

Redevelopment Plan
for the
Route 3 East Redevelopment Area
East Rutherford, New Jersey

January 2004



Prepared by:

New Jersey Meadowlands Commission

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**Redevelopment Plan for the
Route 3 East Redevelopment Area
East Rutherford, New Jersey**

**New Jersey Meadowlands Commission
2004**

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I. REDEVELOPMENT PLAN STATUTORY CRITERIA

A. REQUISITE PLAN INFORMATION

The New Jersey Meadowlands Commission's (NJMC) enabling legislation authorizes the Commission to "prepare and adopt redevelopment plans." 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

The redevelopment plan for the Route 3 Service Road Area includes the following properties:

Block 108.04, Lots 1, 5 and 6

These properties are located in East Rutherford and are completely within the jurisdictional boundaries of the NJMC. The redevelopment area consists of 42.85 acres. The redevelopment area is located east of the Bergen Line railroad tracks, west of the New Jersey Turnpike Authority's (NJTA) 16W Interchange and directly adjacent to the Berry's Creek Canal to the southwest of the

area. The properties in the redevelopment area are owned by Bergen County Associates. Figure 1 shows the boundary of the Redevelopment Area. The only vehicular access to the redevelopment area is from the Route 3 Service Road located on the north side of the redevelopment area properties. The properties are currently vacant/undeveloped with sections of the redevelopment area properties containing wetlands as shown on figure 2.

Properties surrounding the study area consist of the New Jersey Sports and Exposition Authority's (NJSEA) Giant Stadium, Race Track and Arena located north of Route 3. The remainder of the uses around the redevelopment area include a hotel (Sheraton's Meadowlands Plaza) to the east of the site, warehouses northwest of the area in the Borough of East Rutherford, an office building (Salomon Smith Barney) and another hotel (Extended Stay America) west of the site across Berry's Creek in the Borough of Rutherford. Also, adjacent to the redevelopment area are vacant properties, water bodies, and wetlands.

2. Plan Relationship to Local Objectives

The 1970 Hackensack Meadowlands Development Commission (HMDC), currently named NJMC, Master Plan and subsequent zoning regulations designated the area as Berry's Creek Center (BCC), a Specially Planned Area. The area is located in the zoning jurisdiction of the Meadowlands District. The BCC zone is designed to accommodate a wide range of industrial, distribution, commercial, and business uses that generate a minimum of detrimental environmental effects.

The objective of the BCC regulations is to have the area developed as a business and retail center with civic, cultural, and pedestrian plaza aspects incorporated into the design of the center that also serves as a transportation center while maintaining open space and marshland preserves. As a Specially Planned Area, this would require any development within the Berry's Creek Center to be pursuant with the adopted general plan for the area. The BCC requires a mixture of commercial, office, residential, cultural, transportation and open space land uses. The purpose of Specially Planned Areas like the BCC is to allow for creative land uses and arrangement of these uses therefore the BCC has the following general use requirements instead of site requirements common to other District zoning regulations:

- Office space is not to exceed 3 million square feet and residential use between 3,800 and 4,200 dwelling units.
- Open Space is to consist of 35% of the residential/commercial land area with 30% of the open space at ground level and up to 5% of the open space can be on roof areas. Common open space areas are recommended.
- The BCC requires integrated and coordinated mass transportation related to bus or rail system.
- Other potential uses include Child Care facilities related to the BCC residents, Public Schools, Community Centers, Senior Citizen Homes, Social Services, Government Uses, and light public utilities.

Review of the original NJMC Master Plan reveals that the drafters were of the opinion that Route 3 Service Road Area would be part of the Berry's Creek Business and Cultural Center. However, the vision of the original drafters of the master plan never fully materialized as the area has remained

essentially open space with exception of the Sheraton Hotel, Homestead Villages, and MetroMedia Office Building further east along the Route 3 Service Road. The subject area has remained undeveloped for over 30 years since the inception of the District's original master plan.

The goal of the redevelopment plan is to allow development of the upland portion of the subject properties with minimal to no impact to the existing wetlands. Given the sensitivity of the environment, a less intensive development that addresses the wetland conditions of these properties would be more appropriate for the redevelopment area.

The Commission's objective for this redevelopment area is to encourage positive development of the area that will contribute to the economy and environment. This redevelopment plan will obtain a public objective of creating orderly development while protecting the public health, safety and welfare.

