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Haddonfield Amends Zoning to Add Form-Based Code to Downtown District

By Bob Kull, PP/AICP, CFM

Bob Kull, who was part of the consulting team the Town of Haddonfield, has over 30 years of public, private and academic planning experience. Bob earned a certificate from the charter class of the Form Based Codes Institute in 2006. He can be contacted at rkull@planigy.com. All images in this article are courtesy of Brown & Keener Urban Design.

On June 10, the Haddonfield Board of Commissioners unanimously adopted amendments to their Land Development Ordinance to implement their 2007 master plan for their downtown district. Three aspects of this event were remarkable:

- The downtown districts will be regulated using a “form-based code.”
- The form-based code was adopted under conventional zoning authority, not under redevelopment law, historic district, cluster development or planned development authority.

- The code was adopted with little community opposition; the primary opposition was that the code did not do enough to regulate design.

This article will describe the concepts of “form-based codes,” how the Borough of Haddonfield came to select this approach, the essentials of Haddonfield’s innovative ordinance, and lessons that can be learned from Haddonfield’s experience.

What Is a Form-based Code?

The concept of “form-based codes” has been advanced as magical and mystical, a concept feared by planners and lawyers, embraced by architects and characterized by large format pages full of strange pictures and unusual new jargon.

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The Harrison Approach: Getting There from Here

By Charles Latini, AICP/PP

The Harrison Waterfront Redevelopment Plan represents one of New Jersey’s great opportunities for redevelopment. While many former industrial areas in the state and the nation have undergone revitalization, the Harrison Redevelopment Plan is making it possible for the Harrison to realize its potential on a world-class scale.

On May 16, APA-NJ led a bus tour and panel presentation of the nearly 300-acre redevelopment area. Tour guides and panelists shared lessons learned with approximately 50 Chapter members. The panel discussion was moderated by Elizabeth Spinelli, Executive Director of the Hudson County Economic Development Corporation. Panelists included leading brownfield practitioners Peter Higgins, the Chairman of the Harrison Redevelopment Agency; myself, Charles Latini, Town Planner with Heyer, Gruel & Associates and the Plan’s author; Stephen Kehayes, the Brownfield Development Area Manager assigned to Harrison by the New Jersey Department of Environmental Protection; James Mack,

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In spite of driving rain, over 50 intrepid planners turned out to tour Harrison’s redevelopment areas.

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Rebecca M. Hersh, AICP/PP
Bulletin Editor
rebeccamhersh@aol.com

To find out more information on joining the New Jersey Chapter or if you would like to place an advertisement in future bulletins please contact:

Michael E. Levine, AICP
APA-NJ Chapter Administrator
P. O. Box 200402
One Riverfront Plaza
Newark, NJ 07102-9715
Phone (973) 286-4708
Fax: (973) 504-7097
mlevine@njapa.org

Submit all address changes to:
American Planning Association
122 S. Michigan Avenue
Chicago, IL 60603-6107
(312) 431-9100
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PRESIDENT'S CORNER: HOW ABOUT SOME REAL ECONOMIC STIMULUS?

By Courtenay Mercer, APA-NJ Chapter President

In support of the "severely weakened... building industry," the New Jersey legislature recently passed the Permit Extension Act of 2008 to "prevent the wholesale abandonment of approved projects and activities." (A2867/S1919) The theory is that expiring development approvals hinder economic development in recessionary times. It seems to assume that all development is a good thing, despite the past decades of sprawl development, soaring property taxes and declining quality of life. Nevertheless, the bill had widespread legislative support; so, smart growth advocates did their best to advance compromise amendments that would maximize the benefits and limit the potential negative impacts of the permit extensions.

The bill passed, but without many of the desired "compromise" amendments of smart growth advocates. Rather than the desired two-year extension period starting in January 2008, the legislation grants extensions starting in January 2007 through July 2010. Advocates also hoped that extensions would occur only in designated "smart growth" areas. However, the bill only excludes extensions in State Plan Planning Areas 4b, 5, CESs, and non-growth areas in the Highlands and Pinelands. The Act still allows extensions in high pressure State Plan Planning Areas 3 or 4. Amendments regarding wastewater, water supply and public health and safety were also absent from the final legislation.

With the compromise language largely absent from the bill, and knowing the prevalent development pattern of this state, I fear that the resultant "economic development" will be in the form of more power centers, strip malls and McMansions in our suburbs and rural areas. This fringe, service industry based development does not stimulate the economy in any meaningful way. The business market is the real indicator of a healthy economy. According to Jones

Lang LaSalle, New Jersey's overall office vacancy rate reached 22.3% at the end of the first quarter 2008, and the sublease vacancy rate increased 7.6% over last year (*Star Ledger*, 4/25/08). The predictions of businesses leaving Manhattan, where the vacancy rate is a comparative 7.6%, for New Jersey's glut of office space have not come to fruition. The lagging economy has much to do with this, which might seem to support the legislature's intent in passing the Permit Extension Act of 2008. With all this already vacant space; however, does it seem practical to extend approvals for more office space? Moreover, does it seem likely that developers will take advantage of the extension to build office space in an already saturated market?

Meanwhile, the news out of Rutgers is that New Jersey is consistently realizing a net out-migration. Where are they going? The usual suspects of New York, Florida and Pennsylvania top the list, but they are also going south and west to California, North Carolina, Virginia, Georgia, Texas and Maryland. (Rutgers Regional Report 10/07) Many of these destinations have a more palatable tax climate for both residents and business. This is exemplified by the increase in knowledge-based jobs in the southern Atlantic states, and the resultant in-migration to these states.

All of these trends and statistics preceded the current economic downturn. New Jersey has a glut of underutilized and vacant properties in its urban core and inner-ring suburbs, and its higher paying professional jobs (and professional workers) are leaving the state for more desirable locations. Permit extensions do not solve the underlying problem--businesses and their employees cannot afford to stay here, and it is not the cost of permits that is making it unaffordable. New Jersey should borrow notes from Governor Rendell of Penn-

sylvania, where they have out-paced New Jersey in business attraction over the past few years (with much of that business coming from New Jersey!). Pennsylvania has a comprehensive stimulus package with real support within government.

