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<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Introduction</td>
</tr>
<tr>
<td>10</td>
<td>Context and Planning Framework</td>
</tr>
<tr>
<td>13</td>
<td>Preliminary Design Studies</td>
</tr>
<tr>
<td>18</td>
<td>Proposal</td>
</tr>
<tr>
<td>30</td>
<td>Implementation</td>
</tr>
</tbody>
</table>
About the Transit-Friendly Planning Assistance Program. The historic town of Netcong, located in Morris County, New Jersey was selected to participate in New Jersey Transit’s Transit Friendly Planning Assistance Program. The purpose of this program is to offer planning and design assistance to those communities with underutilized or vacant land in close proximity to a transit facility or station that could be transformed by new, mixed-use development. This program provides the necessary expertise to help interested municipalities craft a transit and pedestrian-oriented master plan or “station area vision” for the targeted redevelopment area.

These kinds of developments go by different names: “Transit Villages,” “transit friendly designs”, or “Transit Oriented Developments” (TOD’s); but what they all share is compact development that mixes uses within buildings and parcels, often with retail on the ground floor and offices or residences above. This is enhanced by layering in a rich mix of public amenities (i.e. public plazas, open space, art, benches, street trees,) that are aimed at enhancing the quality of the living, walking, cycling and transit environment. What distinguishes these types of developments from ordinary in-fill projects is that they are designed to encourage and support more pedestrian and transit activity and reduce dependence on the automobile. Research has shown that this type of housing is often rented by young, urban professionals who desire proximity to mass transit and who may both live and work within their homes. Recent trends indicate that “dot-com” type businesses are seeking upstairs locations next to train stations in vibrant downtowns which offer a host of amenities such as delis, pubs, clothing stores, print and copy shops. This allows them access to customers, their homes and places to shop and eat without using a car.

Transit and Pedestrian Oriented Development is proven to be a win-win-win situation for the host community, NJ Transit and the State of New Jersey, which has been advocating smart growth policies for the last decade. For municipalities such as Netcong, station area plans help refashion master plans and zoning ordinances, and can serve as the foundation for a site-specific “redevelopment plan” which in turn can attract and guide developer interest in a manner that is complementary to the existing context and meets the future needs of the municipality.

The benefits of this approach are many: these plans serve as a catalyst to jump start or support other revitalization efforts within the downtown and encourage people to reinvest in their businesses, storefronts and the surrounding neighborhoods. This results in an increase in property values and rateables in a manner that requires fewer infrastructure investments than typical sprawl type developments. These developments also serve as key gateways to the town and beacons for the community. For New Jersey Transit and other transit agencies throughout the country, these “station area plans” and transit oriented developments are viewed as a means to leverage the public investment of the transit facility and bus/rail service into a community asset, thereby strengthening the bond between transit and the host community. TODs are a wonderful way to capture new transit ridership without the burden of providing additional commuter parking facilities. TODs are also good smart growth tools as envisioned by the New Jersey Office of Smart Growth. Specifically, in-fill development helps mitigate a number of problems which are particularly prevalent in the dense state of New Jersey – traffic congestion, incessant sprawl, and the need for affordable and less maintenance-intensive housing within close proximity to mass transit.

Netcong and Transit-Oriented Development
This report summarizes the planning and design exercise for the Netcong Station Area that began in June of 2003. In Netcong’s case, the municipality requested professional consulting services to explore the redevelopment potential of an area south of the train station behind their
Main Street. NJ Transit felt that partnering with Netcong made sense for numerous reasons:

Netcong has always been a “transit village” in the sense that it grew up around the extension of the Morris and Essex Railroad which enabled workers, residents and goods to travel back and forth to towns along the rail line. In addition, Netcong, other state agencies, and the private sector have been investing heavily in the revitalization of Netcong’s downtown as evidenced by the new streetscape and façade improvements and the influx of new cafes and businesses. Netcong also has remained a historic and charming place and has all the elements that contribute to the success of a new transit oriented development: underutilized land around the station, a diverse and attractive Main Street, supportive government and constituency, and a traditional neighborhood development pattern that encourages walking, cycling and transit use. This is despite the fact that it has had to compete with the region's growing dependence on automobile-oriented developments such as regional malls and new gated communities. Finally, Netcong’s leadership wisely recognizes that their future and continued prosperity depends on celebrating the special quality of the Borough as an historic town center.

With this in mind, NJ Transit brought on the Regional Planning Association, (RPA), a non-profit planning, urban design and advocacy organization to lead this effort. RPA recognized that Netcong is fortunate to have several cultural, economic and natural assets they can draw on — such as the Growing Stage Theater located at the head of Main Street, adjacent to beautiful Lake Musconetcong which serves as a recreational resource for the community. Economically, Netcong is blessed with a variety of good, traditional “mom and pop” type convenience stores and restaurants which attract locals and out-of-towners to the Main Street district. This serves as a firm base for expanding retail activities along Main Street and in the redevelopment area once a market for new businesses is easily supportable by the new development. And with the proposed addition of a State Transit Museum within the station building, tourism is likely to surge within downtown Netcong which can then attract and support new business development. In the short run, the station has been leased to a local restaurant. This type of station rehabilitation has contributed to the lively spirit of the downtown in other municipalities where this has occurred. The design concepts shown here take all of these assets into consideration and support the goal of rejuvenating the downtown by using the train station as a catalyst for new development.

The Planning Process During the course of the planning effort, the Borough hosted several community design workshops with Regional Plan Association acting as facilitator. Local stakeholders, including property owners impacted by future redevelopment of the targeted area were invited to these lively workshops to share their views on important planning issues as they relate to the development of this area as well as to gauge their response to several draft alternative design concepts prepared by RPA. In other towns NJT and RPA have successfully used this kind of process to build consensus around vital community-based vision
plans. Based on input from the stakeholders at these meetings the concepts were revised. These concepts are presented within the body of this report.

The Station Area Redevelopment Study At the same time that this effort was underway, the Borough initiated an official redevelopment study for the larger station area to ensure that the future development of this area is done in a manner that reflects the results of this visioning process. In New Jersey, municipalities can gain additional control over development by declaring a designated area an “Area in Need of Redevelopment” if it can be shown that the area is “blighted” and that private market forces are not sufficient in and of themselves to improve the area. It enables the municipality to create a comprehensive and coordinated plan that goes beyond the basic scope of the NJ Municipal Land Use Law. The adoption of a redevelopment plan gives the municipality control over what gets built and how it should look rather than having the private sector dictate the terms of the development. The redevelopment plan should include specific goals and objectives and, outline more appropriate zoning and urban design controls as envisioned by the enclosed concept plans. These should guide developers when they respond to requests for proposals. The importance of adopting a redevelopment plan is evident by the number of developers that have expressed interest to the Borough and NJ Transit. Any request for proposal package prepared by the municipality should include a copy of this report.

