

**Amended Redevelopment Plan
for the
16th STREET AREA
NORTH BERGEN, NEW JERSEY**

March 2001

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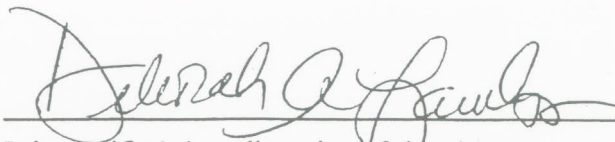


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Amended Redevelopment Plan for the 16th Street Area North Bergen, New Jersey

Hackensack Meadowlands Development Commission 2001

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I. REDEVELOPMENT PLAN STATUTORY CRITERIA

A. REQUISITE PLAN INFORMATION

Upon a finding that an area is a renewal area, or is in need of redevelopment, or rehabilitation, NJSA 13:17-21 (a) states that, "The Commission is authorized to prepare and adopt redevelopment plans for areas in the District determined by the Commission to be renewal areas."

While the HMDC enabling legislation authorizes the Commission to "prepare and adopt redevelopment plans," it is important to note that it does not require the HMDC to do so. N.J.S.A. specifically states that, "No redevelopment project shall be undertaken or carried out except in accordance with a redevelopment plan...upon...finding that the specifically delineated project area is located in an area in need of redevelopment or in an area of rehabilitation, or in both..." The HMDC is not governed by the Local Redevelopment and Housing Law (LRHL), but has decided to look to this law's evaluation criteria for general guidance purposes. It must be recognized, that given the unique nature and statutory power given to the HMDC, not all of the LRHL criteria are relevant to the formulation of a redevelopment plan, and the criteria must be adapted to the HMDC's goals and objectives.

The LRHL specifically states the information to be included in the redevelopment plan, where it states that, "The redevelopment plan shall include an outline for the planning, development, redevelopment, or rehabilitation of the project area sufficient to indicate: (The sections that are not applicable to the HMDC have been deleted others have been adapted to reflect the Hackensack Meadowlands district).

- 1) Its relationship to HMDC objectives as to appropriate land uses, density of population, and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements;
- 2) Proposed land uses and building requirements in the project area;
- 3) An identification of any property within the redevelopment area which is proposed to be acquired in accordance with the redevelopment plan;
- 4) Any significant relationship of the redevelopment plan to:
 - a) The master plans of contiguous municipalities, the master plan of the county in which the municipality is located, and the State Development and Redevelopment Plan adopted pursuant to the State Planning Act, P.L. 1985, c. 398 (C.52:18A-196 et al.).
 - b) The redevelopment plan shall describe its relationship to pertinent HMDC development. This redevelopment plan shall supersede applicable provisions of these development regulations. (The HMDC zoning maps, published subsequent to the adoption of this redevelopment plan shall indicate the HMDC redevelopment area to which this development plan applies).

B. SPECIFIC PLAN REQUIREMENTS RELATED TO TRACT

This redevelopment plan is proposed to add the following properties to the existing 16th Street Redevelopment Area:

**Block 449, Lots C1, C2, 6A, 6B, and 7;
Block 449A, Lots A1-1, 1-1, 2-1, and 1B**

These properties will be added to the existing redevelopment area which consists of Block 449A, Lots 1.2, 2.2, A1-2A, A1.2B, 3-1, 4, 5, 6A2, and 6B1. The area is located completely within the jurisdictional boundaries of the HMDC. The expanded area consists of 23 acres and the existing area consists of 58 acres (all acreage numbers are approximate) making the revised redevelopment area total 81 acres. The northerly boundary of the revised redevelopment area is Amtrak's North East Corridor railroad line, the easterly boundary is the PSE&G right-of-way near the NYS&W freight rail line, and Secaucus Road to the south and west. Figure 1 shows the boundary of the revised Redevelopment Area. National Retail Systems and its affiliates are the major property owners in the redevelopment area with truck distribution facilities located to east and southwest of the development area. Vehicular access is from Secaucus Road and 16th Street, which is presently a substandard roadway. The current uses of all the lots vary from warehouse/distribution, trucking, utility, vehicle storage or vacant. Wetland areas exist on portions of various lots in the redevelopment area see figure 2.

1. Plan Relationship to Local Objectives

a. Appropriate Land Uses

The 1972 HMDC Master Plan and Zone Plan designate the area as Light Industrial and Distribution A (LI-A). This zone is designed to accommodate a wide range of industrial, distribution, commercial, and business uses that generate a minimum of detrimental environmental effects.

Review of the original HMDC Master Plan reveals that the drafters were of the opinion that the 16th Street Area would be an industrial center. This is consistent with surrounding land uses both in and out of the District, as the entire southeast portion of the District (which this area is a part of) is zoned for heavy and light industrial activities. While there are a number of related land uses in the vicinity of the proposed site, the redevelopment area is not currently zoned for heavy industrial uses.

The goal of this revised redevelopment plan is to create an area which capitalizes on surrounding infrastructure and provides a benefit to the region. It seems that this portion of the District has become more industrially oriented than anticipated by the drafters of the original HMDC Master Plan. Given the availability of a connection to a freight rail line, uses involving rail are most desirable. However, due to the demand for freight forwarding and motor freight facilities in the area, these uses are also permitted at the site. The need for office space associated with the trucking and distribution facilities can be located on the properties that front on Secaucus Road. This proposed redevelopment plan would allow the site to reach its full potential and does not permit the area to

AMENDMENT of the 16th STREET REDEVELOPMENT AREA IN NORTH BERGEN

LEGEND

- REDEVELOPMENT AREA LOTS
- BUILDINGS
- ROADS
- WATER
- RAILS
- REDEVELOPMENT AREA
BOUNDARY LINE
- BLOCK LIMIT BOUNDARY

Map Scale:



AREA LOCATION:

INSET OF HMDC



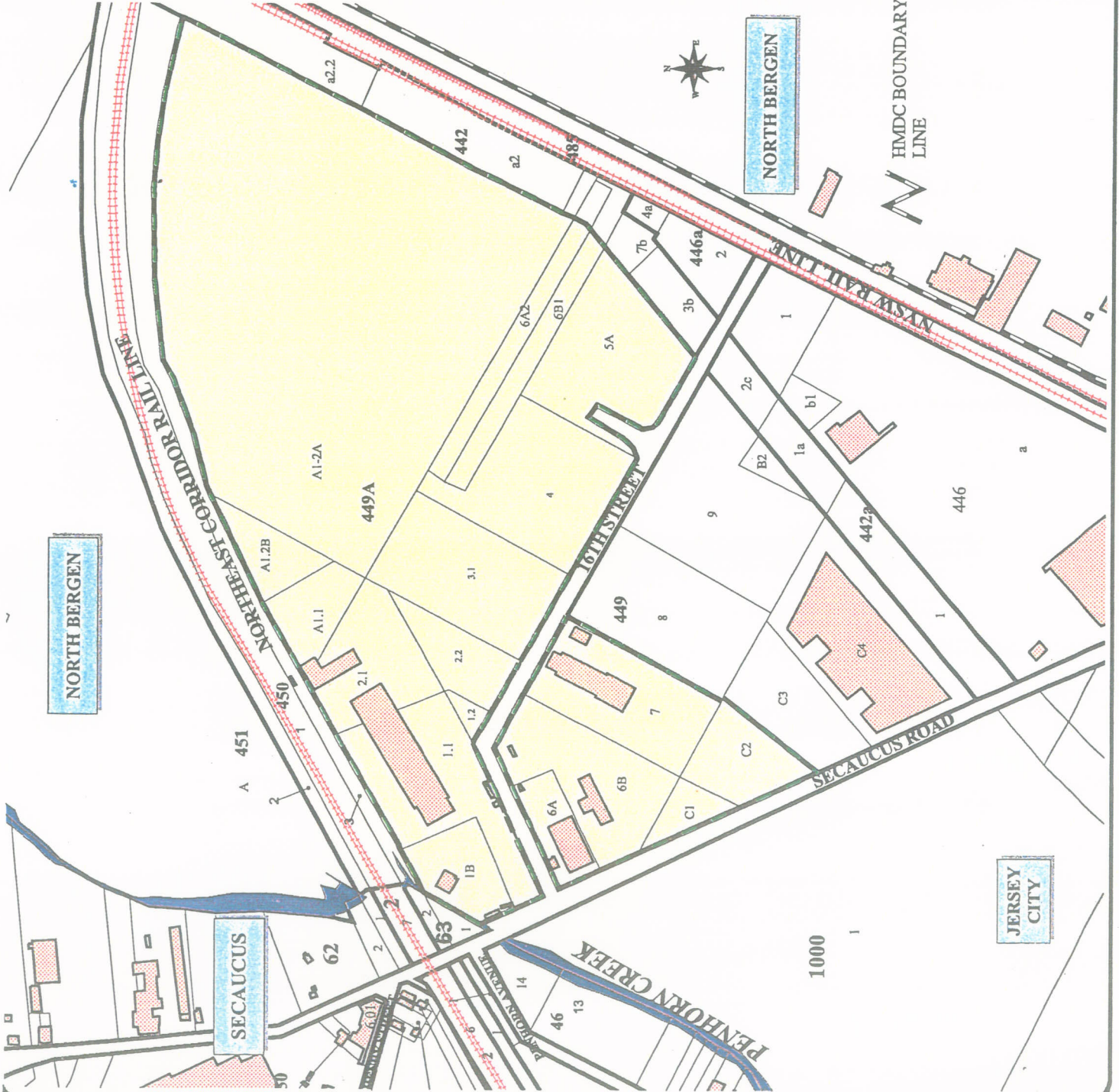
HMDC

FIGURE 1 - BOUNDARY

PROJECTION: STATE PLANE
UNITS: FEET
DATUM: NAD83
PREPARED BY HMDC
DATE: MARCH 2001



GEOGRAPHIC INFORMATION SYSTEMS



AMENDMENT of the 16TH STREET REDEVELOPMENT AREA IN NORTH BERGEN

LEGEND

- DISTURBED WETLANDS (MODIFIED)
- HERBACEOUS WETLANDS
- MANAGED WETLANDS (MODIFIED)
- SALINE MARSHES
- STREAMS AND CANALS
- TIDAL WATER
- UPLANDS
- ROADS

RAILS

REDEVELOPMENT AREA

BLOCK LIMIT BOUNDARY

Map Scale:



Area Location Map:

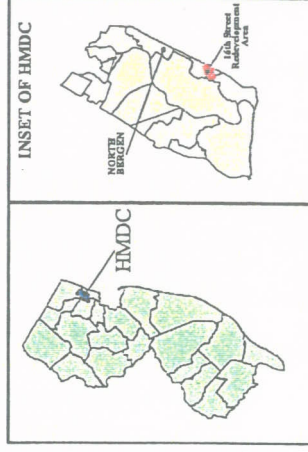


FIGURE 2 - WETLANDS

PROJECTION: STATE PLANE

UNITS: FEET

DATUM: NAD83

PREPARED BY HMDC

DATE: March 2001

Note: This map was created using New Jersey Department of Environmental Protection Geographic Information Systems digital data, this secondary product has not been verified by the NJDEP and is not State authorized.



GEOGRAPHIC INFORMATION SYSTEMS



become solely a parking lot for trailers. Surrounding properties include: Resources Warehousing, United States Postal Service Distribution Facility, Transportation International Pool (TIP) Leasing, Georgia Pacific Lumber Yard, CSX Auto Yard, and a proposed Norfolk Southern operated intermodal freight site.

Freight-related uses are enhanced by the concentration of transportation infrastructure, especially rail, in this area. Furthermore, proposed transportation improvements such as Secaucus Road grade separations and New Jersey Turnpike interchange in the vicinity of Allied Junction in Secaucus are expected to enhance access to the area. The New Jersey Department of Transportation (NJDOT) has also developed a plan to build a dedicated container transport route, called Portway, which could pass close to the proposed redevelopment area and facilitate the movement of freight to and from the area.