New Jersey can have economic development without sacrificing our environmental integrity and rural character. The legislature would have done better to extend permits only in urban areas and centers, and provide more incentives for redevelopment. Moreover, New Jersey would benefit from responsible reinvestment in its urban core, up grading and expanding its mass transit infrastructure and making it harder/less desirable to develop in the rural areas. New Jersey also needs to provide tangible incentives and real government support to do business here. No longer can we rest on our laurels, and assume our proximity to Manhattan makes us desirable. In a global market, distance is no longer a hurdle. We have to adapt to the times, and do it fast, or not even permit extensions will help us through this recession.

The President's Corner reflects the President's opinion and not necessarily that of the APA-NJ Executive Committee or APA-NJ membership. The President can be contacted at pres@njapa.org.

Write for the APA-NJ Newsletter!

The APA-NJ Bulletin welcomes planning-related articles, editorials, event announcements, and photos. E-mail submissions and questions to APA-NJ Bulletin Editor Rebecca Hersh at: rebeccamhersh@aol.com

Upcoming Deadlines:

- Friday, August 29 for the September/October 2008 issue
- Friday October 24 for the November/December 2008 issue

NJDEP: Focus on Sustainable Planning

By Liz Semple & Athena Sarafides, NJ DEP

The recent creation of a high-level Office of Planning and Sustainable Communities (OPSC) at the New Jersey Department of Environmental Protection (NJDEP) represents an expansion upon DEP's commitment to hands-on planning and technical support for municipal land use, natural resource and sustainable community planning at the state, regional and local levels.

Why is sustainable planning so important? Currently, 40% of development occurs outside of areas designated by the State Plan as Planning Areas 1, 2, and designated centers. In addition, 37% of this development occurs outside of sewer service areas and 40% has been in the form of large-lot single family homes. While the State's population increased by 16%, land consumption increased by 45%. Commissioner Lisa Jackson is emphatic that the department take steps to reverse this trend by promoting development in areas with infrastructure and natural resource capacity and who partake in sustainable practices.

OPSC, which houses DEP's largest concentration of certified professional planners, facilitates the agency's proactive planning, based on principles of sustainability, environmental capacity, and smart growth. OPSC advocates for the "3 C's" of land use planning: collaborative; comprehensive; and coordinated. The Office provides technical assistance, at no cost to municipalities and counties, in the following areas:

- Identification of sustainable growth opportunities based on environmental capacity and constraints
- Creation of a build-out modeling tool, which is spatial data of constrained environmental features for use in water quality management plan updating.
- Guidance for communities' center-based development and community sustainability plans, especially through the Plan Endorsement process
- Guidance on state sustainable funding
- Provision of sample ordinances and plans such as: Water Conservation,

Stream Corridor Protection, Habitat Conservation, Waste Water Management, Environmental Assessment, Natural Resource Inventory, Open Space and Recreation, and Municipal Stormwater.

How does NJDEP define a sustainable community? By looking for features such as: The implementation of efficient energy and water management practices; efforts to reduce greenhouse gas emissions; commitment to green design practices; implementation of green purchasing policies and practices; access to open space; comprehensive waste management; reduction of toxics in the local environment; provision of environmental education for residents; and an up-to-date master plan.

OPSC's environmental capacity-based planning process seeks to balance environmental limits with opportunities for growth by encouraging and/or providing technical assistance for:

- Water quality management planning
- Open space preservation
- Habitat protection for threatened and endangered species
- Compact development
- Access to public transportation
- Bike and pedestrian plans
- Affordable housing

Please go to the OPSC'S website at www.nj.gov/dep/opsc to find the following tools:

- Sustainability guide for developers and communities
- Sample municipal ordinances and plans
- Municipal opportunities and constraints analysis for plan endorsement
- Case studies of Plan Endorsement
- Sustainability grants and loans
- How to conduct an energy audit
- Green purchasing guide

You can reach OPSC at: 609.341.5311, Elizabeth.semple@dep.state.nj.us, or www.nj.gov/dep/opsc

...Haddonfield Amends Zoning to Add Form-Based Codes

Yes, it is all that. But it is really just common sense.

To simplify, land development ordinances include zoning ordinances and procedures for subdivision and site plan review. Zoning ordinances are typically organized by district; each district is mapped and a series of permitted, prohibited and conditional land uses are defined for each district. Standards for building set backs, height, floor area and other dimensions are associated with zoning district, often for specific uses within each district. We planners refer to these dimensions as “bulk” standards.

While many extremely graphical and rigorous design standards have been produced as “smart codes” and other form-based codes nationwide, the main difference between “form-based codes” and conventional land development ordinances lies not in their procedures (though some adjustments need to be made), but in the different emphasis on form compared to use.

What this means is that while a conventional zoning ordinance tends to classify districts based on the uses and densities allowed with some flexibility with regard to types of buildings, a form-based ordinance will tend to define districts based on the types of buildings and structures allowed and their relationship to the character of the street, with some flexibility with regard to the uses of these buildings and structures.

While other states have greater authority for prescribing design requirements, New Jersey law limits architectural prescriptions to redeveloper agreements (in association with redevelopment plans), designated historic districts, and general development plans (in association with planned development and cluster development), allowing standards for land use, density, building type and bulk to be part of zoning ordinances.

That is what made this technique perfect for downtown Haddonfield.

an agricultural village to a suburban community. However, its heritage persisted in its well-maintained buildings and commercial core on King’s Highway. In 1971, Haddonfield became the second municipality in New Jersey (after Cape May) to establish a historic preservation district. The Borough’s history and the arts continue to be celebrated in special events throughout each year.