In Netcong’s case, the Borough has decided to declare the area from Main Street to Furnace Pond including all properties facing Bank Street as the area with the greatest redevelopment potential. As stated above, this area comprises several vacant parcels of land on the south side of Bank Street and several industrial properties on the northwest side of Bank Street whose owners have expressed an interest in relocating their businesses elsewhere at some future date. The north side of Bank Street to the edge of Furnace Pond and the new Kings View development is considered part of Phase II. Much of the land in both phases is zoned industrial and is controlled by two landowners – Quirk and Compac Industries. In order for the community’s plan to move forward, the adopted redevelopment plan must rezone this area to allow for a variety of uses including medium density housing.

The Vision The fundamental basis of Netcong’s vision is that any new development around the train station should not only exploit the train station as a transportation resource, but also serve as a source of civic pride and be the linchpin for the redevelopment effort that strengthens the Borough. To that end, emphasis has been placed on creating a new neighborhood that is completely integrated with the existing Main Street fabric and the natural resources that define the area. More specifically, all preliminary and final studies create a new street and block network on land that is currently fallow enabling incremental development that is in tune with the scale and character of the rest of the Borough. This design approach has minimal impact on existing surrounding uses. The blocks and streets are organized around a system of greenways that connects the station area, Furnace Pond and the Main Street district. The community views this area as appropriate for medium density, residential development and townhomes, which are likely to attract young, dual income professionals and empty nesters who seek less maintenance-intensive housing within close proximity to mass transit and a “Main Street” setting. While many municipalities shy away from this type of housing, the good news is that Netcong has articulated their desire to see an influx of new, young families who will make their roots here, keep their community growing and encourage the renewal of the downtown business district. This supports the notion that the redevelopment area should be planned and zoned as an integrated neighborhood allowing for a variety of housing types, and income levels, and should not become just a private enclave for luxury housing. While the development program shown here is predominately residential due to the realities of the current market place, there are also areas that can accommodate retail and office uses if they prove to be more viable in the future. These include the areas around the redesigned station parking area and ground floors of residential buildings that face Bank Street. Office development would be appropriate for key parcels close to Main and Bank Street. Also included is a proposal for a new community facility to be located on the
southern edge of the targeted redevelopment area. This was identified in the workshops as a desirable land use element to serve the growing needs of children, teens and seniors in the community.

Parking strategies maintain NJ Transit’s long-term capacity to serve existing and future commuters who utilize mass transit to access work or other destinations along the line. These commuters are also viewed as essential to the continued and future growth of the business district for they often spend dollars on goods and services within Netcong. Future retailers or small commercial businesses will look to this segment of the market to determine whether or not to locate here. Commuter parking lots also are viewed as an asset for the community because in the evenings and on the weekends these spaces are available to serve the nearby restaurants and retail establishments. Other communities have utilized the parking lots to host farmer’s markets and special events (spring and fall festivals, concerts, etc.) in the evenings and on weekends. The new restaurant within the station building will greatly benefit by having parking available for patrons. Once the proposed Transit Museum is up and running these lots are also available for visitors to the area.

In sum, by undertaking both this tran-

sit-friendly design study as well as the redevelopment study, the Borough leadership has seized the initiative, and is not simply reacting to what developers want, but projecting what the Borough wants the future to look like.
Current Planning in Netcong Netcong has been proactive in undertaking and implementing several other planning, design and construction efforts which can be seen in the before and after pictures of Netcong’s Main Street from Route 46 north to Lake Musconetcong. More specifically, recently dollars have been spent on the design and construction of new streetscape improvements along Main Street. This includes the addition of new traffic calming measures such as extended curbs/bump-outs at key intersections, and the installation of brick pavers, curbs, decorative lights, benches and landscaping. “Downtown New Jersey”, a not-for-profit organization that helps municipalities throughout the state assess the economic and physical condition of their business districts, was instrumental in recommending these beautification efforts. They also conducted an audit of Main Street and recommended that Netcong position itself as a “Regional Center.” The Downtown New Jersey study was used to help establish a new Business Improvement District for Netcong and served as a jumping off point for the RPA-led visioning effort. Consulting firm, T&M Associates, was hired to provide the necessary design and engineering drawings for these improvements. One of the key elements of T&M’s plans was the recommendation to create a park at the northern end of Main Street, across from the lake and theater, that can serve as a key gateway and gathering place for the community. These plans are being implemented.

Netcong has also been working closely with NJ Department of Transportation (NJDOT) and RBA, another architectural and engineering firm on several major road and bridge improvements in the area. One of the particular concerns has been the amount of traffic congestion, vehicular/pedestrian conflicts at the Route 46/Main Street intersection and drainage problems that cause the train tracks to buckle during storms. Plans call for the elimination of the traffic triangle at the intersection of Main and Route 46, and the realignment of the roads including the addition of a traffic signal to allow for safe pedestrian crossing at Route 46. Route 46 will also be slightly widened and new drainage improvements added to eliminate the buckling of the tracks. Another significant undertaking is the removal of the traffic circle near the busy intersection of Routes 46 and 183; and the reconstruction and heightening of the bridge over the tracks to allow for the addition of catenary wires if, and when this portion of the rail line becomes electrified. With the addition of streetscape amenities, including decorative lighting and trees, and other architectural treatments at this intersection of Main and Route 46 the train station area can be viewed as a prominent and attractive gateway to the downtown.

Regional Context Netcong benefits from two transportation resources that together make Netcong a very well connected place: the railroad and the highways, in particular, the easy connection to Route 80. In fact, while there is no question that the rail station adds value to the community, regional highway access has a more significant impact on the potential redevelopment of the area. Highway access serves the majority of the population that does not need transit access. The highway also enables connections to the larger commercial developments along the Routes 46 and 80 corridors, including the office and international trade zone developments located in Mount Olive. To the extent that Netcong can become a destination in its own right, this is enabled primarily by the excellent location adjacent to the highways.

In terms of landscape, Netcong encompasses much of what is recognized as the suburban landscape in transition: there are traditional neighborhoods as well as newer multi-family developments; there are new highway-oriented commercial developments as well as beautiful natural resources in the form of Lake Musconetcong, the Musconetcong River, and a larger swath of forested land located between Route 80 and the lake.
Station Area Planning Framework: This diagram summarizes the major influences that any proposal for the station redevelopment area should respond to:

1. Station Area as a Gateway and Anchor:
The station area should be seen as both a major gateway to the downtown and community and as one of the two nodes that anchor Main Street, the other being the intersection with Ledgewood Avenue. This intersection is already the subject of several planned improvements, including a proposed new community park, mentioned above, which has excellent views of the Lake and connects to a future Musconetcong River Greenway. In fact, there is a potential loop between these two nodes, the edge of Furnace Pond and the station redevelopment site.

2. Two Major Connections to the Site:
There are two primary links from the site to the surrounding context: from Main Street in the area of the existing parking lot and from Jenny Lind Street. The Main Street connection is encumbered by the traffic associated with station area parking and the significant Main Street/Route 46 intersection. The extension of Jenny Lind Street into the site builds on the Borough’s conception of this as a corridor for future development, already anchored by the new senior housing at the north end of Jenny Lind Street. The exact geometry of the Jenny Lind Street/Bank Street intersection will have to be determined through more detailed studies.

