year(s), inclusive of all phases, and the resulting trips.
 - (b) A two percent growth rate, compounded annually, shall be applied to the existing traffic volumes of the study area.
 - (c) The existing traffic volumes shall be combined with the resulting volumes generated by (iv)(1)(a) and (b).
 - (d) Apply the trips resulting from (iv)(1)(a) to the roadway network, including any proposed transportation improvements to be constructed by the build year, exclusive of site-related improvements.
- v. A capacity analysis of the "no-build" conditions shall be conducted in accordance with iii. above.
- vi. Trip generation:
- (1) A trip generation analysis shall be conducted using the trip generation rates and procedures described in the latest edition of the ITE Trip Generation Manual. All methods, land use codes, rates and formulas used from the manual shall be noted, including appropriate edition and page number. Alternative trip generation from surveys may be used if the process and sources are documented and determined adequate by the NJMC. All trip generation methods, including trip reduction credits such as pass-by, transit, or internal and external capture, shall be subject to NJMC approval.
 - (2) Trip distribution shall be determined by using a gravity model method approved by the NJMC that replicates the flow of traffic by trip origin and destination. The trip distribution process shall be described and illustrated in the TIA.

- (3) The modal split, or mode choice, shall be provided describing the means of transportation used, including personal vehicle, transit, walking, or other means. The modal split shall be provided for each existing and future condition and shall be listed by percentage of mode type. The TIA shall provide the source of the modal split information and indicate the relevance of this data to the proposed site development or project.
- (4) Trip assignment shall be provided by showing how the trips were assigned on the transportation network for the future conditions. The applicant shall describe and illustrate the methodology used in assigning the trips.

vii. Future "build" conditions:

- (1) A description of the future "build" conditions that are projected with the proposed development shall be provided, including a description and illustration of proposed site access and the proposed roadway and intersection configurations.
- (2) A capacity analysis of the "build" conditions shall be conducted in accordance with iii. above. LOS tables and associated maps and figures shall also be provided. The traffic volume used in the "build" capacity analysis shall be derived by combining the "no-build" volumes above and the trip generation volumes above.
- (3) Analysis results shall be described by road, ramp or intersection; and

viii. Impact assessment and mitigation condition:

- (1) The TIA shall assess the results of the "build" analysis by comparing the "no-build" and "build" traffic impact, in accordance with the following:
 - (a) Any roadway or intersection that exceeds a LOS "D" or degrades the existing LOS by more than one LOS letter grade shall be subject to mitigation measures.
 - (b) Any new roadway, ramp, or intersection shall be designed to operate at a LOS "C" or better.
 - (c) If the project is built in multiple years, "build" and mitigation conditions shall reflect the multiple "build" years separately.
 - (d) Proposed on-site and off-site transportation improvements supplemental to the "no build" or proposed "build" transportation improvements shall be described and illustrated.
 - (e) All transportation improvements to be provided by the applicant shall be identified. The TIA shall also identify any improvements to be built as a public/private partnership or as public improvement investment.
 - (f) The NJMC reserves the right to require additional analyses, including accident analyses, sight distance surveys, traffic simulation and modeling, and queuing analyses.