In 2004 the Borough approved the construction of 20 condominium residential units above stores on King’s Court in the downtown that led to continued negotiations over design that extended through 2005. (King’s Court condominiums over stores on right in photo, King’s Highway opposite Tanner Street.) While many compromises were made on both sides in the massing, design and parking requirements for the units, the Borough realized that its existing zoning ordinances could permit redevelopment of a

Municipal Land Use Law Provisions: Power to Zone (excerpts)

The governing body may adopt or amend a zoning ordinance relating to the nature and extent of the uses of land and of buildings and structures thereon. (N.J.S.A. 40:55D-62.a.)

Municipal Land Use Law Provisions: Contents of Zoning Ordinance (excerpts)

A zoning ordinance may:

- a. Limit and restrict buildings and structures to specified districts and regulate buildings and structures according to their type and the nature and extent of their use, and regulate the nature and extent of the use of land for trade, industry, residence, open space or other purposes.
- b. Regulate the bulk, height, number of stories, orientation, and size of buildings and the other structures; the percentage of lot or development area that may be occupied by structures; lot sizes and dimensions; and for these purposes may specify floor area ratios and other ratios and regulatory techniques governing the intensity of land use and the provision of adequate light and air, including, but not limited to the potential for utilization of renewable energy sources. (N.J.S.A. 40:55D-65)

Selecting the Form-based Approach

A traditional, walkable community, Haddonfield is a Borough of approximately 2.9 square miles and 12,000 residents located six miles southeast of center city Philadelphia in Camden County, New Jersey. Its first European settlers arrived in 1682 and a community of Quakers soon flourished. Located at the highest point on the Cooper River where boats could be unloaded, and with good road connections to Camden, Gloucester City, Salem and Burlington, Haddonfield was the largest village in the area at the time of the Revolution. While Haddonfield continued to grow in the 19th century with the arrival of the railroad and trolley, it was not until the 20th century with the arrival of the automobile that Haddonfield changed from



size, scale and character that would alter the character of its downtown, even within its historic district (which covered much, but not all of the downtown). Downtown Haddonfield was not a designated redevelopment area, and did not have the size of parcels that would allow for general development plans under cluster or planned development provisions. However, a large PATCO rail transit parking lot adjacent to the downtown was seen by the Borough as potentially developing in ways that would negatively impact surrounding neighborhoods and downtown merchants. Avail-

ability and access to parking was a perennial issue, and changes in COAH requirements for affordable housing created pressure to accommodate additional housing in this fully developed community.

A visioning process focused on the Borough's Central Business District Zone began with a well-attended information meeting in June 2005 and culminated in March 2007 with the Borough's adoption of a Downtown Area Master Plan Element prepared by Brown & Keener Bressi of Philadelphia in association with Urban Partners, Melvin | Kernan and Charles Carmalt under the direction of the Borough's Planning Board chaired by Andrew Johnson and staffed by its consulting planner Angelo Alberto.

The Downtown Element included the following sections:

- Principles, Goals and Objectives
- Land-Use Strategy
- Urban Design Strategy and Guidelines
- Historic Preservation Strategy
- Circulation and Parking Strategy
- Use Area / Land Development Ordinance Framework
- Affordable Housing Strategy
- Open Space Strategy

The Downtown Element was accompanied by a Zoning Framework chart and a nine-page supplement, "Design Guidance for King's Highway Buildings, Borough of Haddonfield, New Jersey." The Zoning Framework chart summarized the pur-

pose, use (by general, ground story and upper story), siting and massing specifications and appearance provisions for each of eight "character zones" defined through the visioning workshop. The Design Guidance provided additional specifications regarding scale and rhythm; height and setback; fronts and sides; materials; details; storefronts and windows.

The introduction to the Land Use Strategy for the downtown plan element read:

In Haddonfield's Downtown Area, there are key places where certain land uses should be encouraged or discouraged, but in general, a mutually-supportive mix of retail, residential, office, service and civic uses should be encouraged. Therefore, the zoning framework should not be overly prescriptive in terms of land use, providing for flexibility while taking care to conserve sensitive areas, such as the King's Highway retail area. This land-use flexibility should occur within a framework for urban form that carefully extends the pattern of the existing town...

Noting that, with the exception of the large PATCO site, the downtown "is likely to see a constant flow of small, incremental additions to its built fabric... over the course of many decades," the zoning framework emphasized control over the scale and appearance of new buildings and additions.

While the downtown element did not formally mention form-based zoning as an implementation measure, the Board of Commissioners recognized the potential for this approach and in June 2007 the Delaware Valley Regional Planning Commission approved a TCDI grant to implement the downtown element through a form-based code. In September, Brown & Keener, together with me (then with Environmental Resources Management), were selected to prepare these new development regulations.

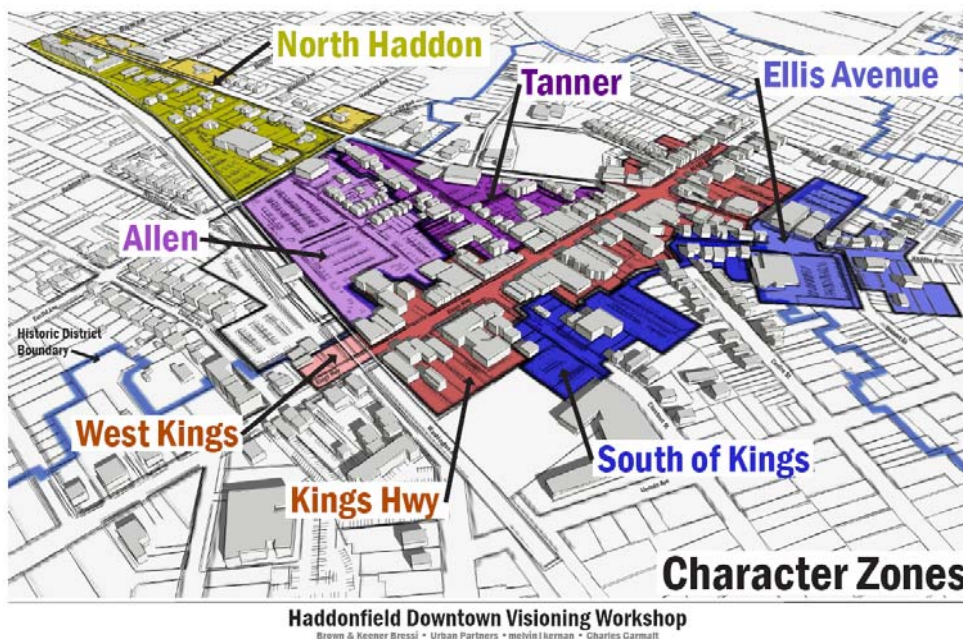
Provisions of Haddonfield's Downtown Zoning Districts

The process began with an inventory of building types in the Central Business District (CBD) zone of the existing Land Development Ordinance. Fifteen different building types were identified based on their typical dimensions and relationship to the street.