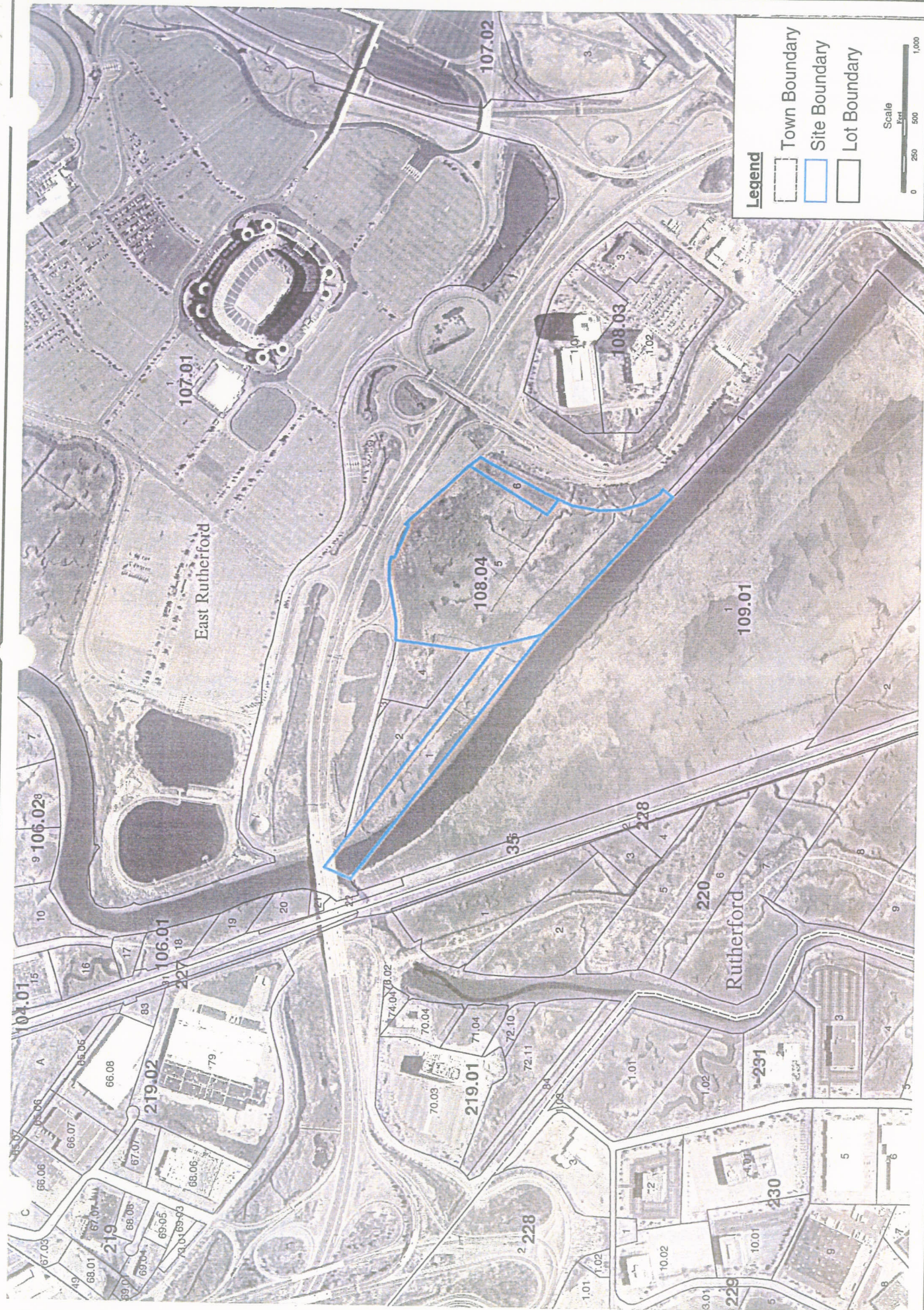
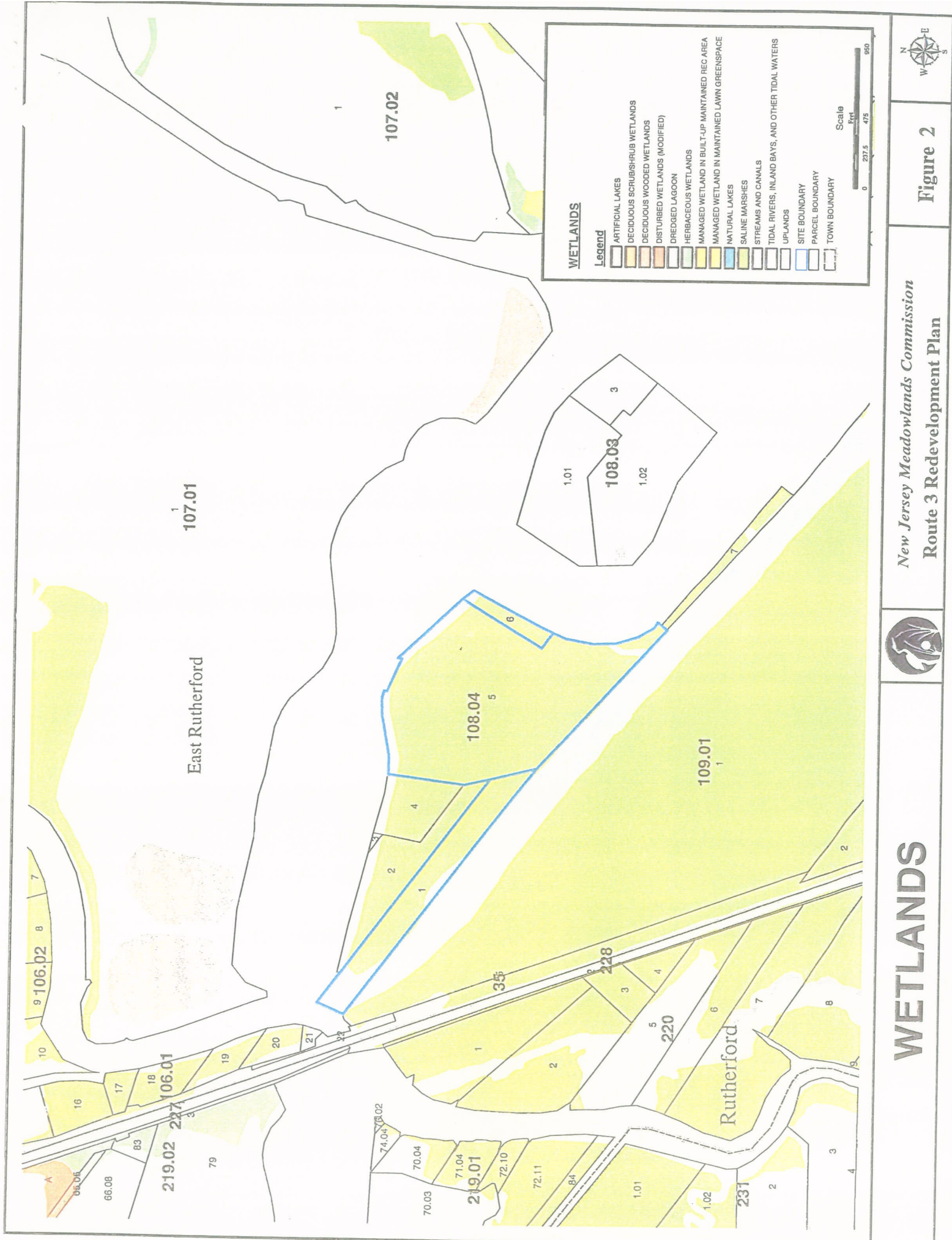