3. The Furnace Pond Greenway:
Part of the intermediate and long term planning for the area includes a Musconetcong River Greenway. In Netcong, this greenway will parallel the eastern edge of Furnace Pond. This greenway is part of a larger network of complementary bicycle and pedestrian improvements planned to connect Netcong with the adjacent communities including the addition of new sidewalks along Allen Street and shared roadway improvements along Bank Street and Waterloo Road, as well as an extension of the Morris Canal Greenway. This trailway system will incorporate the Stanhope Beach area by the Dam. There is also a plan by the Boroughs of Stanhope and Netcong to complete the High Point to Cape May pedestrian/bike trail that passes through Netcong along Route 183. Any new development in the station area should in some way make a connection to the greenways.

4. Edges:
The logic for making Main and Jenny Lind Streets the primary access points to the redevelopment area is that the edges of the site are otherwise well-defined. These edges include the small residential enclave along Flanders Road to the west, the railroad embankment and several homes located on Ikes Lane to the north, and the retail and commercial storefronts located at the intersection of Bank and Main Streets.

In the intermediate term, the industrial properties (Quirk or Compac) between Bank Street and Furnace Pond should provide direct pedestrian access to Furnace Pond and a more robust connection to the existing industrial buildings located along Love Lane. While in the long term these properties may be redeveloped, all of the preliminary design studies assume that the owner of one property (Quirk) can be persuaded to consolidate the outdoor storage and truck parking to provide a pedestrian easement from the redevelopment area to the edge of Furnace Pond in order to get access to the Pond and greenway in Phase I.

5. Main Street:
Main Street should remain the spine of the town center. Station area plans should be in the context of continued revitalization along Main Street with new contextual, mixed use, infill development occurring where opportunities exist. Currently many of the commercial/retail establishments are housed in one-story structures because the original turn-of-the-century historic buildings were torn down and replaced with non-descript post World War II style commercial structures. Historic photos of Netcong’s Main Street shown during the workshops confirm that the original structures were multi-story, buildings with convenience goods and services at street level and apartments above. This type of joint use encourages pedestrian activity at different times of the day, inhibits crime, and creates a lively and vibrant Main Street environment. This in turn supports the merchants, while providing an opportunity for more affordable housing in Netcong. In the short run, zoning and building codes should be updated and perhaps a redevelopment plan adopted for Main Street to ensure that infill development or restoration of an existing structure promotes building a two or three story structure with the ground floor designed to house small shops and eateries. The upper stories should be zoned to allow for residential, and small professional offices. Large windows that face out onto the Main, Maple and Bank Streets should be mandated to promote strolling and shopping.
Major issues raised by the Stakeholders

“Enhance and expand the retail base” The Borough leadership has expressed a strong desire for new retail and small office buildings that would complement the existing businesses on Main Street and bring new daytime users to town. The best opportunities for this are around the re-designed station plaza and along Bank Street. Because of the change in elevation from Main Street to Bank Street, the lower floors of the buildings facing Bank Street can contain retail uses with parking behind and offices or residential above.

A concern has been raised by some merchants that additional competition from new retail establishments could hurt existing businesses. However, research from other TOD and Main Street districts nationwide has shown that a new influx of specialty retail and restaurants actually attracts new patrons to the area which has a positive spill-over effect on existing establishments. Other short term recommendations for the district include the addition of café style outdoor seating areas in front of the eateries along Main Street and sidewalk signs and a directory which lists the types of Main Street establishments located within Netcong. In this way, Netcong can become an immediate destination in its own right and compete with the malls. The downtown merchant association (BID) should seek to bring in a more balanced mix of businesses in the immediate future (children’s toy, bookstore, cyber café, etc.) that would encourage daytime and nighttime use. A comprehensive retail strategy should be a focus of the BID which could inform and enhance the overall revitalization plan.

“What is the mix of uses?” The Borough understands that the strongest market demand is for residential development, and that housing will be the predominant land use built in the new district. However, true transit-oriented development recommends the inclusion of other land uses such as retail, parks, and offices to encourage vitality at different times of the day, and create more sustainable rateables. Thus, the Redevelopment Plan should include zoning that allows for a range of uses and encourages flexible building configurations that could accommodate increased demand for retail and office uses in the future.

“Whom are we building this for?” The Borough and the stakeholders have expressed the desire to build a balanced, mixed income community and the plan should not create just an exclusive enclave for upper income people. Although research has shown that these types of infill developments often attract prosperous, dual income young professionals, and empty nesters looking to rent or downsize, there is an understanding that the Borough will seek to attract developers who are willing to market to a range of income levels and household sizes. On the other hand, it is important to realize that an influx of upper income people can have positive impacts on Netcong where the residents are aging and many children have grown up and moved elsewhere. The governing body realizes that an influx of population, including young families will help to revitalize and stabilize the community, support the tax base and schools, raise real estate values, and increase retail demand on Main Street. Thus, achieving a range of housing types on the site at a variety of price levels should be part of the developers’ obligation in the RFP package.

Other Considerations At the stakeholders workshops the following issues were raised by the participants:

• Provide a space for teenagers.
• Consider making Bank Street a one-way street to avoid safety hazards and reduce traffic.
• Adapt and re-use the viable older industrial building that straddles the Musconetcong River.
• Consider the incorporation of the larger county greenway proposals to connect Stanhope with Netcong and the other surrounding towns. Reach out to neighboring Stanhope to make sure that each towns’ revitalization efforts are coordinated and mutually beneficial.
• Provide a common parking area for merchant use.
• Consider upgrading and improving the appearance of other properties in the area, particularly on Route 46 (i.e. Shoprite property and parking lot across from it).
This planning and design process began by presenting three concept propositions for the Borough stakeholders to respond to. These were presented to elicit a response from the community as to preferences, concerns, etc. All three are quite conceptual, but are a realistic representation of three attitudes toward the site. None of the schemes is really complete in and of itself.

**Concept 1: Station Plaza**

**Major Organizing Idea** This proposal is organized around a diagonal connection between two new public spaces – one next to the station and one at the intersection of Jenny Lind Street and Bank Street. The idea is to create a public plaza that could serve as a new public square in town – a gathering place and gateway to the town. This helps to structure the land uses adjacent to it.

**Station Setting** This plan creates a new large open space plaza that is framed by buildings of which the Train Station Building is the featured structure. The scale of this space would be appropriate as a setting for the demonstration track to house special rail cars if Netcong should become an integral part of the proposed State Transit Museum.
Concept 2 Boulevards

**Major Organizing Idea** The new buildings are organized around the intersection of two new boulevards, which are illustrated here as narrow, linear parks bounded by roads with on-street parking. The two boulevards are orientated to respond to the two existing, major connections - Main Street and Jenny Lind Street. New infill development is proposed at this southern end of Main Street.

**Station Setting** This plan creates an intimate space between the station and Main Street. The station is part of an ensemble of new main-street-scale infill buildings that complete Main Street up to the newly configured Route 46 intersection.
Concept 3 Central Park

**Major Organizing Idea** Create a major park space that extends from the edge of Furnace Pond to the station.

**Station Setting** This proposal creates a park-like setting for the train station making the station building the visual terminus of the “central park”.