Having classified the building types, the next task was to assign them to the eight character districts defined in the downtown element of the master plan. It was soon discovered that the array of building types, bulk requirements and district goals were similar among several of these character districts, so these were consolidated into four new Downtown Districts:

- Neighborhood Transition (D1)
- Community Serving Blocks (D2)
- General Urban (D3)
- Kings Highway (D4)

Common requirements were established as General Standards for Downtown Districts. As shown in the map of the downtown zones (on the following page), portions of the downtown remain governed by the historic district regulations in the Land Development Ordinance. In addition to relationships to the historic district regulations, general standards were established for: bulk; height of buildings; doors and windows; driveways; porches, stoops and other protrusions; frontage; entrances; ground floor elevation; story heights; single-story buildings; HVAC equipment; and parking. This approach enabled requirements for



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...Haddonfield Amends Zoning to Add Form-Based Codes



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each district to focus on areas of difference.

The one-page description of the D4 (see page 7) district illustrates some of the unique characteristics of this ordinance. There is more use of illustrations, charts and photographs even as each section of text is enumerated for the purposes of codification. Section (a) District Goals for each district includes not only a statement of intent and interpretation for the district but also a photograph of a location within the zoning district within the Borough that illustrates the character of the district relative to the other downtown districts. A Zone Location Key Map is added as a convenience, and care must be taken that it is consistent with the adopted Zoning Map.

A word of caution in the use of photographs: All photographs in an ordinance need to be captioned to ensure they are not taken out of context. In early form-based codes, developers argued that certain architectural features were per-

mitted or even required because they appeared in a photograph. Therefore, the pictures for the zoning districts are captioned, "Photograph shows general principles only and may not meet all standards."

Section (c) Allowable Building Types in this Zone is at the heart of this form-based code. **Land uses and density in each zoning district are controlled by the building types allowed.** These building types are selected because they already exist in this zone, with the exception of new building types, such as liner buildings, that were added as being compatible with this zone. Care must be taken to ensure that the list in the zoning district is consistent with listings elsewhere in the ordinances.

Following the regulations for the four new downtown zoning districts are the regulations for Building Types. Fifteen allowable Building Types were defined for Haddonfield's Downtown Districts:

- Apartment Building (AB)

- Civic Building (CB)
- Cottage House (CH)
- Courtyard Building (CO)
- Flex Building (FB)
- Liner Building (LB)
- Live-Work Building(LW)
- Manor House (MH)
- Podium Building (PB)
- Sideyard Building (CO)
- Single-Family Detached House (SFD)
- Special Corner Building (SC)
- Townhouse (TH)
- Twins (TW)
- Accessory Structure (ACS)

Each Building Type regulation includes illustrations, a description, local examples, character examples, a map and chart of the Downtown Zones in which the Building Type is permitted, and a series of specific Building Bulk Requirements and parking requirements. Special provisions are added for Civic Buildings and Accessory Structures.

Permitted uses are assigned not by zoning district, but by building type.

The result is that, for mixed-use neighborhoods such as Haddonfield's

downtown, **uses are allowed to change over time while the character of the built environment is preserved.** In this way, Haddonfield can provide for economic vitality, growth in its ratable base and more diverse housing choices. In Haddonfield's case, as with many of New Jersey's cities, towns and villages, **this is consistent with how the downtown**

has accommodated changes in the economy, demographics and culture over not just generations, but centuries.

Midway through the process, it was decided that the ordinance would be reinforced by incorporating the form-based code within the structure of the existing,

conventional Land Development Ordinance rather than creating a stand-alone document. In this way, the existing definitions of the Land Development Ordinance could be used as much as possible (with additions and amendments) as could all other procedures and standards (such as storm water requirements) in the existing ordinance. In total, in addition

to substituting the new Downtown Districts provisions for the former Central Business District provisions and amending the Zoning Map, the process involved amendments to the Definitions, Yard Exceptions, Conditional Uses, Parking and Zoning Permits and Special Use Permits provisions of the Land Development Ordinance.

Ultimately, through this process of "welding and annealing" this form-based code into the Land Development Ordinance, Haddonfield's downtown zoning became a hybrid code, which may be the most pertinent to built-up areas while best conforming to NJ land use law.

The adopted Downtown Zoning Code is available online from the Borough's web site at:

www.haddonfieldnj.org/borough_ordinance.php

SECTION 135-38 | DOWNTOWN DISTRICTS

(4) D4: Downtown District 4:

King's Highway

(a) District Goals

Reinforce the main purpose of Downtown Haddonfield as the shopping and gathering focus of the community. Preserve the vitality, scale, character, variety, and consistency of the existing urban fabric. Accommodate a mix of uses that maintains the liveliness of the street, add to the community's tax ratables. Provide diverse residential choices while recognizing the importance of retail use at the Ground Floor.