The Commission's objective for this area is the continuation of freight movement activities. However, in light of recent industry trends, facilities should be developed that cater to intermodal activities and related office rather than solely truck or rail activity. Rail to truck uses are similar in character to surrounding land uses, but they do not have as great a traffic impact as truck terminals. If any office uses are permitted in the revised redevelopment area they should be located directly off of Secaucus Road to limit the mixture of office vehicle trips with warehouse/distribution truck trips.

b. Improved Traffic and Public Transportation

The revised redevelopment area will have two points of ingress/egress, from Secaucus Road and 16th Street. Secaucus Road is an east and west roadway connecting North Bergen and Jersey City to Secaucus. 16th Street connects to Secaucus Road at an unsignalized intersection east of the elevated Amtrak rail line. Traffic impacts from the site are most likely to be found in the following roadway locations:

- Secaucus Road and County Avenue
- Secaucus Road and Routes 1 & 9 (Tonnelles Avenue)
- New Jersey Turnpike Interchanges 16E and 17E
- Secaucus Road and 16th Street
- County Avenue and Paterson Plank Road
- Route 3 and Routes 1 & 9 Interchange

The relationship between activities taking place on the 16th Street site and activities on surrounding properties, such as the United States Postal Distribution Facility, Allied Junction, and Croxton Yard, are also important to consider when designating a use for the site.

The HMDC commissioned a study of the traffic impacts mentioned above. The consultant, Pennoni Associates Inc., determined that there is some additional capacity in the vicinity of the redevelopment area. Therefore, the development scenarios proposed in this plan could be accommodated with a few roadway improvements. The most pressing traffic concerns at this point appear to be the unsignalized intersection of 16th Street and Secaucus Road, the intersection of Secaucus Road and

County Avenue, and the completion of the grade separation project at Tonnelle Avenue (Routes 1&9) and Secaucus Road.

The developer(s) of this redevelopment area will be required to submit a Traffic Impact Study that includes traffic generated by any proposed development on-site as well as the aggregate impact of the traffic generated by other local developments anticipated to come on line within the same development timeframe. The Traffic Impact Study shall propose mitigation measures to the traffic impacts anticipated and outline the required improvements to be provided by the developer.

In addition to traffic impacts, improvements will also be needed to bring the partially unimproved 16th Street up to appropriate standards. There are currently no curbs, storm sewers, or lights along this road. Final construction drawings for the site must address these deficiencies.

c. Public Utilities

Public utilities are available in the vicinity of the site; however, only natural gas service directly enters the site. A 12" natural gas line runs along 16th Street and can easily be accessed. Water and sewer lines run along Secaucus Road. Electric lines currently serve the National Retail Systems' trucking facility as well as other neighboring land uses, and can potentially be continued into the site. Despite the close proximity of utility infrastructure, there is a need for some improvement and additions to the network before the site can be developed.

d. Recreational Facilities

No recreational facilities are proposed for the project area due to the nature of the potential development and the existing surrounding land uses.

e. Community Services

Community facilities (police, fire, and ambulance substations, educational or cultural facilities, libraries or other facilities) do not exist in the study area. The development scenarios proposed for the site are non-residential uses that are not expected to increase the demand for educational or cultural facilities or libraries. The proposed uses will, however slightly increase the demand on police, fire, and ambulance services. Site security and appropriate fire protection shall be addressed by the redeveloper during site plan preparation.

2. Land Use Assumptions, Policies, and Options

a. Assumptions

HMDC staff has determined that industrial uses are valid for this tract, beyond or to a greater measure than permitted in the light industrial zones. These uses in combination with rail and truck uses may be more effective on the site and add to its usefulness. In creating potential land use options for the tract, HMDC staff focused on creating uses that could be achieved in a reasonable time frame while advancing land use objectives. Staff has also made the following assumptions:

- 1) Any environmental cleanup determined to be necessary will be conducted in an approved manner prior to construction on the site.
- 2) Impacts to wetlands will be kept to a minimum, and where necessary the developer shall obtain the required permits for areas where wetlands are impacted.
- 3) Appropriate wetland mitigation plans/agreements shall be made by the developer to the permitting authorities.
- 5) Industrial activities taking place on the site shall be in compliance with progressive environmental quality standards such as ISO 9002.
- 6) Traffic impact mitigation plans/agreements shall be submitted by the developer to the HMDC. These traffic impacts shall be identified in a Traffic Impact Study prepared by the developer and submitted to the HMDC. The developer shall also be responsible for obtaining any necessary permits from other authorities/agencies which review and authorize transportation improvements.

b. Policies

Any plan for the tract must advance HMDC policies. The encouraged development must offer a benefit to the region and satisfy a public need. The land use pattern must be compatible with surrounding properties, and enhance surrounding industry where possible. It is important that development be permitted only to the extent so as not exceed the ability of utility and transportation infrastructure necessary to support it; if any improvements are needed in these areas, the development must provide for them.

c. Options

Based upon the aforementioned considerations, assumptions, and policies, the following potential redevelopment scenarios have been evaluated for the tract:

1. Intermodal Operations:

A plan to develop the site for rail-to-truck transfer of materials would advance the HMDC and Township objectives of concentrating industrial land uses in a preexisting industrial corridor. This activity would be supported by nearby rail lines and roadway infrastructure linked to major highways. The redevelopment plan would advance HMDC planning objectives, while providing flexibility to enable the site to be more productive.

2. Freight Forwarding and Warehouse Operations

Site use for freight forwarding and/or warehousing operations is consistent with surrounding land uses. The redevelopment plan could allow freight-forwarding on the subject parcel, while restricting activities such as materials processing and resource recovery operations which were determined to be undesirable land uses during an unsuccessful 1992 zoning change request this would have shifted the area's zoning from Light Industrial and Distribution A to Heavy Industrial. Truck terminals and warehouses on the site would advance HMDC and Township objectives for the area, provided it can be demonstrated that the existing roads can accommodate the resulting traffic impacts.

3. Combination Intermodal and Trucking/Warehousing Use

A combination of uses 1 and 2, as outlined above, is also consistent with HMDC and Township objectives for the area, provided it can be demonstrated that the existing roads can handle the resulting traffic impacts. A design could be developed in which these activities could co-exist, and perhaps benefit one another. In addition to tailoring site requirements to these activities the redevelopment plan could allow for the consolidation and subdivision of lots to foster mixed use of the property. Along those lines, several options exist including:

- a. Owner/lessee arrangement where one party owns the property and serves as a landlord; or
- b. Owner/operator where the owner operates the site; or
- c. Multiple ownership of the subject properties-where portions of the subject area are owned by different parties based on reworked block and lot lines.