**Phase I plan**

**Phase II plan**

**Perspective Sketch**

**Organizing Diagram**
In general, all three concept plans were well received by the stakeholders. The second proposal – the creation of two new boulevards – seemed to be favored by the group. In part this was because the Borough was concerned that they would not be able to pay for or maintain the large amounts of park space shown in the Central Park (3rd) concept; and because the primary access to the station depicted in the Station Plaza (1st) concept may be too close to the Main Street/Route 46 Intersection.

To test the viability of these ideas, Concept 2: Boulevards – was further developed at a larger scale, and in more detail and presented at the second community design workshop. While overall it was favorably received, stakeholders raised several important deficiencies:

- **The proposal was too “inward looking”**: The illustrative plans should show more of the connections from the redevelopment area to the rest of the Borough and to Main Street specifically.
- **There are not enough buildings fronting Bank Street. Bank Street should be better defined**: To the extent that the market will support it, Bank Street should be a commercial extension of Main Street.
- **The proposed residential buildings appear too bulky**: More attention should be paid to the massing of the structures.
- **Vehicular circulation to and through the development needs to be easier**: There are several opportunities for direct connections that should be considered. Maintaining Bank Street as a two way street is not safe or realistic with this amount of traffic in this area. The sight distances from the top of Bank Street are difficult for the motorists given the change in elevation and location of buildings on both corners at this intersection.

These issues were examined and the plans were revised to reflect the feedback received by the stakeholders. To test the viability of this type of development from the view of potential developers, RPA also consulted with several developers who have a proven track record of building medium density compact development within the State of New Jersey. Through this process, two key benchmarks were established by the developers:

**First**, in order to pay for the cost of the land, infrastructure improvements, new buildings with enclosed structured parking and the associated “soft costs”, a minimum density of 32 dwelling units per acre – or approximately 250 housing units in absolute terms would be necessary for developers to build in this location.

**Second**, they pointed out that there was an opportunity for shared parking with the commuter lots which would cut development costs substantially. In other locations, a portion of the tenants commute to places within the region that are not accessible by train, thereby allowing their spaces to be freed up during the day for rail commuter use and vice versa on evenings and weekends. In denser locations, closer to the region’s core, shared parking can reduce ratios to 1.5 cars per unit or less. Unfortunately, in a more remote location like Netcong, the feasibility of this shared parking is reduced because the peak morning commuting hours are much earlier (5:30 – 7:30am) due to the length of the trip to New York City from this location. A new resident who lives in this development and travels to a job somewhere in the region via car will probably leave later. The same holds true in the late afternoon and evening when persons returning from work might see their space is not available because the rail commuters have not yet vacated that space. For these reasons, a recommended parking ratio of approximately 1.75 cars per unit or about 330 cars for the medium density development. This is a conservative but significant and important reduction in the total number of spaces provided. The town homes are likely to have their own dedicated spaces in rear lanes. The remainder of spaces can be made up with the allowance for on-street parallel or diagonal parking in front of the new buildings. With proper signage and permit systems these spaces could be reserved for use by local area residents and short term patrons to the area.
Final Proposal
Overview
The following proposal addresses all of the concerns raised in the earlier meetings.

Major program elements of the Phase 1 redevelopment

1. A redesigned Station Plaza Parking would be rationalized and landscaped with shrubs and trees to create shade and a more attractive lot with more clearly articulated, landscaped pedestrian walkways to/from the train station and through the development area (“parking in the park”). This plaza, properly designed with seating, trees and small tables, could be used for passive activities such as seating, reading, and socializing.

The Station Plaza will be lined with new commercial uses that can spill out onto widened sidewalks around the edge of the parking area. Existing businesses would expand at this end of Main Street and open out onto the Station Plaza.

2. A new neighborhood This consists of two to three story medium density residential buildings on appropriately sized blocks and organized around the intersection of the proposed Jenny Lind Boulevard and the proposed Park Street pedestrian greenway.

3. A reinvigorated Flanders Road Neighborhood New single family homes at the western edge of the redevelopment area create a smooth transition to the Flanders Road area where property owners would be allowed to build new accessory units.

Major Features of the Phase 2 redevelopment

4. Redevelopment of the industrial properties that line the northern edge of Bank Street.

5. Creation of two new blocks of medium density mixed use development in the area currently occupied by Quirk Moving. Again, some of the buildings facing Bank Street may contain ground floor storefronts.

6. Adaptive re-use of the old industrial building that straddles the Muscanetcong River between Furnace Pond and Bank Street.
Interestingly, the final proposal draws on the strengths of each of the three original test proposals. Essentially it is organized around the intersection of two axes, in much the same way that the Boulevard Concept (#2) was, however, in this proposal a significant change is made: the two boulevards are given the diagonal orientation that was used to organize the Station Plaza Concept (#1). This change allows for two significant improvements:

First: It enables Jenny Lind Street to be extended directly south into the redevelopment site, creating the strongest possible connection from the station area to the existing street network which is already anchored by the King’s View apartments.

Secondly: The diagonal makes it possible to incorporate the existing drainage course and stand of mature trees which transverses the site providing a significant amenity that supports new development here. This allows for the extension of the greenway from the edge of Furnace Pond to the train station. Interestingly, in some ways this captures the spirit – albeit at a smaller scale – of the “Central Park Concept” (#3) in which a new “central park” greenway was pulled through the redevelopment area to the station.

This creates a much richer and more fully integrated proposal than the previous versions, because the two boulevards, which were perhaps too similar in the previous design, are now presented as different kinds of experiences: One way to think of it is as the intersection of “town and country” - of the buildings along Jenny Lind Street with an extension of the Furnace Pond Greenway.

Development Program Summary
The final proposal attempts to balance residential and commercial development as much as possible. As in the previous studies, the overall residential density in the Phase I development is approximately 32 dwelling units per acre or 250 dwelling units, the minimum number of units that the development community felt was viable. Residential buildings
are primarily envisioned as several small apartment buildings and, at the edge of this new neighborhood, as attached town homes. At the western edge of the site, along a new cross street, single and two family homes are recommended to allow for a gentle transition to the smaller scale homes along Flanders Road and Ikes Lane. These properties, which will benefit directly from the improved physical environment should be permitted and encouraged to invest in accessory units or so-called “granny flats” along the new lane between their back yards and the new developments.

The plan provides for approximately 30,000 square feet of new commercial space, primarily around the new Station Plaza and the beginning of Bank Street. This is both in the form of ground floor retail space, and offices located primarily on the upper floors of the buildings proposed for Bank Street, Main Street and around the new Station Plaza. The plan also identifies potential sites for infill, mixed-use development on Main Street. Buildings such as the Quick Chek property which contain a large blank wall facing Main Street should be encouraged to provide a new entry and windows on the Main Street side, or provide outdoor seating for their customers. If a new building were to occur to replace this building it should be built up to the Maple Street and Main Street front property lines with parking in the rear to enclose the space and provide continuous shop frontage on these busy streets.