(b) Function & Bulk Requirements

[1] Function

- [a] General Use See §135-38 Fig. D
- [b] Ground Floor Use See §135-38 Fig. D
- [c] Upper Floor Use See §135-38 Fig. D
- [d] Accessory Use See §135-38 Fig. D
- [e] Conditional Use See §135-38 Fig. D

[2] Setbacks (Vary by Building Type - See §135-38 Fig. E)

- [a] Front 0-25' Minimum
- [b] Side 0-15' Minimum
- [c] Rear Setback 5' Minimum
- [d] Third Floor 15' (for 25-35' after 60')

[3] Lot Occupation (Maximum)

- [a] Impervious 90%
- [b] Bldg. Coverage 65%
- [c] Third Floor See § 135-38 Fig. C

[4] Height

- [a] Total Height 3 Stories Maximum
- [b] Height at Eaves 33' Maximum
- [c] Height of Roofline 36' Maximum (40' for Special Corners)

[5] Parking Placement

- [a] Uncovered Rear Only
- [b] Covered Rear Only
- [c] Trash Containers Rear Only

[6] Appearance

- [a] Building Width 100' Maximum
- [b] Facade Width 25-35' ("Vertical Rhythm")
- [c] Door-to-Door 25-35' Maximum
- [d] Roofline Width 60' Maximum
- [e] Doors & Windows 30% Minimum



Photograph shows general principles only and may not meet all standards

Zone Location Key Map



(c) Allowable Building Types In This Zone

PODIUM BUILDING	LINER BUILDING	FLEX BUILDING	APARTMENT BUILDING	COURTYARD BUILDING	LIVE-WORK	TOWNHOUSE
MANOR HOUSE	TWINS	COTTAGE HOUSE	SIDEYARD BUILDING	SINGLE-FAMILY HOUSE	CIVIC BUILDING	SPECIAL CORNER

...Haddonfield Amends Zoning to Add Form-Based Codes

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Lessons Learned

1. **Form-based zoning is possible within conventional New Jersey Municipal Land Use Law authority when based on building types and bulk requirements.** Additional regulatory standards for architecture (such as materials, colors and styles) remain limited to special authorities such as planned development, redevelopment plans and historic districts.
2. **Navigating a form-based code can be difficult.** A section was added in early drafts and is located near the beginning of the Downtown Districts zone provisions to explain how to use the ordinance for the downtown districts.
3. **Gain consensus over concepts and objectives through the master plan concepts.** Haddonfield's process was successful in that challenges to the zoning ordinance were about *how* to accomplish an objective, not *what* objective to accomplish.
4. **Educate the key boards early and often during the process of developing the ordinance.** The Haddonfield Planning Board reached out to the Zoning Board, Historic Preservation Commission, the Partnership for Haddonfield and other organizations, often offering presentations by the project consultants, to not only inform these groups but to learn how the ordinance could most effectively be used.
5. **Consider the fiscal impacts.** In response to the concern that more housing in the downtown could increase school costs, the Borough Administrator was able to document based on existing units, including the King's Court condominiums, that the types of housing provided in the downtown building types would accommodate only a negligible number of new public school students.
6. **Test, test and retest.** This is true of all zoning amendments but especially true for more complex amendments. While the Zoning Officer was closely involved with the development of the code and contributed many good questions and observations, the final stretch of testing the ordinance for consistency in requirements and clarity in interpretation were extremely rigorous.
7. **Not everything is predictable.** Being more flexible with regard to use should reduce vacancies and associated perceptions of blight, but can still result in changes in activity that existing neighborhood residents and businesses find unwelcome. The impacts of small infill projects are very site-dependent, and large infill projects, particularly those involving lot assemblages, may change the character of the site; however, the form-based code will ensure that the new development and redevelopment is far more consistent with the desired form and character than was allowable under the former, conventional zoning.
8. **Continue to learn.** Form-based zoning is continuing to evolve. Further information is available from the Form-Based Codes Institute (www.formbasedcodes.org) as well as from the American Planning Association (www.planning.org). In July, the New Urbanism Division of APA released a DVD including a video and Powerpoint presentation on *Form-Based Planning*. A PAS report and several outstanding new books on Form-Based Codes are also available, as is a BOCEP online course (policy.rutgers.edu/bocep). NJAPA Annual Conference sessions on form-based zoning have also been proposed.

Call for Award Nominations!

Submissions for APA-NJ's 2008 Planning Awards must be received by September 12, 2008.

These awards honor plans, planning and design initiatives, reports, built projects, individuals and organizations that are in the forefront of planning and design in New Jersey.

Recipients of APA-NJ's 2008 Awards for Planning will be recognized for their achievements at the APA-NJ/Rutgers University Annual Planning Conference November 6-7, 2008 at the Hyatt Regency Hotel in New Brunswick and will receive a certificate and a free ticket to the event.

Submission details at www.njapa.org.

NJ APA Executive Committee

President

Courtenay Mercer, AICP/P.P.
Mercer Planning Associates
46 Marlborough Avenue
Middlesex, NJ 08846
Term: 11/07-11/10
Phone: (732) 369-6491
E-Mail: pres@njapa.org

Past President

Carlos Rodrigues, AICP/P.P.
Regional Plan Association
179 Nassau Street, 2nd floor
Princeton, NJ 08542
Term: 11/07-10/09
Phone: (609) 228-7080
E-Mail: crodrigues@rpa.org

First Vice-President

Deborah Lawlor AICP/P.P.
[New Jersey Meadowlands Commission](#)
1 DeKorte Park Plaza
Lyndhurst, NJ 07071
Term: 11/07 - 11/09
Phone: (201) 460-4671
E-Mail: slopehl@optonline.net

Second Vice-President

Jeffrey Perlman, AICP
Heyer, Gruel, & Associates
63 Church Street
New Brunswick, NJ 08901
Term: 11/06-10/08
Phone: (732) 828-2200
E-Mail: jeffiperlman@gmail.com

Treasurer

John Reiser
Planning - Office of Smart Growth
P.O. Box 800
Trenton, NJ 08625-0800
Term: 11/07-10/09
Phone: (609) 943-9938
E-Mail: jreiser@newrisedesigns.com

Secretary

Amy Sarrinikolaou, AICP/P.P.
CMX
200 State Highway Nine
Manalapan, NJ 07726-0900
Term: 11/07 - 10/09
Phone: (732) 577-9000
E-Mail: asarrini@hotmail.com