Figure 1





WETLANDS

Legend

- ARTIFICIAL LAKES
- DECIDUOUS SCRUBSHRUB WETLANDS
- DECIDUOUS WOODED WETLANDS
- DISTURBED WETLANDS (MODIFIED)
- DREDGED LAGOON
- HERBACEOUS WETLANDS
- MANAGED WETLAND IN BUILT-UP MAINTAINED REC AREA
- MANAGED WETLAND IN MAINTAINED LAWN GREENSPACE
- NATURAL LAKES
- SALINE MARSHES
- STREAMS AND CANALS
- TIDAL RIVERS, INLAND BAYS, AND OTHER TIDAL WATERS
- UPLANDS
- SITE BOUNDARY
- PARCEL BOUNDARY
- TOWN BOUNDARY



WETLANDS



Figure 2

3. Improved Traffic and Public Transportation

The redevelopment area will have only one point of ingress/egress, from the Route 3 Service Road that connects to the New Jersey Turnpike Authority's 16W Interchange, Route 120 access ramps and Route 3 in East Rutherford. The Route 3 Service Road is part of the state roadway system under the jurisdiction of the New Jersey Department of Transportation (NJDOT). Traffic impacts from the site may be realized at the following roadway locations:

- Route 3 Ramp to Route 3 Eastbound Service Road
- Route 3 Service Road Ramp to Sports Complex and Route 120
- Route 3 Service Road to New Jersey Turnpike Interchanges 16W
- Route 3 Service Road and Redevelopment Area Access

Key transportation access issues related to the redevelopment area will need to be assessed especially at these locations. Additionally, impact assessment should include potential future traffic estimated for the golf course (EnCap) and NJSEA (Xanadu) redevelopment projects.