Finally, the plan provides a strategic site for a new community facility which can be further defined by the Borough stakeholders at a future point in time. It is placed at one of the most visible sites in the plan - at the terminus of the Jenny Lind Street view corridor and the intersection with the new proposed Station Road. Thus, if properly designed it can serve as a prominent feature of this new neighborhood.

Connections

The Greenway The extension of the greenway through the site not only creates an amenity for the new development area, but also links the redevelopment area to a larger circuit in the downtown. The three major legs of this circuit are: 1) The greenway along the edge of Furnace Pond, 2) the street trees and pedestrian improve-
ments along Main Street; and 3), the greenway along the drainage course that runs from the train station to Furnace Pond. This circuit links several existing and proposed spaces (clockwise): an improved “Station Plaza”, a new open space framed by the existing industrial buildings that straddle the Musconetong River, a proposed amphitheatre-like space along the edge of Furnace Pond, and the new park which is already being improved and positioned as the entry to a Furnace Pond Greenway. This greenway circuit connects to neighboring Stanhope, that is also a designated Town Center, and to the larger Morris Canal Greenway thereby connecting downtown Netcong and the redevelopment area to neighboring towns and the region.

Other Connections By organizing the site plan around the Jenny Lind Street extension and a new diagonal road that connects the Station Plaza to Furnace Pond, and by creating a new direct east-west connection from Main Street to Flanders Road, there will be a strong vehicular and pedestrian network between the redevelopment area and the existing roadway network. Well-designed and defined sidewalks and appropriately scaled roads will ensure that these are pedestrian-friendly routes. In addition, several other pedestrian connections (beyond the greenway) will help link the station-area redevelopment district to the rest of Netcong. The first of these new connections links the two sides of the train tracks along Route 46. Because the railroad is in a deep cut just west of the station, it is possible to build a pedestrian bridge across the tracks. This bridge would have to be approved by NJ Transit and be high enough to allow for overhead electrification if that should happen at some time. The bridge would be roughly in alignment with Church Street. A properly designed pedestrian crossing at Route 46 would link the neighborhood south of Route 46 to the station area. A winding path on the hill north of the tracks would complete the connection to the station and to the rest of the downtown.

A second major pedestrian connection would provide an additional alternative route from the station area to Main Street. It exploits the existing gap between several buildings fronting the west side of Main Street and improves the landscape of left over space behind the Main Street buildings. This pedestrian route then continues across Main Street to a
reconfigured consolidated parking area behind the buildings on the corner of Main Street and Maple Avenue. This provides yet another connection between the stores and parking at the new Station Plaza and the existing Main Street businesses.

Response to Topography

The orientation of the plan is sympathetic to the topography, which has been shaped over time by the diagonal route of the drainage course which is also lined with stands of mature trees. This diagonal, once the path of the old railroad spur to the industrial buildings at Furnace Pond, is the gentlest way to negotiate the change in grade from the station to the pond. The reorientation of the plan takes advantage of this natural feature as well as the abandoned old rail spur that runs from the tracks to the industrial buildings located near Furnace Pond. A new, gently curving road (here called Park Street) has been proposed which traverses the sloping topography downward from the station area to a lower elevation at the intersection with the proposed Jenny Lind Boulevard and then begins to gradually slope upwards to meet Flanders Road. As Jenny Lind Street is extended into the site it also gently climbs to the higher elevation of the proposed Station Road, which provides a direct connection from Main Street to Flanders Road at the higher elevation of the station.

Main Street

The long-term vision for Netcong includes context-sensitive support for the existing Main Street. As the old photos illustrate, the historic development pattern was that of a traditional small town Main Street – 2 or 3 stories of apartments over a single story storefront or office. There are several locations along Main Street where this kind of development could again be recreated. This includes the existing Quick Check surface parking lot at the corner of Main Street and Maple Avenue where new buildings should be built out to the existing property line with zero set back from the sidewalk. Other sites include both sides of Main Street where one-story buildings exist or there are blank walls as is the case with the Quick Check property. On the west side of Main Street, between Bank Street and the station parking lot, there are opportunities to create new mixed use buildings that could open up onto the proposed new
Station Plaza, further enhancing the connection between the station plaza and Main Street. All buildings along Main Street should be required to have a visible ground floor retail use with large shop windows and entryways facing Main Street. This encourages shopping and allows for a pleasant walking experience. Second and third floor offices and apartments add to the vitality of the Main Street area and provide a constant stream of patrons for the businesses on Main Street. The character and scale of the buildings should be in keeping with the historic character that defines the rest of Main Street.

Finally, a uniform landscaping strategy and streetscape should be employed to complete the greenway circuit described above.

**Parking and Automobile Circulation**

**New Road Network**

A new road network throughout the redevelopment area is designed to ensure that the new developments are sympathetic to the scale and character of the existing Netcong Street and block pattern and that the redevelopment area is completely and intimately integrated with the rest of Netcong. The goal is that when complete, the station area redevelopment will feel like a seamless extension of historic Netcong.

The connections into the site from the south end of Main Street are presently encumbered by the traffic associated with station area parking and the significant traffic on Route 46. With the elimination of the traffic circle at this busy intersection and the widening of the roadway, circulation should improve. In addition, the Main Street and Bank Street intersection is very narrow. Stakeholders suggested that Bank Street be converted to a one-way street heading west. The municipality has indicated that this will occur. A final traffic and engineering study will resolve the exact geometries of the various intersections in the site.

Three new major roads are proposed (for the purpose of this report, they are given names which ultimately the town will decide on.)
Jenny Lind Boulevard: This is the extension of Jenny Lind Street directly into the site. As described above, this is one of the two important axes that organize the site plan. Unlike Jenny Lind Street, north of Bank Street, it is proposed as a wide boulevard with a generous, landscaped median. It is meant to be one of the new public spaces that serve residents as much as it is a new road into the redevelopment area. As it approaches the drainage course, it narrows to create a bridge. On-street parking on both sides of the wider, boulevard is encouraged to protect pedestrians and to allow more places to park in the neighborhood. Sidewalks, street trees, decorative lamp posts, and other pedestrian scaled amenities (benches, plantings) should be required.

Station Road: This is a new through connection from Main Street to Flanders Road. It follows the abandoned railroad right-of-way, and is essentially a level road across the high topography of the site. It is meant to provide the most direct access to the station “kiss and ride” area and parking lot. On-street parking is encouraged in front of all new development on this side of Bank Street. Again sidewalks, street trees, decorative lighting and a range of public amenities should be layered into the development to create a sense of place and attractive downtown setting.

Park Street: Together with Jenny Lind Boulevard, this is the second of the two major cross streets that organize the site. The gentle sweeping curve follows the stream and greenway to its intersection with the Lind Street Boulevard before turning towards Flanders Road. This is the frontage road for the new residential blocks north of the proposed Station Road. On-street parking is provided. There is a sidewalk on the south side of the street in front of the new buildings. The sidewalk on the north side winds into and out of the greenway area.