Professional Development Officer

Charles Latini Jr., AICP/P.P.
Heyer, Gruel & Associates
63 Church Street
New Brunswick, NJ 08901
Term: Appointed Annually
Phone: (732) 828-2200
E-Mail: Charleslatini@yahoo.com

Housing Committee Chair

Vito A Gallo, P.P.
17 Sheridan Road
Summit, NJ 07901
Term: Appointed Annually
Phone: (908) 418-3732
E-Mail: vitoagallo@comcast.net

Legislative Committee Chair

Michael Powell
NJ Community Development Corporation
P.O. Box 6976
Paterson, NJ 07509
Term: Appointed Annually
Phone: (973) 413-1635
E-Mail: mpowell@njcdc.org

Redevelopment Committee Chair

Robert Cotter AICP/P.P.
[Jersey City Division of City Planning](#)
30 Montgomery Street, Suite 1400
Jersey City, NJ 07302
Term: Appointed Annually
Phone: (201) 547-5010
Fax: (201) 547-4323
E-Mail: bobbyc@icnj.org

Sustainable Design Committee

Angela S. Clerico, LEED-AP
Banisch Associates, Inc
111 Main Street
Flemington, NJ 08822
Term: Appointed Annually
Phone: (908) 782-0835 x21
E-Mail: angelaclerico@banisch.com

Northeast Area Representative

Linda Wills, AICP/P.P.
878 Traphagen Road
Wayne, NJ 07470-7996
Term: 11/06 - 10/08
Phone: (201) 460-3879
E-Mail: lewills@optonline.net

Northwest Area Representative

Eric Snyder, AICP/P.P.
Sussex County Administrative Center
1 Spring Street, Newton 07860
Term: 11/06 - 10/08
Work: (973) 579-0500
Phone: (973) 267-3244
E-Mail: esnyder@sussex.nj.us

Central Area Representative

Maura McManimon-Fennessy, AICP/P.P.
NJ Housing and Mortgage Finance Agency
P.O. Box 18550
Trenton, NJ 08650-2085
Term: 11/06 - 10/08
Phone: (609) 278-8803
E-Mail: maura_mcmanimon@hotmail.com

Southern Representative

Tara B. Paxton AICP/P.P.
[Township of Brick](#)
401 Chambers Bridge Road
Brick, NJ 08723
Term: 11/06 - 10/08
Phone: (732) 262-4783
E-Mail: tpaxton@twp.brick.nj.us

Southern Shore Representative

Louis C. Joyce, AICP/P.P.
Land Dimensions Engineering
6 East High Street
Glassboro, NJ 08028
Term: 11/06 - 10/08
Phone: (856) 307-7800
E-Mail: lcj50@yahoo.com

Bulletin Editor

Rebecca Hersh, AICP/P.P.
Alan M. Voorhees Transportation Center
Bloustein School of Planning & Public Policy
Rutgers, The State University of New Jersey
33 Livingston Avenue, Fifth Floor
New Brunswick, New Jersey 08901
Term: Appointed Annually
Phone: (609) 915-5365
E-Mail: rebeccamhersh@aol.com

1st Year Student Representative

Katie White
Rutgers University
27 Seaman Street
New Brunswick, NJ 08901
Phone: (952) 200-6416
E-Mail: Whit0931@umn.edu

2nd Year Student Representative

Carrie McCarthy
Rutgers University
63 South Adelaide Ave
Highland Park, NJ 08904
Phone: (703) 725-2901
E-Mail: cmm@eden.rutgers.edu

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[NJ Chapter of the APA](#)
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14th floor, P.O. Box 790
Newark, NJ 07102-9715
Phone: (973) 286-4708
Fax: (973) 504-7097
E-mail: mlevine@njapa.org

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Upcoming Events

SPRAWL

March 20th – August 24, 2008

Jersey City Museum

Jersey City Museum, in collaboration with several other participating New Jersey venues, has organized SPRAWL, a bold, multi-venue exhibition that will bring together work by artists statewide to focus on New Jersey's legacy of sprawl. The effects on urban, suburban, rural and marginalized landscapes are all addressed by these exhibitions. For information, go to http://www.artdaily.com/index.asp?int_sec=2&int_new=23130

Pro Walk/Pro Bike Conference

September 3-5, 2008

Seattle, WA

Join hundreds of bicycle and pedestrian advocates, elected and appointed officials, bike/ped specialists, transportation experts, land-use planners, safe routes to school coordinators, public health practitioners, and many more who want to make our cities and communities more walkable and bicycle-friendly places. Several sessions will highlight activities in New Jersey. For information visit www.bikewalk.org.

Economic Development Workshop

September 12, 2008

New Brunswick, NJ

Learn how to formulate and carry out economic development plans for your municipality at this workshop, cosponsored by the Center for Government Services in the Edward J. Bloustein School of Planning and Public Policy at Rutgers, the NJ State League of Municipalities, and the NJ Department of Community Affairs. The one-day workshop is designed for elected officials, economic development and redevelopment officers, professional planners, planning and zoning board members, real estate developers, and others involved in job creation and improving the quality of life in New Jersey communities. The registration deadline is September 5, 2008. For more information, visit <http://policy.rutgers.edu/cgs/EconomicDevelopment.php> or contact Stuart Meck, FAICP/PP, Director & Faculty Fellow, Center for Government Services at (732) 932-3640 ext. 640.

Governor's Conference on Housing and Community Development

September 23 & 24

Atlantic City, NJ

Sponsored by the New Jersey Department of Community Affairs and the New Jersey Housing & Mortgage Agency, this conference will discuss topics critical to you and your goals with the state's most distinguished housing professionals, planners, government officials, lenders, developers, non-profit and

consultants. Explore neighborhood revitalization, property management, green building, housing for special populations, financial resources and more. The conference has been approved for AICP CM credit. More information at www.njhousingconference.com.