4. Intermodal/Distribution and Office Use

This combined use includes the Intermodal and Trucking/Warehousing use described in three above with the addition of potential office uses on the properties facing Secaucus Road in the redevelopment area.

3. Identification of Property to be Acquired

No determination has been made at this time as to whether the HMDC will acquire the subject properties.

4. Significant Relationships to Master Plans and Development Regulations

a. Relationship to Master Plans

A study of the tract and any redevelopment plan in relation to the Township of North Bergen Master Plan revealed no apparent inconsistencies or negative impacts. The Township Master Plan adopted in February 1987, and re-examined in April 1994, does not deal with the study site since the area is under the jurisdiction of the HMDC. Surrounding land uses which are in the Township Master Plan are designated light industrial. It is apparent that these areas were designated as such due to their

close proximity to highways and rail lines. The presence of these uses also underscores the areas non-residential nature, showing that residential uses are not desired by the Township in this location.

The site's current zoning is consistent with the 1972 HMDC Master Plan, which designated the subject properties Light Industrial and Distribution-A (LI-A). The proposed development scenarios are consistent with this designation, but allow a wider variety of site uses, not permitted under the LI-A designation.

The State Planning Commission relies on the plans and regulations of the HMDC to implement the objectives of the State Development and Redevelopment Plan (SDRP) for lands under HMDC jurisdiction. The HMDC supports the SDRP goals and objectives, and believes that any redevelopment plan which has as its objectives viable land uses and continuity with surrounding land uses where appropriate, and the protection of environmentally sensitive lands, would be in accordance with, and will advance, the SDRP. The HMDC is of the opinion that the redevelopment of this tract would advance the SDRP intents for this planning area.

b. Relationship to HMDC Regulations

Any redevelopment plan must address relevant development regulations of the HMDC, including subdivision and site improvement requirements. It is important to note that this redevelopment plan, if adopted, would supersede the existing zoning regulations applied to the redevelopment area according to a rule adopted by the HMDC on May 18, 1995.

II. POTENTIAL IMPLEMENTATION STRATEGIES

A. POWERS OF 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 HMDC 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 HMDC may:
 - a) Acquire, by condemnation, or otherwise, real or personal property, or any interest therein, including such property as it may seem necessary or proper, although not 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. HMDC INVOLVEMENT

The HMDC has wide ranging powers to effectuate a redevelopment plan advancing any of the redevelopment alternatives described, ranging from a rezoning of property for private development, up to and including condemnation, ownership, and public development of the tract. The following is a brief description of each applicable power and the corresponding extent of anticipated involvement:

1. Zoning

In accordance with the powers stated above, the HMDC can designate an appropriate land use pattern, adopt applicable redevelopment standards, and allow the redevelopment goals to be achieved through private sector development. The existing zoning in the redevelopment area is shown on figure 3. The subdivision or consolidation of lots within the redevelopment area could be left to private actions. Designation of the area as a single lot-of-record is also a possibility. This would help maximize site utilization while facilitating compliance with site regulations.

AMENDMENT of the 16TH STREET REDEVELOPMENT AREA IN NORTH BERGEN

LEGEND

- Light Industrial & Distribution A
- Light Industrial & Distribution B
- SPECIAL USE 2
- PUBLIC UTILITIES
- ROADS
- WATER



REDEVELOPMENT AREA
BOUNDARY

BLOCK LIMIT BOUNDARY

Map Scale:

Feet
0 500 1000

Scale 1: 6000

Area Location:

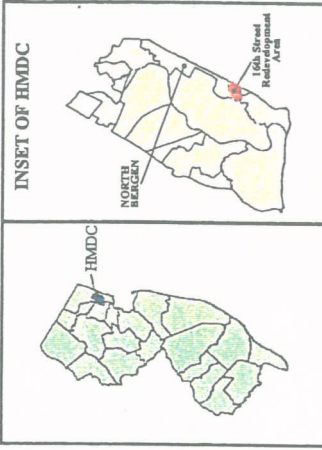
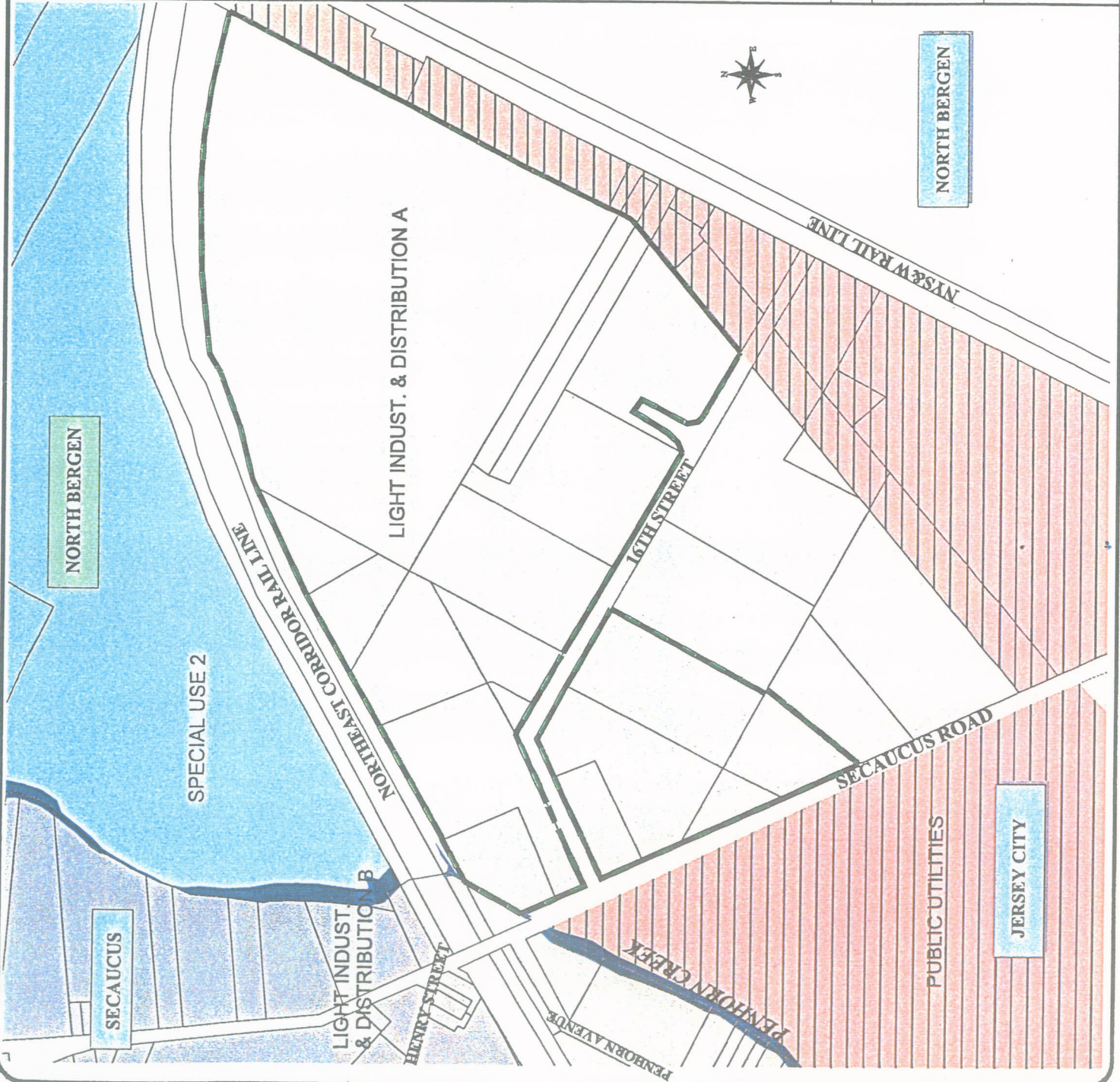