Finally, there are several minor north-south streets between Station Road and Park Street that create appropriately-sized development parcels.
Parking Strategies

Almost all of the new streets have on-street parallel parking (especially on the proposed Park Street and on Jenny Lind Boulevard). Portions of Station Road could accommodate diagonal parking to increase capacity. The key to providing adequate parking without building structured parking decks is to exploit the topography in the area. From the station area to the lower portions of Bank Street there is a change in grade of about 20 feet. While much of the area at the bottom of Bank Street is roughly level, much of the topographic change takes place just west of the existing station parking. This provides the opportunity to park below the first story of the new buildings in this area, a strategy that has already been employed at the King’s View apartments. This strategy cannot be applied everywhere, but it can be used in enough places to create sufficient parking.

Parking is also provided for the new commercial uses and a recommended parking ratio of 5 cars per 1000 square feet of new office space is assumed. Although underutilized at present, the plan preserves the 247 spaces for NJ Transit’s and the Museum’s long-term needs. With NJT there is a total of 600 spaces provided. This includes on-street spaces, and parking underneath the new buildings where the change in grade enables it. This does not include parking for the townhouse units, which can accommodate cars in any number of ways, either on the ground floor or in small garages.

Design

While the Borough of Netcong plans for a vibrant downtown and station area are ambitious, the Borough is adamant that any new development should reinforce the scale and character of the existing Village. This suggests several things about the new buildings.

Scale and Massing: Most of the buildings can be three stories in height plus a pitched roofline, and in general, no building should exceed this height. Except for the commercial buildings, roofs should be pitched and can be animated by domes, chimneys and over-hanging eaves. In appropriate locations, for example at important intersections, buildings can be somewhat higher if setbacks provide a transition to a smaller floor plate. In addition, prominent architectural features, such as a corner tower may be used at special locations such as at the proposed community center site.

In keeping with the character of the Village, there should be variation in the architecture of the buildings and facades to create an attractive and animated street frontage and landscape. The redevelopment area should not be monolithic and some stylistic variation and changes in massing can create visual and special interest. Still, some uniformity in materials and proportions within a range established by design guidelines is desirable.
To the extent that the plan can be thought of in terms of sub areas, consistent themes should be developed for each. These sub areas include: The Station Plaza, the Park Road frontage, the Bank Street frontage, and the buildings, which define the public space of the Jenny Lind Boulevard. Along these frontages for the length of these streets and for the buildings that front onto the public spaces, common themes might include: window size and fenestration; material/articulation for the first story or base of the buildings; design of the eave at the roofline.

Building massing and articulation should also respond to the corners of important intersections and gateways into the new streets. The most important intersection is the intersection of Park Street with Jenny Lind Boulevard. Two of the important gateways are the intersections of Bank Street and the beginning of Jenny Lind Boulevard, and the beginning of Park Street at the Station Plaza. In these locations, the corners of the buildings could have some kind of vertical expression or tower massing, perhaps reinforced by some change in the roof configuration.

**Ground Floor Articulation**

Design of the ground floor of any building is critical to ensure that the streets and public spaces are lively and create pleasant and secure pedestrian environments. The site plan creates a series of blocks that allow for a clear distinction between a front and back/public and private space The public side of these blocks – the frontage and entry walls of the buildings should be onto all streets and public spaces. These frontages should be characterized by building entrances and, especially large window areas at the ground floor of the commercial buildings where retail shops face the public right of way.

Another important aspect of creating lively well-defined streets and spaces is to ensure that there are only limited discontinuities in the frontages. In this design, the short ends of the blocks are continuous. The gap between buildings on the long side of the blocks is no more than a minimum side yard requirement.
The preceding Concept Plans and Guidelines have been provided to assist the Borough of Netcong in its redevelopment efforts for the study area. These guidelines and vision plan give the private development community as well as the property owners in the study area some certainty as to what the municipality is envisioning and should help to streamline the development process to some extent. It is important to realize that the full build-out will probably take a considerable amount of time and perseverance on the part of Netcong, and require a continued partnership with NJ Transit, other government agencies, and the public and private sectors interests. Key to this effort is a well coordinated Implementation Plan which outlines a series of action steps to realize this long term vision. Included in this plan are critical short term action items that should begin immediately that could enhance the attractiveness of the study area and facilitate safe pedestrian access to and from the station area. The implementation of such physical improvements in turn should encourage increased pedestrian use of the downtown and station area resulting in more dollars spent downtown. These infrastructure improvements coupled with new transit-oriented development also advance sound community planning concepts and further support the idea of a “community of place” as espoused in the State Development and Redevelopment Plan.

To assist the planning board and government administrators in overseeing this process, it is recommended that an independent Design and Review committee be established at the outset, which can help champion this plan through the many approval processes that it will face. These individuals should be capable of providing valuable input into the redevelopment process, assist in the review of developer proposals and grant applications and help in the selection of public amenities (street lamps, furniture, public art, etc.) for the redevelopment area.

Key Implementation Steps:

1. Planning Board recommends to Borough Council the boundaries for the “Area in Need of Redevelopment”, including listing of properties.

2. Borough Council adopts a Municipal Resolution to officially designate the “Area in Need of Redevelopment” - this authorizes changes to Netcong’s zoning ordinance

3. Draft and Adopt a State Development and Redevelopment Plan (N.J.S.A. 40A:12A-7(a) for study area based on the Vision Plan.

   A. Revise zoning regulations to establish new land uses, bulk and zoning controls, and circulation patterns as described in this vision plan for the redevelopment area. The land uses should include provisions for mixed-use, transit-oriented development that allows for higher density residential uses, retail and support services, professional office space, transit related facilities, museum, and community facility within buildings and parcels in the study area.

   B. Incorporate detailed design concepts and guidelines as outlined in this report that among other things, ensures that the bulk, density, open space and circulation/parking elements of this Vision Plan are adopted into the new redevelopment plan. This will ensure the placement of new buildings as well as the recommended architectural character and types of functions that are to be allowed.

   C. Incorporate a circulation map which shows all proposed vehicular roadways, pedestrian paths, open spaces, parking lots and building parcels as depicted in Vision Plan.

4. Map out development blocks, parcels and proposed open spaces and plaza. Adopt this plan’s recommendations into the land use, transportation and circulation elements of Netcong’s Master Plan.

Short and Intermediate Term Strategies

1. Establish a Design Review Committee to oversee the redevelopment process.

2. Continue dialog with NJ Transit and private property owners, who will be impacted by implementation of redevelopment plan.

3. Work with those property owners located along the eastern shore of Furnace Pond (King’s view, Quirk, others) who will impacted by the creation of a greenway easement parallel to Pond and River.

4. Review current zoning ordinance for Main Street and adjacent neighborhoods to make sure it enables context-sensitive in-fill development to restore the historic development pattern:
A. Mixed-use residential/office over retail in multi-story structures.

B. Recommended building heights (2–4 stories) and set-back controls to ensure that new buildings are not set back from front property line ("zero lot line") to maintain continuity of Main Street frontage.