Urban Universities Conference

September 25, 2008

NJIT, Newark, NJ

The link between urban universities and the cities they inhabit will be explored during a first-of-its kind forum titled "ULL: Urban Universities: Catalysts for Urban Economic Development." Convened by the Urban Land Institute, Urban Universities will feature design experts and higher education leaders from major universities within and beyond New Jersey. In addition to NJIT, Rutgers, Princeton, Montclair State, and Seton Hall will be taking part in a panel focused on New Jersey. Preceding that discussion will be presentations by panelists from Yale, University of Pennsylvania, and NYU. For information, contact Mark Devaney at 201.398.4527 or mdevaney@langan.com.

A Vision for the Future: Reducing Flood Impacts in the Garden State

October 21-22, 2008

Crowne Plaza Hotel, Cherry Hill, NJ

This two-day conference will cover information important for engineers, floodplain managers, emergency management officials, code officials, planners and other professionals involved in floodplain management. The plenary and concurrent sessions will address many topics of importance to New Jersey, including both riverine and coastal issues. To be considered for a presentation at one of the concurrent sessions, please see the Call for Presentations form at www.njafm.org/NJAFMCall2008.pdf. Sponsorship and exhibitor opportunities are also available. This event is seeking AICP Certification Maintenance credit. For information, visit: www.njafm.org/AnnualConference.html.

2009 National Main Streets Conference

Becoming Main Street 2.0

March 1-4, 2009

Chicago, Illinois

The 2009 conference will focus on how technology can enhance the Main Street approach, including: how to use new technologies to manage programs and engage constituents; what is social networking and how it applies to Main Street; how to get local businesses to take advantage of e-commerce; and how to recruit volunteers online. For information, visit www.mainstreet.org.

Call for Best Practices in Affordable Housing

The Institute for Meadowlands Studies at Rutgers University, an operation of the Center for Urban Policy Research at the Bloustein School of Planning and Public Policy, is compiling best practices in affordable housing. Selected projects will be featured as case studies in an upcoming publication. An ideal project is completed and occupied; however, developments that are currently under construction, undergoing rehab, or still in the planning stages are also of interest. To suggest a case study, please contact: David Listokin, Professor Edward J. Bloustein School of Planning and Public Policy Rutgers University: 732-932-3133, x550 or listokin@rci.rutgers.edu.

To include an event on this calendar, e-mail rebeccamhersh@aol.com

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...The Harrison Approach



Harrison in the rain, from the tour bus

(Continued from page 1)

Brownfields Director with the NJ Institute of Technology; and Richard Miller, Chief Executive Officer of the Pegasus Group.

As highlighted on the tour of the redevelopment area, the projects implemented thus far are forging a bold new identity for Harrison. However, none of what was witnessed could have been achieved were it not for Harrison's vision – a vision that has been validated by significant developer interest, new projects, and the recent approval of the New York Red Bull Soccer Stadium. The end result will be a vibrant mixed-use, transit-oriented, pedestrian-scale development that will make Harrison a regional destination for years to come. As noted by Mr. Higgins, the Plan has succeeded by engaging developers through a strong vision statement based on the town's history and heritage. Mr. Higgins further emphasized that none of the Town's success would have been possible without a high degree of coordination between county, state, and local officials.



Planners in the rain

Deemed an "area in need of redevelopment" by the Harrison Town Council in 1997, the redevelopment area became the subject of the Waterfront Redevelopment Plan, which was adopted by the Council in 1998 after years of unsuccessful attempts to revive the town's once thriving industrial sector. Since then, the town has created the Harrison Redevelopment Agency, which has designated several redevelopers, and Redeveloper's Agreements have been executed for the majority of the area. A revised redevelopment plan was adopted in 2003 to reflect a refined vision.

The Plan provides locations and infrastructure for new residential development and businesses, with significant opportunities for enhancement of the changing social needs of its citizens. Retail and personal services stores that will cater to the needs of PATH commuters are planned in the area of the PATH Station, and the Town has worked with the Port Authority to make station upgrades. Family-oriented outdoor entertainment uses and a public walkway along the Passaic River are also planned.

The residents of Harrison will benefit from the area's redevelopment in numerous ways, including:

- Strengthened and diversified tax base;
- Increased employment and entrepreneurial opportunities;
- Greater access to improved public open space such as the waterfront walkway and the planned public park and plazas;
- Protection from the hazards and consequences of flooding;
- Expanded retail and entertainment choices;
- A broadened range of housing opportunities;
- Improved traffic circulation and potential reduction of large truck traffic in the redevelopment area;
- Increased value of housing stock.

In addition to the numerous public meetings which were held to define

and refine the vision for the Plan, a concerted effort was made to establish partnerships including citizens, local business owners, private redevelopers, and government agencies and entities. The support that these partnerships provide will come in the form of financial assistance, technical expertise and individual energy.

Today, implementation of the Plan has provided for new residential growth and waterfront amenities, namely a planned waterfront walkway with a park, which will give the town a valuable resource that was sorely lacking — the public has not had access to the waterfront in generations. When the public walkway and park are completed, they will remain within the public domain and will provide a significant recreational amenity for the town. In addition to providing public open space, the walkway will also incorporate flood control measures that will protect the town from the damaging effects of flooding from the Passaic River. Through the efforts of the panelists, the other professionals working in and for Harrison, and leadership at all levels of government, Harrison has only begun to realize its potential as a rising star in Hudson County.

APA-NJ would like to thank Harrison Mayor Raymond McDonough for his hospitality and help with the tour and the tour guides and panelists for sharing their expertise with our members. Program coordinator Linda Wills, AICP/PP did an outstanding job pulling the program together, and a special thanks goes out to her.



A future planner enjoys the bus ride

NJ Pedestrian and Bike Deaths Drop, But State is Still “Skimping on Sidewalks”

By *Michelle Ernst*, Staff Analyst, Tri-State Transportation Campaign

162 pedestrians and bicyclists were killed in New Jersey in 2007, 9 percent fewer than in 2006. But the good news is overshadowed by the devastating toll of those tragic deaths, and New Jersey's inability to make sustained progress on reducing bicyclist and pedestrian fatalities. In 1998, then-Governor Whitman pledged to halve New Jersey's pedestrian fatalities from the 145 killed in 1997 by 2010. As a new Tri-State Transportation Campaign (TSTC) report, “Skimping on Sidewalks 2008,” points out, the state is nowhere near meeting that goal.