FIGURE 3 - Zoning

PROJECTION: STATE PLANE
UNITS: FEET
DATUM: NAD83
PREPARED BY HMDC
DATE: MARCH 2001



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Redevelopment standards would supersede zoning and could encourage greater intensity of use while still "regulating" the anticipated development.

2. Financial Support

The HMDC can reduce project development costs in the redevelopment area by offering financial incentives:

a. In House Financial Incentives

"Zoning process" type incentives that the HMDC could undertake without the need for financial institution involvement would include zoning process application fee reduction/elimination, streamlining of the permit process, the undertaking of required environmental studies, a reduction of public infrastructure requirements or construction thereof, completion of requisite traffic studies, prior obtaining of DEP permits, or other integral site development concerns. An undertaking of some of these, such as environmental or traffic issues, could necessitate the hiring of outside consultants.

b. Other Financial Incentives

Other incentives the HMDC could undertake would involve financial institutions or the resources of the State of New Jersey. Assistance could possibly be offered for obtaining New Jersey Economic Development Authority (EDA) grant and loan guarantees, as well as Community Development Block Grant money. The pursuit of these state/federal programs could require considerable administrative resources.

c. HMDC as Developer

The above delineation of powers also includes a provision allowing the HMDC to act as the actual developer of the tract. Such an undertaking would first involve public acquisition of the area. The necessary funds to purchase the property would have to be obtained either through the procurement of bonds or obtaining of loans from such agencies as the New Jersey Economic Development Authority. Professionals would then prepare site and building plans and obtain all necessary permits. A contractor would be hired to construct the approved structures and a construction manager would most likely be required to oversee the work. An operational/cash flow budget would need to be developed. A decision would have to be made as to retaining ownership of the properties and becoming a landlord or liquidating the properties after development. Progression along these lines would represent the ultimate involvement of the HMDC in the redevelopment project.

d. Joint Venture of Sale With Redeveloper

Another option is to enter into a joint venture with a private developer at any time during this process. The statute allows many different kinds of arrangements between the HMDC and a private developer toward the redevelopment of a tract designated as a renewal area. The property could be purchased in accordance with the options discussed above, with a private developer arranging all plan preparation, permit approval, and construction; or some other kind of phased or structure

arrangement could be entered into with a private entity deemed to be proper and in accordance with the above statute provisions. The marketing and property sale/retention scenarios discussed above would also be involved in this strategy.

III. REDEVELOPMENT PLAN

A. SELECTION OF RECOMMENDED LAND USE OPTION

This designation will allow for the consolidation and subdivision of lots to accommodate different uses. With certain arrangements this will allow the property to be developed as a whole, thus maximizing usable area. It is recommended that one of four land use scenarios take place on the site. The options include: 1) intermodal operations; 2) warehousing and/or truck terminal(s); 3) a combination of intermodal activities and warehousing/truck terminal(s); and 4) office and combined intermodal activities. These options are described in detail in section I. B-2.c, of this document. It is recommended that in the event the site is developed in an office and intermodal scenario, that office buildings be located on the properties that front Secaucus Road and the intermodal/distribution buildings be located on the front side of the property (along 16th Street) to screen the rail operations located in the rear.

Staff is of the opinion that if developed as part of a comprehensive plan for the area, these four uses provide the most opportunities for furthering HMDC planning objectives. Furthermore, it is anticipated that the encouragement of rail uses is responsive to trends in the freight industry and may ultimately result in a reduction of truck trips on local and regional roadways.

B. DISMISSAL OF OTHER OPTIONS

At this time staff has not made a decision to rule out any other potential land use options for the site.

C. REDEVELOPMENT STANDARDS

1. Definitions and Other Standards Not Discussed Herein

Unless specifically superceded in this redevelopment plan the design standards outlined in N.J.A.C. 19:4-1 et. seq., and the environmental performance standards outlined in N.J.A.C. 19:4-6.1 et. seq. shall be complied with. Existing HMDC regulations shall be consulted for guidance for any site requirements or other standards not specifically set forth herein for properties within the HMD. All words not defined in this redevelopment plan shall have the definitions as listed in the HMDC District Zoning Regulations N.J.A.C. 19:4-2.2 unless otherwise noted.

Intermodal use A - Any use of the land which relates to the movement of goods between two or more modes of transportation involving 150-499 linear feet of track per acre (connected to the main rail spur located to the east of the redevelopment area).

