

Section III. Hackensack Meadowlands District Master Plan

The *NJMC Master Plan* (2004) is the first major revision to the original master plan, published in October 1970. The *NJMC Master Plan* presents a cohesive set of planning principles and standards adopted by the NJMC to guide future development while protecting the resources of the District. As part of this Routine Program Change submission, the NJCMP intends to incorporate the entire *NJMC Master Plan* into the program. However, only certain sections of Chapter 10 are being incorporated as enforceable policies, as discussed in detail in Section C below. (Also see Table A)

A. Original (1970) Master Plan (*Hackensack Meadowlands Comprehensive Land Use Plan*)

The original master plan was presented in four parts: Part I - Introduction; Part II - Natural and Development History of the Meadowlands; Part III - Land Use Plan; and Part IV - Implementation. Part I – Introduction, provided background information concerning the adoption of the original Master Plan. Part II – Natural and Development History of the Meadowlands, contained a detailed description of the ecology and land use at the time the Master Plan was adopted. Part III - Land Use Plan, set forth the land use policies for the District. Part IV - Implementation, presented an overview of the tasks needed to transform the Meadowlands in the manner envisioned by the Master Plan. The Land Use Section of the 1970 Master Plan categorized the land uses as Conservation Parks and Recreation; Employment Areas; Residential and Business Districts; and Special Uses. To facilitate comparisons with the revised master plan, the present analysis categorizes the policies according to the six functional systems utilized in the revised plan.

Together, the Commission’s original master plan, the *Hackensack Meadowlands Comprehensive Land Use Plan* of October 1970, and its accompanying regulations reversed environmental degradation and brought order to the District by designating an appropriate array of land uses. Parks and recreation areas were proposed for landfill sites. Conservation and wildlife reserve areas were proposed at various locations along the Hackensack River, particularly the Saw Mill Creek Wildlife Management Area in Lyndhurst and Kearny. Additional achievements include the protection of fragile wetlands, the closing of landfills, the creation of recreational space, and extensive warehousing and industrial development.

B. Revised Master Plan (*NJMC Master Plan*)

The NJMC’s development of a revised master plan for the District was triggered by the advent of current planning philosophies and certain legal mandates, including the following:

- The 1970 Plan was adopted prior to passage of significant federal and State legislation (e.g., Clean Water Act and Clean Air Act) and the births of the US Environmental Protection Agency (EPA) and the NJDEP;

- The original Plan called for over 2,000 acres of wetlands fill; the emphasis is now on redevelopment of upland sites and wetlands protection, preservation and enhancement;
- New urban wildlife estuary and conservation areas are in critical need;
- The encouragement of mass transit and roadway system maintenance has replaced new construction as transportation priorities;
- Evolving economic conditions have created pressures for changes in land uses;
- Market and economic conditions require development of technologically “smart” office buildings and distribution facilities; and
- Brownfield legislation and regulations provide development opportunities not available previously, alleviating pressure to develop on wetland sites.

The *NJMC Master Plan* was adopted by the Commission on January 8, 2004, with an effective date of February 17, 2004. The *NJMC Master Plan* establishes a series of strategies to guide the realization of the overall vision of the Meadowlands District, according to six District-wide functional systems: natural environment, economic development, transportation, housing, community facilities, and historic resources. The *NJMC Master Plan* also includes a new Land Use Plan for the District that has provided the impetus for the development of revised District Zoning Regulations. It seeks to avoid, or minimize and mitigate for, any adverse effects to coastal resources, and coastal water quality.

The NJMC has set the following goals as a general framework for the *NJMC Master Plan*:

- To preserve and enhance wetlands and other valuable natural resources, open space, energy resources, and the historical heritage of the Meadowlands District;
- To promote a suitable array of land uses which encourage economic vitality with job creation and support the public health, safety, and general welfare;
- To prevent urban sprawl and degradation of the environment through improper use of land;
- To cultivate a strong sense of place in a desirable visual environment through creative development and design techniques;
- To foster the availability of various efficient transportation choices with emphasis on mass transit and the improvement of existing transportation facilities;
- To encourage the development of a balanced mix of housing types and costs within the limits of available infrastructure and community facilities of the District’s municipalities; and
- To strengthen communication and coordination among the various public and private stakeholders shaping land use.