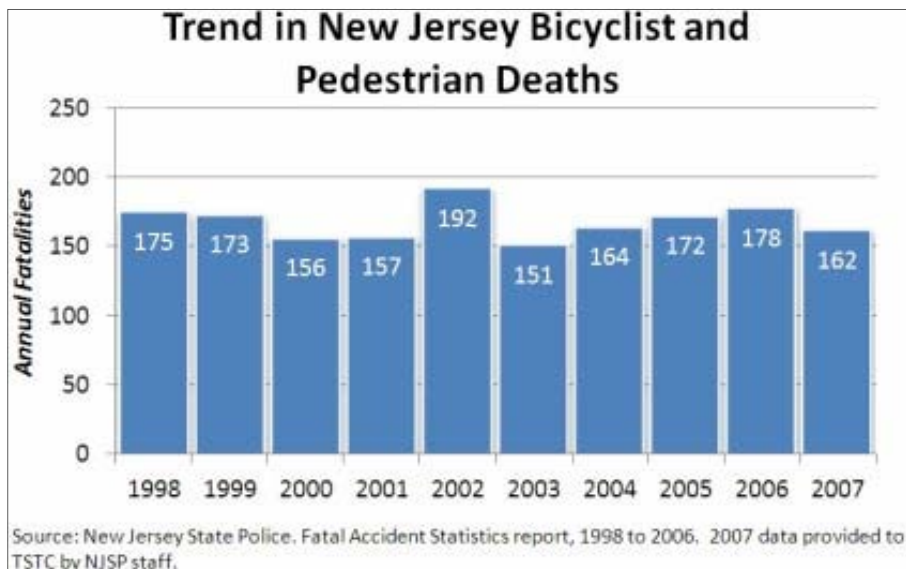
Within the state, Middlesex, Essex and Bergen counties were the most dangerous places to walk or bicycle, with 19, 18 and 15 fatalities respectively in 2007. Hudson, Bergen, Essex and Passaic counties had the highest share of total traffic fatalities who were pedestrians or cyclists. (Fact sheets breaking out bicycle and pedestrian fatality and funding data are available at TSTC's reports page, www.tstc.org/reports.html).

Older New Jersey residents were more than twice as likely to be killed as a pedestrian in a traffic collision than the population as a whole. The statewide pedestrian fatality rate is 1.79 per 100,000 persons. But for New Jersey residents aged 65 and older, the fatality rate is 3.72 - and the rate is 4.62 for those aged 75 and older.

New Jersey deserves credit for making bicycle and pedestrian projects a statewide transportation investment priority. Indeed, NJDOT has more than doubled bicycle and pedestrian spending over

fiscal year 2005 levels. Perhaps because of this investment, and high gas prices, the state is enjoying an increase in walking rates as measured by U.S. Census figures on commuting. The share of New

Jersey's challenges municipalities without the ability to provide local matching funds or the staff to submit the time-consuming paperwork. As a consequence, most of the pedestrian and bicycle funding that New Jersey administers (including federal funds) goes to projects in suburban areas. New Jersey's cash-strapped urban municipalities, with transportation and planning staffs stretched thin meeting other obligations, have little time to devote to chasing down funding for bicycle and pedestrian projects, even as they tend to have the highest concentration of pedestrian and bicyclist injuries and deaths.



Jersey commuters walking to work grew 26 percent from 2000 to 2006, compared to a 7 percent increase nationwide.

Unfortunately, in the state's most recent capital program, funding for bicycle and pedestrian projects has fallen more than 14 percent from the previous year, and the share of total funding slated for sidewalks, bicycle lanes and paths, and other bike and pedestrian improvements has dropped 12 percent.

Even in the best years, municipal demand for bicycle and pedestrian funding has far exceeded the state's ability to support those types of projects. Our analysis of recent applications and awards shows the number of applications outstripping awards by a margin of almost 10-to-1. New Jersey awarded just 6.4 percent of the total dollar amount requested by municipalities and other entities.

Furthermore, the state's process for distributing its limited bicycle and pedes-

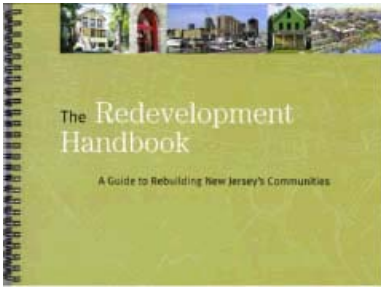
Report Recommendations

- Use the next reauthorization of the Transportation Trust Fund as an opportunity to increase funding for NJDOT pedestrian and bicycle programs.
- Develop a new “Safe Streets for Seniors” funding program aimed at improving pedestrian safety in places with high numbers of older adults.
- Target all bicycle and pedestrian funding to places with the highest number of pedestrian and bicyclist injuries and deaths.

Tri-State Transportation Campaign's report, *Skimping on Sidewalks 2008*, can be found at www.tstc.org/reports/TSTC-Skimping_on_Sidewalks_08.pdf.

This piece originally appeared in Mobilizing the Region, the official blog of the Tri-State Transportation Campaign. It has been reprinted here with permission.

Redevelopment Handbook: A Guide to Rebuilding NJ's Communities



by Stan Slachetka and David G. Roberts © 2003. This *Handbook* has been jointly published by the NJ Department of Community Affairs and the NJ Chapter of the American Planning Association. This book "is an easy-to-understand, practical guide that will help municipalities that are considering redevelopment."

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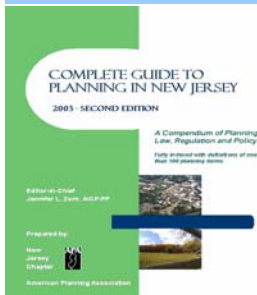
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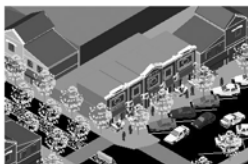
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