The developer(s) of this redevelopment area will be required to submit a Traffic Impact Study as part of the Project Impact Assessment (PIA), as noted in the Land Use Assumptions section, that includes traffic generated by any proposed development on-site as well as the aggregate impact of the traffic generated by other proposed developments near the Route 3 Redevelopment Area. The Traffic Impact Study shall propose mitigation measures to the traffic impacts anticipated and outline the required improvements to be provided by the developer.

4. Public Utilities

Public utilities would need to be extended and connected to the site. Gas and electric is provided by Public Service and Electric and Gas (PSE&G). Electric lines currently run along the Route 3 Service Road toward the Sheraton's Meadowland Plaza Hotel and the MetroMedia Office Building, which can potentially be continued into the site. Sewer service would be provided in cooperation from the East Rutherford Public Utilities Commission and the Bergen County Utilities Authority (BCUA). A sewer connection to the site will require access to the sewer junction located across Route 3 near the NJSEA's property. Utility infrastructure access to the site will require improvements, additions, and connections to these utility networks before the site can be developed.

5. Recreational Facilities

Passive recreation should be considered in the form of open space, wetlands, and waterfront views to the Berry's Creek Canal and adjoining wetland areas south of the site. Additionally, due to the isolated nature of the site, on-site recreation amenities are encouraged.

6. 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 demand for community and

emergency service needs shall be addressed as part of the site plan review stage in the form of a Project Impact Analysis (PIA.)

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. Staff made the following assumptions in reaching the criteria of this redevelopment plan:

- a. Some of the permitted uses of the former Berry's Creek Center specially planned area may still be viable depending of the degree of available upland area that a particular land use may require.
- b. The developer shall be required to prepare a Project Impact Assessment (PIA.) The required elements of the PIA are enumerated in a later section of this plan.
- c. The developer shall provide a wetlands delineation to determine the amount and location of uplands on the site. The developer will need to secure approval from U.S. Army Corps of Engineers (ACE) and any other relevant governmental agencies in relation to any wetland disturbance. The developer will be responsible for any environmental clean-up that is deemed necessary in accordance with approved methodology of the New Jersey Department of Environmental Protection, U.S. Environmental Protection Agency (EPA) or ACE.
- d. A detailed traffic impact study shall be prepared to identify the impact from the proposed project and recommended mitigating measures.
- e. Any developer submitting a zoning application for a redevelopment project, which 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.
- f. Appropriate buffers shall be established adjacent to wetlands, waterways, 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 passenger 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

The 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

A study of the tract and any redevelopment plan in relation to the Borough of East Rutherford Master Plan revealed no apparent inconsistencies or negative impacts. The Borough's Master Plan was adopted in 1989, and re-examined and amended in September 1997. It does not address the study area since it is under the jurisdiction of the NJMC. The Borough's nearest land use designation on Route 17 calls for commercial development adjacent to the NJMC boundary. The Borough's master plan recommends coordination of land uses along the jurisdictional boundary.

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 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, re-plan, 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 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 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. Numerous land uses of the original BCC zone still appear to be viable; however, the lack of direct highway access, sufficient land mass, and environmental constraints have hindered the area development for over 30 years. Land uses comparable to the adjacent office and hotel uses may be viable in the long-term, but currently there is no regional demand for such uses. At this 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. Contributing factors include the availability of low interest mortgage rates and the diminishing amount of existing dwelling units for a variety of income levels within the subject market area.

Growth in the Meadowlands shall be directed to 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 and safe environment.

Through this redevelopment plan, the NJMC seeks to provide opportunity for mixed-use development. This plan permits retention of numerous land uses found in the BCC Zone at a realistic scale in combination with residential development. Consideration of incorporating smart growth principles in to the design of such a development may provide a type of mixed-use development, which does not exist in the Meadowlands today.

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.