Intermodal use B - Any use of the land that relates to the movement of goods between two or more modes of transportation involving equal to or greater than 500 linear feet of track per acre (connected to the main rail spur located to the east of the redevelopment area).

Trailer Parking Space - That area which is sufficient to self-park or store a 53-foot-long, road- legal trailer on-grade, excluding such parking spaces located within a parking structure.

2. Use Standards

Permitted uses include

- 1) Intermodal use A;
- 2) Intermodal use B;
- 3) Warehouses;
- 4) Motor freight terminals;
- 5) Light public utility uses;
- 6) Freight forwarding;
- 7) Truck and trailer parking and storage;
- 8) Any production, processing, manufacture, fabrication, cleaning, servicing, testing, repair or storage of goods, materials or products, and business offices accessory thereto, but not including the storage of flammable or explosive materials as a principal use; and
- 9) Establishments for scientific research and development, and business offices accessory thereto, where the manufacturing, fabrication, production, repair, and storage of materials and products is incidental and accessory to the principal use of scientific research and development.
- 10.) Business offices, but not including professional office buildings principally for doctors, dentists, lawyers, real estate brokers and/or similar professional persons, except as an accessory use to an otherwise permitted use or special exception.

Special exceptions

- 1) Governmental uses;
- 2) Helistops;
- 3) Heavy public utility uses;
- 4) Radio, television and microwave transmission towers; and
- 5) Vehicle laundries.

3. Use Limitations

- a. All operations, activities, parking, and storage shall be conducted within the confines of the site, shall not use any portion of the 16th Street right-of-way, and shall in no way interfere with traffic on 16th Street.
- b. All office only uses shall be permitted on Block 449a, Lots 1b, 1.1; and Block 449, lots 6a, 6b, C1, and C2 in the amended redevelopment area. Any office buildings to be located on these lots shall front on and have direct access to Secaucus Road and may have limited access to 16th Street. A circulation plan shall be provided by a developer to the HMDC at the time of a site plan submission for this redevelopment area.

- c. No truck/trailer parking structures are permitted on Block 449a, Lots 1b, 1.1; and Block 449, lots 6a, 6b, C1, and C2 in the amended redevelopment area.

4. Bulk Standards

Trucking/Warehousing

Trailer parking and storage is permitted in conjunction with freight forwarding, distribution, warehousing, and intermodal activities. No more than 1.5 trailer parking spaces shall be permitted per 1,000 sq. ft. of ground floor building area.

Intermodal

Intermodal A uses and associated activities shall be permitted within 1,050 feet of the center line of the main rail spur located to the east of the site. Intermodal B uses and associated activities shall be permitted within 1,600 feet of the main rail spur.

Trailer Parking

Trailer parking at-grade, shall not to exceed 15 percent of the total redevelopment area permitted as part of a comprehensive site plan.

Lot Requirements

The table below shows the minimum yard requirements and maximum lot coverage requirements to be permitted in the redevelopment area:

Yard or Coverage	Intermodal Use	Other Uses
Maximum Lot Coverage	50 Percent	50 Percent
Maximum Floor Area Ratio (FAR)	1.0	1.0
Minimum Side Yard	25 feet	110 feet loading / 25 feet otherwise
Minimum Rear Yard	25 feet	110 feet loading/ 25 feet otherwise
Minimum Front Yard	25 feet (to rail or pavement)	50 feet (to structure, 25 feet to rail or pavement)

5. Parking

1) All parking requirements here and above shall be as outlined N.J.A.C. 19:4-6.18 (d)(e) and (g), unless the needs are determined to be non-applicable by the Office of the Chief Engineer. The design of such parking areas shall be in accordance with the N.J.A.C 19:4-6.18(h).

2) Truck/trailer parking shall be arranged in an orderly fashion in allocated, striped spaces as indicated on an HMDC approved plan.

3) General vehicle parking and Truck/trailer parking areas shall be paved and meet the current industry standards as established by the Office of the Chief Engineer.

4) Truck/trailer parking shall not be permitted within the front yard of any properties in the redevelopment area facing Secaucus Road.

5) Front yard parking shall not be permitted within the required front yard set back.

6) General parking shall be required at two and one half (2 ½) parking spaces per 1000 square feet of gross office floor space.

7) Structured parking shall be included in the maximum floor area ratio calculation for the property.

6. Loading

Loading shall be permitted in any portion of the front yard that is behind the front building line. As per N.J.A.C. 19:4-6.18, in conjunction with warehouse uses, loading shall be permitted in side and rear yards. Side loading yards shall be screened from 16th Street and/or Secaucus Road visibility. All loading areas shall have paved surfaces, and concrete dolly pads shall be required under trailer support devices, including loading areas between rail lines.

7. Landscape

With the exception of rail uses, side loading areas shall be screened from 16th Street and/or Secaucus Road by a solid and continuous fence, wall, landscaped berm or evergreen plant material not less than six feet in height.

8. Open Space

A minimum of 30 percent of the entire redevelopment area (approximately 81 acres) shall be set aside as open space. In no case shall the open space on any single lot be less than 7.5 percent.

9. Utility Connections

1) The developer is responsible for obtaining all applicable permits and for bringing the necessary utilities to the tract.

2) All above ground utility connections/transformers shall be completely screened from view, and integrated within the main structure. The developer is to contact appropriate utility providers prior to HMDC plan submittal and to submit appropriate documentation as to any inability of said supplier to provide transformers and connections outside of the front yard area.

3) All utilities shall be located underground

4) All utility connections (gas/oil, water, electric, telephone, sanitary sewer, etc.) shall be in place before an Occupancy Certificate is issued.

5) All roof top mechanical equipment shall be screened from view from public right-of-ways, and the adjacent passenger rail line.

10. Drainage

1) All stormwater runoff discharged into surrounding waterways requires NJDEP approval. All drainage ways shall be properly maintained and planted. A drainage plan for the entire tract must be prepared in accordance with N.J.A.C. 19:4-5.9(2)(xi).