The *NJMC Master Plan* is organized in three sections entitled: Section I, Vision Statement; Section II, Historical and Current Conditions; and Section III, Meadowlands District Plan. Section I describes the purposes of the NJMC and the NJMC's vision statement and the goals for the District. Section II includes basic background information that is beneficial to the development of the comprehensive plan and describes existing

conditions and emerging patterns in the District. Section III and the Land Use Plan map present the comprehensive plan of the revised master plan.

C. NJMC Master Plan, Chapter 10. System Plans

As stated previously, the *NJMC Master Plan* establishes a series of strategies to guide the realization of the overall vision of the Meadowlands District, according to six District-wide functional systems: natural environment, economic development, transportation, housing, community facilities and historic and archeological heritage. Chapter 10, Systems Plans, reflects strategies that affect more than one planning area within the District, generally the District as a whole. The following is a brief description of each system plan:

- System 1 - Natural Environment: Under this system, the NJMC seeks to safeguard the environmental resources of the District and to provide quality public recreation and educational opportunities.
- System 2 - Economic Development: Under this system, the NJMC seeks to foster a healthy economy for the District while enhancing the environment of the Meadowlands and promoting the well-being of its constituent municipalities. Redevelopment and infill development are emphasized in this system while development of greenfields and relatively natural areas are minimized.
- System 3 - Transportation: Under this system, the NJMC promotes the improvement of the current transportation network and the ability of the District and its surrounding area to meet future demands. Strategies under this system foster the ability of various modal choices, particularly public transit, walking and biking. The strategies also promote the interconnectivity of the transportation network where necessary and feasible.
- System 4 - Housing: A key consideration in formulating the District's housing policy is the strong relationship that exists between the locations and numbers of the residential populations and the capacity of essential municipal services. Under this system, the NJMC works with its municipalities to address housing needs.
- System 5 – Community Facilities: The *NJMC Master Plan* is an expression of the NJMC's desire for the District to attain its full potential as a land resource of incalculable opportunity for new jobs, homes and recreational sites. This vision cannot be achieved without a strong supporting system of community facilities.
- System 6 – Historic Sites: Under this system, the NJMC strives to preserve, protect and sustain the unique historic and archaeological resources of the District.

The Hackensack Meadowlands Reclamation and Development Act, N.J.S.A. 13:17-6(i) provides that the NJMC has the power to prepare, adopt and implement a *NJMC Master Plan* for the physical development of all lands, or a portion thereof, lying within the District; and to adopt and enforce codes and standards for the effectuation of such plan. Table A, Routine Program Change, *NJMC Master Plan*, identifies the enforceable policies contained within Chapter 10 which the NJCMP intends to incorporate into its approved program. These policies are enforced through the District Zoning Regulations and the Coastal Zone Management rules' Hackensack Meadowlands District Rule

(N.J.A.C. 7:7E-3.45). Table A compares the 1970 Master Plan with the *NJMC Master Plan* (2004) and contains an analysis describing the changes between these plans. These changes do not change the program approvability area of boundaries nor do they change the District's designation as a special management area. While the changes may affect the program approvability areas of uses subject to management, authorities and organization, or consideration of the national interest, these changes are not substantial for the reasons described in the analysis portion of Table A.