Commercial/Residential Mixed Use Zone - This zone is designed to provide for commercial uses and high-density residential development. Residential structure types may include townhouse units and multi-dwelling structures. Single-family houses, duplexes, and two-family houses are excluded. Mixed-use projects may include both residential and commercial uses within a single structure.

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.

The NJMC is in the process of completing new zoning regulations for the Meadowlands District that will supersede existing zoning regulations. Upon adoption, the new zoning regulations shall be applicable to any standards not cited in this redevelopment plan.

IV. LAND USE STANDARDS

A. PERMITTED USES

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

B. DESIGN STANDARDS

1. Bulk Standards

- a. Minimum lot size – three acres
- b. Minimum lot width - 200 feet
- c. Minimum Front Yard – 0.5 feet per foot of height of principal structure, but in no case less than 35 feet.
- d. Minimum Rear Yard - 30 feet, if the yard is to be used for vehicular traffic; 20 feet if it is not to be so used for parking or vehicle circulation unless otherwise required as a wetland buffer.
- e. Minimum Side Yard - 30 feet, if the yard is to be used for vehicular traffic; 20 feet if it is not to be so used for parking or vehicle circulation unless otherwise required as a wetland buffer.
- f. Maximum Lot Coverage – 40%
- g. Maximum density - 20 dwelling units per acre. An additional 10% may be permitted on-site as affordable housing units in accordance with Council on Affordable Housing (COAH) Regulations.
- h. Minimum Open Space-35 percent.
- i. 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).

2. 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.

3. Architectural Standards

Exterior of primary structures (residential/commercial buildings) shall be designed to promote aesthetics. Variations in color, height, finish, and materials are strongly encouraged.

4. Sustainable Design and Building Practices

In an effort to enhance the environment of the District and promote development that complements the sensitive nature of the Meadowlands, the NJMC supports the environmentally responsible building practices as defined by the United States Green Building Council under the Leadership in Energy and Environmental Design (LEED) program. NJMC encourages developers to utilize these practices when constructing in the District.

The LEED Green Building Rating System™ is a voluntary, consensus-based national standard for developing high performance, sustainable buildings. Based on well-founded scientific standards, LEED emphasizes state of the art strategies for sustainable site development, water savings, energy efficiency, materials selection and indoor environmental quality.

5. 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. All common/communal 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.
- e. All ingress and egress access points to the site shall be placed above base flood elevation as determined by the NJMC Chief Engineer in reference to any relevant NJDEP, Federal Emergency Management Agency (FEMA), and/or Army Corps of Engineers (ACOE) requirements.

6. Parking

Unless altered herein, all parking shall conform to N.J.A.C. 19:4-6.18.

Additional Parking Requirements:

- a. A minimum of two parking spaces per dwelling unit
- b. Guest area parking shall be clearly delineated
- c. Parking decks shall not be included in floor area ratio calculations
- d. All parking facilities shall be placed above base flood elevation or as otherwise determined by the NJMC Chief Engineer in reference to any relevant agency requirements including NJDEP, Federal Emergency Management Agency (FEMA), and Army Corps of Engineers (ACE).
- e. Shared parking shall be permitted in accordance with NJMC Regulations
- f. The adequacy of the proposed parking for individual project components shall be determined at the time that detailed site plans are submitted

7. Landscaping

Landscaping shall be provided in conformance with the most current NJMC Landscape and Open Space Design Guidelines. Buffers shall be provided in conformance with NJMC regulations.

8. Drainage

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

9. 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 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.

10. 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 NJMC zoning regulations. Signage in the redevelopment area should be aesthetically coordinated and complement the area.

11. Environmental Performance Standards

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

C. 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 preparer, 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 use 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 regulations of the zone(s) in which it is located 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; and
 - (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; storm-water calculations for pre-and post-development conditions and a plan and discussion of storm water management practices to accommodate both storm water quantity and quality; and
 - (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; and
 - (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 in accordance with additional application requirements described in section 2, Traffic Impact Assessment.
- 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; and
 - (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; and
 - (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 a 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; and
 - (3) An assessment of the feasibility of the site for the proposed use as well as a discussion of next 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 if sufficient capacity exists to accommodate the proposed development. This shall include wastewater treatment, water supply, energy supply and solid waste; and
- 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 and county budgets and the current municipal school budget, together with information on existing per capita costs and service levels in such areas as fire protection, police protection, governmental services, and schools;
 - (3) Evaluation of the projected ratables, estimated taxes, and municipal and school budget increases due to the proposed development. A calculation shall be made, in cooperation with NJMC staff, of the projects revenue/cost balance and its benefits in terms of its impacts on the Inter-municipal Tax Sharing Formula; and
 - (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 municipal and/or county budgets.
- 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. 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 by magnitude of impact.
 - f. 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.
 - g. 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.
 - h. 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 will be specified.
 - i. 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. Circulation