2) Toxic, hazardous, flammable, or caustic materials handled on the site shall be contained and disposed of according to NJDEP requirements. Drainage areas, tanks, and pans should be cleaned out periodically and waste materials disposed of according to DEP regulations. Special provisions should also be taken to ensure that these materials do not enter storm water collection systems. The same provisions shall apply to wastewater generated as a result of accessory "vehicle wash" activities.

11. Signage

All development shall be controlled by the standards and comprehensive sign plan requirements outlined in N.J.A.C. 19:4-6.18(j). (Standards for light industrial and distribution - A shall apply.)

12. Fencing

All fencing is subject to HMDC approval based on the requirements outlined in this document and N.J.A.C. 19:4 - 6.18(m), unless otherwise noted.

1) Fencing shall not be permitted within the front yard setback.

2) Fencing shall not exceed 10 feet in height.

3) Razor wire shall not be permitted.

13. Lighting

Site lighting shall be in accordance with N.J.A.C. 19:4-6.18(l). Poles exceeding 40 feet in height shall require authorization of the Office of the Chief Engineer.

14. Public Improvements

The developer(s) will be responsible for costs associated with the installation of public right-of-ways (ROW's) and necessary improvements to 16th Street to bring the roadway and intersection up to required standards. At the present time this roadway does not meet HMDC performance standards

in terms of curbing, width, depth, drainage, and street trees. These improvements shall be made according to N.J.A.C. 19:5-7.5 before the issuance of any Occupancy Certificates.

The developer(s) is responsible for the cost of implementation of traffic control and geometric improvements required at the intersection of Secaucus Road and 16th Street and any other traffic impact mitigation improvements described in the Traffic Impact Study to be prepared in relation to this redevelopment area.

15. Equipment Storage

All equipment stored outdoors shall be placed in a designated paved and fenced area. All hoses shall be stored indoors in or on storage racks.

16. Environmental Performance Standards

Any development that occurs in the redevelopment area shall comply with all category "B" environmental performance standards enumerated in N.J.A.C. 19:4-6.1 et. seq. and all water quality standards contained in N.J.A.C. 19:4-6.14 et. seq. outlined in the HMDC zoning regulations.

D. SELECTED REDEVELOPMENT PLAN IMPLEMENTATION STRATEGY

The HMDC may issue a Request for Expressions of Interest (REOI) and/or a Request for Proposals (RFP) asking for plans and approaches that may be used in developing the site. This type of document will help the HMDC gauge interest in the site and determine if any further level of HMDC involvement would be required to implement such plans. Toward that end, HMDC involvement in this redevelopment could change at the authorization of the Commission. If a REOI or RFP is issued the HMDC may select a developer based on these proposals, but will not be bound by the submissions received and may reject all proposals.

E. APPENDIX

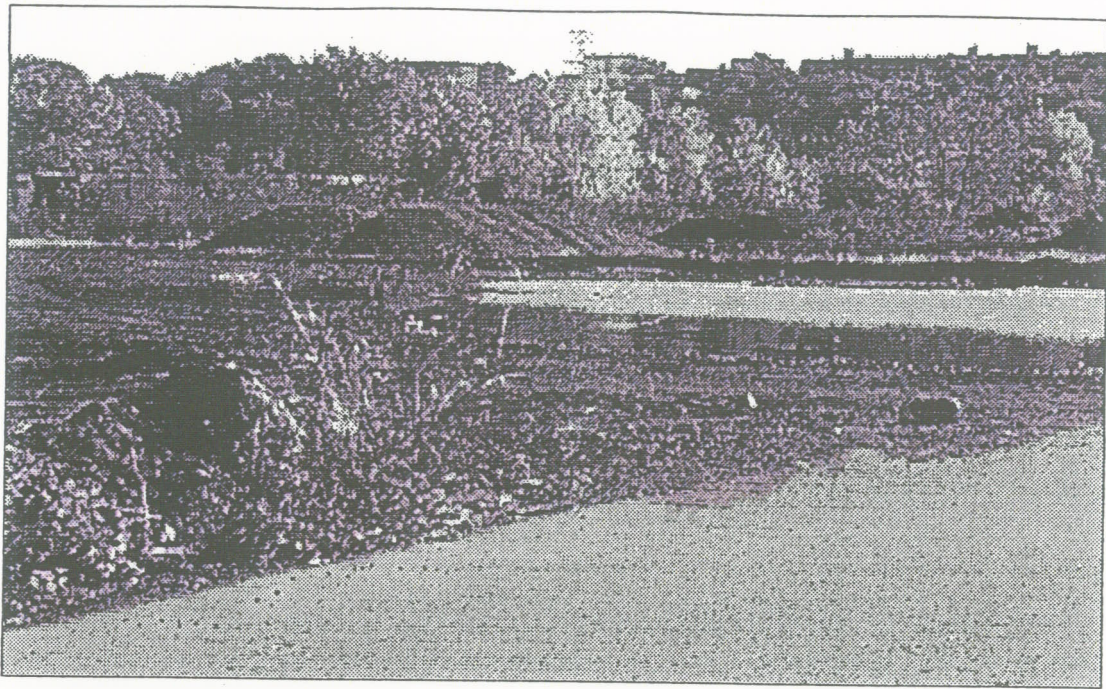
- Site Photos
- Commission Resolution Authorizing “In Need of Rehabilitation” Designation
- Commission Resolution Authorizing the Expansion of the 16th Street Redevelopment Area