Table A
Routine Program Change
New Jersey Meadowlands Commission Master Plan
September 8, 2009

Policy Citation	1970 Master Plan Description	2004 Master Plan Description	Significance of Change; Why not substantial
System 1: Natural Environment			
ADDED: NJMC Master Plan (2004), System 1, Strategy 1, pages 10-1 and 10-2	<ul style="list-style-type: none"> ➤ The "pivotal part" of the plan was described as "a central six-square mile regional breathing space, recreational water park and marsh conservation-wildlife preserve running the length of the District" ➤ The plan designated a total of 5,450 acres for preservation, parks, and recreation. The total included 1,000 acres of public parks and 500 acres of commercial recreation space as marinas and golf courses, buffering existing uses and extending "fingers" from the water areas to residential zones and to upland communities ➤ Most abandoned landfill sites were to be transformed into park and recreation uses ➤ Addressed the reclamation of the Kingsland-Sawmill Creek and the conservation of selected smaller areas and buffers along river edges ➤ Retention of marshland was to provide a degree of flood protection ➤ Acknowledged that wetlands and water bodies not designated for preservation were vulnerable to being filled to accomplish the development objectives associated with their assigned area or district (See Part III – Land Use Plan, pages 35 and 38) 	<ul style="list-style-type: none"> ➤ Strategy for preservation and recreational opportunities is to preserve wide expanses of land for open space, wildlife habitats, and recreation: <ul style="list-style-type: none"> • Target and prioritize potential preservation sites for acquisition, deed restriction, and/or conservation easements; • Improve connections among the District's trails and habitats; • Increase both active and passive recreational uses; • Prepare an inventory of animal and plant species considered high priority for habitat management; • Reduce the presence of the invasive <i>Phragmites australis</i>; • Eliminate or control the presence of other invasive species; • Maintain and improve targeted habitats relative to breeding, wintering, feeding, and other wildlife activities; and • Seek available funding for land acquisition. 	<p>Both the 1970 and the 2004 master plans call for preservation of the natural environment and providing recreational opportunities. The 2004 master plan reflects a policy change that enables the NJMC to preserve additional wetlands, as well as the 1977 amendments to the Clean Water Act, which established a federal program (Section 404) to regulate the discharge of dredged or fill material into waters of the United States, including wetlands. This is not a substantial change in uses subject to management or authorities and organization because development at most of the plan's designated preservation sites has already been effectively prevented by legislation adopted since the original plan. The NJCMP's 1980 program document identifies 18 areas of national interest (see pages 253-260). Both the 1970 master plan and the emphasis in the 2004 master plan's to safeguard the District's environmental resources and providing quality public recreation opportunities further the national interest in recreation and wetlands.</p> <p>With respect to recreation, this change furthers the major objectives identified by the NJCMP of: consideration of recreation as an equal among competing uses of the coastal region; provision of high quality recreational opportunities to all people while protecting the coastal environment; and, increasing public recreation in high density areas. The 2004 master plan furthers the objectives of the national interest in the preservation of wetlands through protection of the basic values of wetlands and habitat and food sources for waterfowl and aquatic life; and protection of the functioning of wetlands as a recreational resource.</p>