- 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 or professional planner 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:
 - (a) Traffic counts shall be conducted for AM and PM peak hours, unless otherwise required by the NJMC;
 - (b) Traffic counts shall not be conducted more than one year prior to the date of application; and
 - (c) Any method used to balance or adjust traffic count data between intersections or roadway sections shall be described and approved by NJMC staff;

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; and
- (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:

A description of the future "no-build" conditions that are projected without the proposed development shall be provided, in accordance with the following:

- (1) 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;
- (2) A two percent growth rate, compounded annually, shall be applied to the existing traffic volumes of the study area;
- (3) The "no-build" traffic volumes are created by combining the resulting volumes generated by section iv (1) other development trips and section iv (2) growth trips (existing traffic volumes with applied growth rate); and
- (4) Apply the resultant "no-build" trips to the roadway network, including any proposed transportation improvements to be constructed by the build year, exclusive of site-related trips and improvements.

- v. A capacity analysis of the “no-build” conditions shall be conducted in accordance with (b) 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 Institute of Transportation Engineers (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 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 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 (b) 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 of in section (b) iv above and the trip generation volumes from section (b) vi 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. REDEVELOPMENT PLAN IMPLEMENTATION STRATEGY

a. Regulatory Instrument

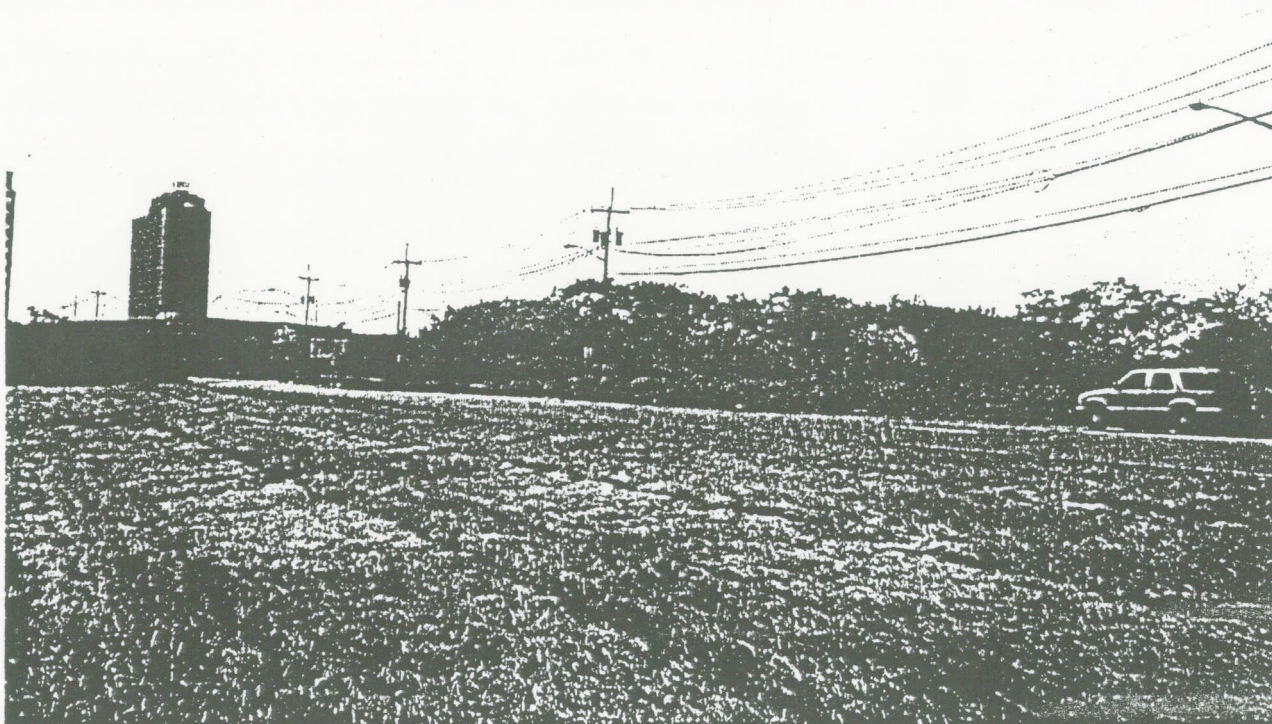
This redevelopment plan shall be the regulatory instrument for properties designated as Block 108.04, lots 1, 5 and 6, known as the Route 3 Redevelopment Area. The Route 3 Redevelopment Plan shall supersede all zoning for the parcels contained in this redevelopment area. However, NJMC District Zoning regulations not specifically superseded by the redevelopment plan will still apply to the redevelopment parcels.