V. Selected Redevelopment Plan

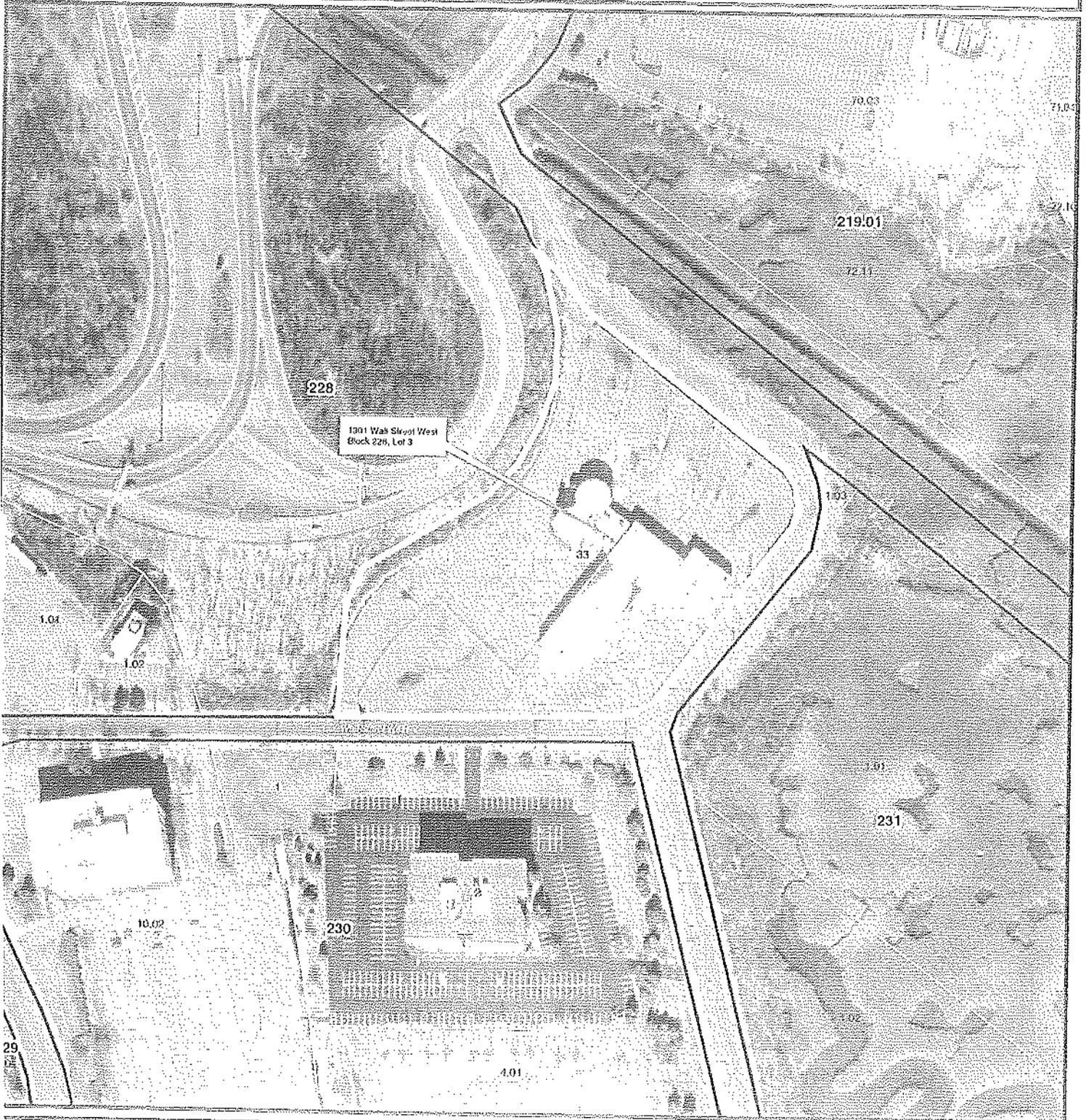
A. IMPLEMENTATION STRATEGY

This redevelopment plan shall be the regulatory instrument for the Block 228, Lot 3, 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.

1301 Wall Street West
Block 228, Lot 3
Township of Lyndhurst

PROJECT LOCATION REDEVELOPMENT AREA



LEGEND

-  NJMC District Boundary
-  Block Limit Line
-  Lot Limit Line
-  Selected Property

Maple Source: W. M. G. B. Records, Inc.

Parcel configurations on this map reflect lot lines taken from municipal tax maps. Some areas may not show current subdivisions. For further information, please contact the Office of the Chief Engineer.



New Jersey
Meadowlands Commission
Geographic Information Systems

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