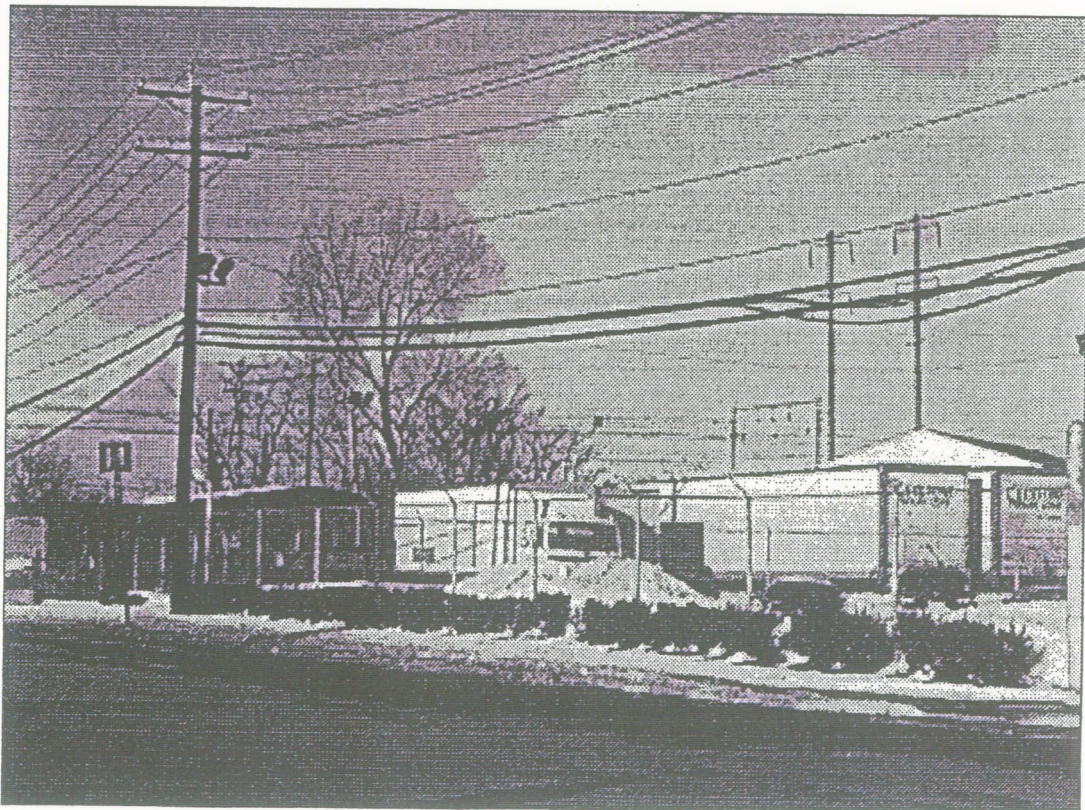
Southwest View of Redevelopment Area showing outdoor storage



A view of the site looking east with signs of illegal dumping in the background



A view of the site looking northeast, 16th Street in the foreground



Northwest View of Redevelopment Area showing Building in Disrepair and Front Yard Trailer Parking

**RESOLUTION TO INVESTIGATE REDEVELOPMENT OPPORTUNITIES IN
16TH STREET/SECAUCUS ROAD AREA OF NORTH BERGEN**

WHEREAS, N.J.S.A. 13:17-20 provides for the procedure declaring a renewal area with in the Hackensack Meadowlands District for the purpose of redevelopment; and

WHEREAS, N.J.S.A. 13:17-20 requires the Commission, prior to declaring any portion of the District a renewal area, to adopt a resolution providing for a preliminary investigation of the site; and

WHEREAS, the statute requires HMDC staff to prepare maps showing the boundaries of the area to be investigated, prepare a statement detailing the reasons for the redevelopment investigation and to convene a public hearing to obtain comments on the matter; and

WHEREAS, upon completion of the procedures above, the HMDC staff must determine whether the site meets the criteria to be deemed "in need of rehabilitation" and provide a recommendation to the Commission regarding whether the site should be designated a renewal site for the purpose of redevelopment; and

WHEREAS, the HMDC staff believes that the following Blocks/Lots in North Bergen may meet the guidelines for a redevelopment, specifically described as:

Block 449, Lots C1, C2, 6A, 6B and 7; and
Block 449A, Lots A1-1, 1-1, 2-1, and 1B

NOW, THEREFORE, BE IT RESOLVED by the Hackensack Meadowlands Development Commission that the HMDC staff is hereby authorized to conduct an investigation of the site designated herein to determine if the area is in need of rehabilitation.

The foregoing Resolution was adopted by Commission vote.



JANE KENNY
CHAIRMAN

I hereby certify the foregoing to be a true copy of the Resolution adopted by the Hackensack Meadowlands Development Commission at its meeting of December 20, 2000.



ALAN J. STEINBERG, ESQ.
SECRETARY

Resolution No. 00-82

**RESOLUTION TO AUTHORIZE AN AMENDMENT TO THE
REDEVELOPMENT PLAN
FOR THE 16TH STREET AREA IN NORTH BERGEN, NEW JERSEY**

WHEREAS, N.J.S.A. 13:17-20 provides for the procedure declaring a renewal area within the Hackensack Meadowlands District for the purpose of redevelopment; and

WHEREAS, the Commission authorized a preliminary investigation of the site on December 20, 2000 which included Block 449, Lots C1, C2, 6A, 6B, and 7; and, Block 449A, Lots A1-1, 1-1, 2-1, and 1B which resulted in a report completed by staff; and

WHEREAS, a public hearing was held on February 8, 2001 concerning the preliminary investigation and evidence of "in need of redevelopment" conditions in the area; and


WHEREAS, the hearing was held to receive comments both in support of and in opposition to the proposed designation, but only comments in support of the designation were presented; and

WHEREAS, the HMDC staff having reviewed and prepared responses to all comments made at the public hearing, and submitted in writing, recommends that the Commission declare the referenced area "in need of redevelopment" as specified in the report dated January 2001;

NOW, THEREFORE, BE IT RESOLVED by the Hackensack Meadowlands Development Commission that the above identified area in North Bergen is declared a renewal area "in need of redevelopment" within the scope of N.J.S.A. 13:17-20 et. seq.; and

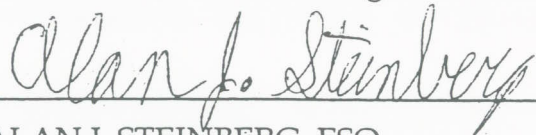
BE IT FURTHER RESOLVED that the HMDC staff is hereby authorized to proceed with the amendment and revision of the 16th Redevelopment Plan to include the expansion area described above in accordance with the above statutory guidelines.

The foregoing Resolution was adopted by Commission vote.



JANE KENNY,
CHAIRMAN

I hereby certify the foregoing to be a true copy of the Resolution adopted by the
Hackensack Meadowlands Development Commission at its meeting of February 28, 2001.



ALAN J. STEINBERG, ESQ.
SECRETARY

Resolution No. 01-09