VI. APPENDIX

- Site Photos
- Commission Resolution Authorizing “In Need of Rehabilitation” Designation
- Commission Resolution Authorizing the Route 3 Service Road Redevelopment Area



Southern View of Redevelopment Area from Service Road



Eastern View of Site from Route 3 Service Road

RESOLUTION TO INVESTIGATE REDEVELOPMENT OPPORTUNITY
ALONG ROUTE 3 EAST IN EAST RUTHERFORD

WHEREAS, N.J.S.A. 13:17-20 provides for the procedure declaring a renewal area within the 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 NJMC 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 NJMC staff must determine whether the site meets criteria to be deemed "in need of redevelopment" 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 NJMC received a request to investigate the redevelopment potential of an area which is void of development due to site constraints and zoning process limitations. This site is located along the Route 3 eastbound service road in the borough of East Rutherford and is specifically described as:

East Rutherford - Block 108.04, lots 1, 5, and 6

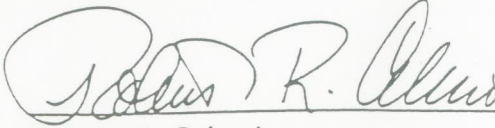
NOW THEREFORE BE IT RESOLVED, that the NJMC staff is hereby authorized to conduct an investigation of the site designated herein to determine if the area is in need of redevelopment.

The foregoing Resolution was adopted by Commission vote.



Susan Bass Levin
Chairman

I hereby certify the foregoing to be a true copy of the Resolution adopted by the New Jersey Meadowlands Commission at their meeting of May 29, 2003.



Robert R. Ceberio
Secretary

RESOLUTION TO AUTHORIZE THE
CREATION OF A REDEVELOPMENT PLAN
FOR THE ROUTE 3 EAST IN EAST RUTHERFORD, NEW JERSEY

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

WHEREAS, the Commission authorized a preliminary investigation of the site on May 29, 2003 which included Block 108.04, Lots 1, 5 and 6 resulted in a report completed by staff; and

WHEREAS, a public hearing was held on September 17, 2003 concerning the preliminary investigation and evidence of "in need of redevelopment" conditions in the area; and

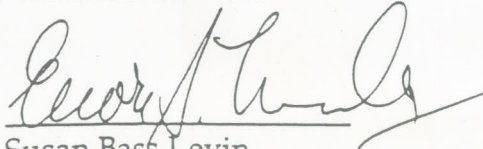
WHEREAS, the hearing was held to receive comments both in support and in opposition of the proposed designation, however no comments from the public were submitted prior to or during the hearing; and

WHEREAS, the NJMC staff having received no opposition in relation to the In Need of Redevelopment Investigation report dated September 2003, staff recommends the authorization to proceed with the preparation of a Redevelopment Plan for the Route 3 East Service Road area.

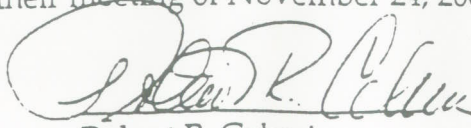
NOW, THEREFORE, IT BE RESOLVED by the New Jersey Meadowlands Commission that the above identified area in East Rutherford is declared a renewal area "in need of redevelopment" within the scope of N.J.S.A. 13:17-20 et. seq.; and

BE IT FURTHER RESOLVED, that the NJMC staff is hereby authorized to proceed with the preparation of the Route 3 East Redevelopment Plan to include the area described above in accordance with the above statutory guidelines.

The foregoing Resolution was adopted by Commission vote.


Susan Bass Levin
Chairman

I hereby certify the foregoing to be a true copy of the Resolution adopted by the New Jersey Meadowlands Commission at their meeting of November 24, 2003.


Robert R. Ceberio
Secretary