C. Minimum transparency requirements for storefronts to encourage browsing and shopping.

D. Allowance for outdoor café style dining and merchandise displays on sidewalks.

E. Revise parking requirements to ensure that parking lot and curb cuts are not allowed in front of stores and restaurants and are even exempted from providing one space per square footage as is done in more urban downtown settings. Allow for on-street metered parking and centralized parking approach for merchants and business owners wherever feasible.

Appendix: Available State and Federal Resources

Introduction:
Below is a compilation and brief description of sources of funding which have been or could be used to fund pedestrian improvements in municipalities in New Jersey. The list is not all inclusive but there has been an attempt to identify all major funding sources that can be utilized to fund bicycle and pedestrian planning and project development activities, as well as funding construction. In some cases these funds may also be used to fund programmatic activities as well. There is an emphasis on those funding sources that have been utilized in or are unique to New Jersey.

Much of the material for the original version of this paper was taken directly from a Memorandum on Funding Sources for Innovative Local Transportation Projects prepared by the Tri-State Transportation Campaign, and a paper on bicycle and pedestrian funding within ISTEA prepared by the Bicycle Federation of America. Virtually all of the funding sources which were available for bicycle or pedestrian projects or planning under ISTEA have been continued under the new Federal transportation funding legislation: the Transportation Equity Act for the 21st Century (TEA-21). Additional material has been taken from the USDOT publication: A Summary; Bicycle and Pedestrian Provisions of the Federal-Aid Program.

This appendix should continue to be viewed as a "work in progress" to be updated as new sources are identified.

A. Federal and/or State Funded Programs

Technical Studies Program
This program provides federal grants for (consultant based) planning, engineering, design, and evaluation of transportation projects, i.e., studies, not capital improvements or operating costs.

Supportive Task Grants
A portion of funds passed through to the MPO to support MPO planning activities is, by agreement in the NJTPA passed through to the sub-regions (counties) to fund staff planning activities.

Transportation Management Associations
In New Jersey, Transportation Management Associations (TMAs) receive substantial funding assistance through the Department of Transportation. TMAs have considerable latitude in developing annual work programs to implement Travel Demand Management strategies. TMAs have carried out and are encouraged to continue to develop and undertake work program elements involving the promotion of bicycling and walking, development of bicycling suitability maps, promotional efforts aimed at increasing bicycling and walking, effective cycling presentations, etc.

Local Planning Assistance
This New Jersey Department of Transportation (NJDOT) program provides funding to retain consultant assistance for the purpose of fostering sound transportation planning at the local level. The Department partners with municipalities who desire to develop Access Management Plans, local circulation plans and other transportation related improvements. SDRP designated centers and target neighborhoods under the Governor’s Urban Strategies Initiatives receive priority.

Local Bicycle/Pedestrian Planning Assistance
The Department of Transportation has retained the services of consultant teams with expertise in pedestrian and bicycle planning. The consul-
tants are available to provide technical planning assistance to counties and municipalities who wish to develop pedestrian and bicycle local circulation plans and other related studies.

**Corridor and Regional Planning Studies (TDM) Component**
The NJDOT Division of Transportation Systems Planning carries out numerous corridor and regional planning studies to determine transportation needs and develop project proposals to address those needs. It is the current policy of the Division to take a multi-modal approach in all planning activities in the Division.

**B. Other Sources of Funding**
Bicycle and pedestrian planning activities and programs can and have been funded through local funds budgeted through county and municipal budgets.

**Federal Funding Under TEA-21**
All the major funding programs under TEA-21 include bicycle and pedestrian facilities. Applicants have applied for assistance funds to implement streetscape amenities, traffic calming, historic restoration, bicycle lockers, and greenways to name a few categories. This is a highly competitive program, grants have made on the basis of linking the improvements to a transportation facility such as a train station. Applications are made to NJDOT on an annual basis and reviewed by representatives from several State Agencies.

**National Highway System (NHS)**
NHS funding for project on NHS roadways can be used for bicycle and pedestrian improvements on or on land adjacent to any highway on the NHS system, including Interstate highways. This includes incidental improvements within larger projects which enable bicycle compatibility (e.g. paved shoulders, bicycle safe drainage grates, etc.), designated bicycle facilities (i.e. bikeways: signed routes, bike lanes, paths), and pedestrian accommodations such as sidewalks, signals, overpasses, crosswalks, etc.

**Surface Transportation Program (STP) Funds**
A broadly defined program giving states wide flexibility to invest in a wide variety of transportation activities. Bicycle and Pedestrian facilities and walkways are specifically listed as eligible activities under this program. Projects could include shoulder paving, bicycle safe drainage grates, construction of sidewalks or bikeways, installation of pedestrian signals, crosswalks or overpasses.

**Local Scoping and Local Lead Projects**
The Local Scoping program (in the MPOs) provides a set aside of federal (STP) funds directly to the sub-regions for the advancement of project proposals through the NEPA process, ultimately making that project eligible for inclusion in the TIP (as a Local Lead project). Counties (plus municipalities partnering with counties) can receive STP funds for final design and construction of projects that are included in the TIP. Local Lead projects are selected via a competitive selection process.

**Transportation Enhancements**
This is probably the best known source of federal funds available for pedestrian and bicycle improvements. In each state, ten percent of STP funds must be allocated to a set of 12 specific types of projects known as Transportation Enhancements. Pedestrian and bicycle projects and the conversion of abandoned railway corridors to trails are two of the 12 project types. Other project types, including landscaping/scenic beautification, rehabilitation and operation of historic transportation facilities, such as canals, tow paths, bridges, viaducts, may directly benefit or provide for bicycle and pedestrian needs.

**Hazard Elimination Program**
Another STP program set aside, 10% of the STP program is to be used to fund Safety projects. Funding is provided for safety oriented improvements. This often involves some sort of intersection modification such as resurfacing with a skid resistant pavement surface.

**Congestion Mitigation and Air Quality (CMAQ)**
In New Jersey, for FY97, the NJDOT initiated approximately a dozen independent bicycle and pedestrian projects utilizing CMAQ funding. Later phases of the projects were funded with STP funds.

**National Recreational Trails Fund**
(Symms Trails System Act)
An annual sum is apportioned to the states for use in developing trails related projects many of which benefit bicyclists and pedestrians.

**Scenic Byways**
A small grant program under which pedestrian
projects may be funded if they are in fulfillment of a management plan for a designated scenic byway. Designation of the scenic byway must be in accordance with a Scenic Byways program developed and adopted by the state. Benefits of adoption as a Scenic Byway under the Program could include direct funding of projects.

Section 402 Safety Funds
Funds administered by National Highway Traffic Safety Administration (NHTSA) to be spent on non-construction activities to improve the safety of the traveling public. Pedestrian and bicycle projects are on the NHTSA priority list.

Federal Transit Administration Funds
Title 49 U.S.C. (As amended by TEA-21) allows the Urbanized Area Formula Grants, Capital Investment Grants and Loans, and Formula Program/or Other than Urbanized Area transit funds to be used for improving bicycle and pedestrian access to transit facilities and vehicles.

Federal Community Development Block Grant (CDBG) Program
Federal block grant funding from the Department of Housing and Urban Development can and has been used to fund pedestrian improvements. Projects must occur in an eligible low or moderate income areas (as defined by HUD) or benefit special needs groups.

C. Other State Funding

Local Aid for Centers of Place
A New Jersey Department of Transportation funding program designed to assist municipalities who have formally participated in implementation of the New Jersey State Development and Redevelopment Plan (SDRP). The program provides the opportunity to apply for funds to support non-traditional transportation improvements that advance municipal growth management objectives as outlined in the action planning agenda of the municipality.

Participation of municipalities in the SDRP ensures eligibility to compete for funds in the program. Typical projects include:

• pedestrian and bicycle improvements
• adaptive reuse of abandoned railway corridors (pedestrian and bicycle trails)
• scenic or historic transportation improvements
• landscaping/beautification of transportation related facilities (streetscape improvements)
• rehabilitation of transportation structures

County Aid Program
This program provides funding to counties for transportation projects. Projects may include improvements to public roads and bridges under county jurisdiction, public transportation or other transportation related work. Independent pedestrian and bicycle projects can be funded under the county aid program, however few independent pedestrian and bicycle projects have been funded.

As “state funded” projects, all projects funded under county aid program are subject to the NJDOT policy that requires that all “...bicycle and pedestrian traffic should be incorporated into the planning, design, construction and operation of all projects and programs funded or processed by the NJDOT.” The Department of Transportation will continue efforts to encourage counties to comply with this policy mandate.

Municipal Aid Program
The Municipal Aid Program provides funding to municipalities for transportation projects. All 566 municipalities may apply. Projects may be improvements to public roads and bridges under municipal jurisdiction.

Discretionary Aid Program
The Discretionary Aid Program provides funding to address emergency or regional needs throughout the state. Any county or municipality may apply at any time. These projects are approved at the discretion of the Commissioner. As “state funded” projects, all projects funded under the discretionary aid program are subject to NJDOT policy which requires that all “...bicycle and pedestrian traffic should be incorporated into the planning, design, construction and operation of all projects and programs funded or processed by the NJDOT.”

Locally Initiated Bicycle Projects
This is a new program for FY2000 which provides funds for municipalities and counties for the construction of bicycle projects. These could include roadway improvements which enable a roadway or street to safely accommodate bicycle traffic, or designated bikeways (signed bike routes bike lanes or multi-use trails).
Locally Initiated Pedestrian Projects
This is a new program for FY2000 which provides funds for municipalities and counties for the construction of pedestrian access and safety improvements.

New Jersey Department of Transportation

Local Planning Assistance to help communities create Access Management Plans, local circulation plans and other transportation plans.

Local Bicycle / Pedestrian Planning Assistance: consultant technical assistance to help communities develop plans to enhance bicycle and pedestrian safety.

Corridor and Regional Planning Studies: involving state roads to help communities determine transportation needs and develop proposals to address these needs.

Local Aid for Centers of Place: to help communities who have participated in the State Development and Redevelopment Plan process.

Locally Initiated Pedestrian Projects: offers funding to communities and counties to enhance pedestrian access and safety ($4.7 million was available for FY 2000).

Locally Initiated Bicycle Projects: offers funding to communities and counties to enhance bicycle access and safety ($4.7 million was available for FY 2000).

County Aid, Municipal Aid, and Discretionary Programs: provides funding to communities and counties for improvement of roads, bridges, public transportation, incidental bicycle and pedestrian improvements.

Department of Community Affairs
Office of State Planning: $3 million in “Smart Growth” Planning grants is available each fiscal year to help communities plan for their growth based on the State Development and Redevelopment Plan.

New Jersey Economic Development Authority
The EDA creates public/private partnerships to bridge financing gaps and to increase access to capital for the State’s business community with an emphasis on small and middle size businesses and not-for-profit organizations. Also offered is a full range of real estate development services to stimulate both private and public development projects, particularly in urban areas.

New Jersey Department of Environmental Protection
Two new tree planning and care grants are currently available through the New Jersey Community Forestry Program, with continuing funding for a third grant. Under the New Jersey Tree Planting Grant, the Community Stewardship Incentive Program and the Green Communities Grant, funds can either be awarded to support municipal tree planting plans or to provide funds for a county or municipality to hire an outside firm to assist in the production of a community forestry management plan.

D. County or Municipal Capital (Public Works) Funding
County or Municipal funding can be used to fund pedestrian improvements, sidewalks, trails, crosswalks signals, traffic calming, etc., on rights of way under county or municipal jurisdiction by including the project in the municipal (or county) budget, or bonding for it just as they are used to fund the construction and rehabilitation of roadway improvements for cars. Pedestrian improvements can be fully or partially assessed against the property owners along whose frontage the improvement (ordinarily a sidewalk) is placed.

As with other categories of funding, bicycle and pedestrian improvements may be incidental to (a part of) larger, roadway projects; or they can be independent, i.e. solely to address pedestrian needs.

Even small amounts of funding in county or municipal sources can be very important since they may be used to leverage or show local commitment in applications for other funding sources (e.g. TE, Local Aid for Centers, etc.).

Special Assessment Districts
Another form of municipal funding is through the creation of a local Special Assessment District. The Borough of Fair Lawn (for example) established a Special Improvement District in which assessments are made on those seeking to develop or improve property. The Borough provided $100,000 in matching funds. The funding is used for infrastructure
improvements including pedestrian improvements within the district. Here, also, funding can be used to leverage or show local commitment in applications for other funding sources.

**Transportation Development Districts (TDD)**
A joint state/county program in New Jersey in which transportation improvements within a defined growth area are funded through a combination of public funding and developer contributions (for new developments) within the district. Theoretically, independent pedestrian improvements can be included in the infrastructure improvement plan developed through a joint planning process for the district, and funded through the TDD.

**Green Acres**
State Green Acres grants and loans can and have been used to fund pedestrian projects such as multi use trails and trail head facilities. Funding for state, county and local governments (and non-profit acquisition only with a 50% match) is available for land acquisition and facilities development. The source of these funds are state bond issues. The program is administered by the Green Acres Office in the Department of Environmental Protection.

**Developer Provided Facilities**
The current Residential Site Improvement Standards currently in effect in New Jersey require new residential developments to include sidewalks. Other municipal and state zoning or access code regulations have been used to require developers to provide both on site and off site improvements to benefit bicycle and pedestrian traffic.
Regional Plan Association (RPA) is an independent regional planning organization that improves the quality of life and the economic competitiveness of the 31-county New York-New Jersey-Connecticut region through research, planning, and advocacy. Since 1922, RPA has been shaping transportation systems, protecting open spaces, and promoting better community design for the region’s continued growth. We anticipate the challenges the region will face in the years to come, and we mobilize the region’s civic, business, and government sectors to take action.

RPA’s current work is aimed largely at implementing the ideas put forth in the Third Regional Plan, with efforts focused in five project areas: community design, open space, transportation, workforce and the economy, and housing. For more information about Regional Plan Association, please visit our website, www.rpa.org.

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