Policy Citation	1970 Master Plan Description	2004 Master Plan Description	Significance of Change; Why not Substantial
System 1, Strategy 1 (continued)			The 2004 master plan continues to call for the transformation of certain orphan landfills into park and recreational facilities. Because of innovations in site remediation technology, orphan landfills at other locations now provide the opportunity for brownfield redevelopment. NOTE: Under the 2004 master plan, an orphan landfill is a landfill which is no longer in operation and which has no established fund to cover the cost of closure in an environmentally sound manner, such as capping, cutoff walls, leachate collection systems, and methane recovery systems.
ADDED: NJMC Master Plan (2004), System 1, Strategy 2, pp. 10-2 and 10-3	<ul style="list-style-type: none"> ➤ Clean water was a prerequisite to restoring life to the Meadowlands ➤ Performance controls instituted by the NJMC were intended to prevent further water pollution resulting from planned manufacturing operations ➤ Parts of the plan, especially those provisions for residential island clusters, schools, commercial uses, parks, and golf courses, depended on "a newly perceived river" (See Part III – Land Use Plan, pages 38 and 39) 	<ul style="list-style-type: none"> ➤ Strategy for water resources is to enhance and capitalize on the Meadowland's waterways as a defining asset of the District <ul style="list-style-type: none"> • Maintain and restore the ecology of the waterways, including the estuary; • Reestablish hydrologic functions; • Create interconnected networks of open spaces along the river network; • Seek development opportunities at designated locations along rivers that will enhance the waterways; • Develop strategies for flood control; • Control water pollution from point and non-point sources; and • Continue to monitor water quality to determine trends and assess the need for additional or more stringent measures 	The 2004 master plan continues to focus on the three goals contained in the 1970 plan: clean water, pollution control, and flood control. The 2004 master plan contains specific actions to accomplish these goals; however, the addition of these actions does not substantially change the uses subject to management or authorities and organization. The 2004 master plan continues to further the national interest in water quality identified by the NJCMP in the 1980 program document by supporting the attainment of national water quality goals.
ADDED: NJMC Master Plan, System 1, Strategy 3, p. 10-3	<ul style="list-style-type: none"> ➤ Proposed that performance controls be instituted by the NJMC to avert air pollution caused by planned manufacturing operations (See Part III – Land Use Plan, page 39) 	<ul style="list-style-type: none"> ➤ NJMC acknowledges its role in encouraging reductions of pollutants from mobile and stationary sources to improve air quality in the greater metropolitan area ➤ Strategy for air quality is to encourage emission reductions of pollutants from mobile and stationary sources to improve the metropolitan area's air quality. Actions include: <ul style="list-style-type: none"> • Monitor regional air quality for trends and the need for more stringent actions; • Permit development in patterns that will influence the choices of travel modes through zoning, planning to designate areas in need of redevelopment, and 	Like the 1970 plan, the 2004 master plan continues to recognize the NJMC's role in improving air quality. Although the revised plan adds specific actions and methods of improving air quality, the fundamental policy has not changed and therefore, the 2004 master plan does not substantially change the uses subject to management or authorities and organization. The 2004 master plan continues to further the national interest in air quality identified by the NJCMP's 1980 program document by supporting the attainment and maintenance of clear air.

Policy Citation	1970 Master Plan Description	2004 Master Plan Description	Significance of Change; Why not Substantial
System 1, Strategy 3 (continued)		design guidelines; and <ul style="list-style-type: none"> • Facilitate and promote alternatives to automobile travel, such as mass transit, bicycling, and walkable communities. 	
System 2: Economic Development			
ADDED: NJMC Master Plan, System 2, Strategy 4, pp. 10-6	No equivalent	Promote the use of innovative technology in buildings and business operations. Examples include automation, high-cube warehouse buildings; and “green buildings” or high performance buildings that are energy efficient.	The new strategy of the 2004 master plan addressing innovative technology reflects the increased awareness of the need for improved energy efficiency in commercial and industrial buildings and the growth in technology to address such need. This change does not substantially change the uses subject to management or authorities and organization.
System 3: Transportation			
ADDED: NJMC Master Plan, System 3, Strategy 1, p. 10-8	➤ Utilized a regional approach to addressing current and future transportation needs associated with developed areas around the District and additional development proposed within the District (see Part IV – Implementation, page 48)	➤ Enhance coordination and cooperation among local and regional transportation systems that will improve the balance and capacity of the roadway and transit systems <ul style="list-style-type: none"> • Prepare a transportation improvement plan (“Meadowlands Mobility 2030”) that will determine priority projects, establish guidelines on where and how to invest transportation dollars, and recommend funding alternatives; • Coordinate with various agencies to reduce traffic delays as measured by levels of service; • Ensure that improvements maintain or enhance both natural environment and safety of transportation facility; and • Generate and maintain data for use in transportation studies, land use transportation modeling and simulations. 	<p>The transportation system strategies of the 2004 master plan refine the overall approach to transportation planning within the District. For example, the 1970 master plan called for expanding highways surrounding and supporting the District while the 2004 master plan permits additional roads only if needed and no feasible alternative solution is identified. Further, the 2004 master plan continues to promote pedestrian movement within the District while also promoting bicycle access. Refinements such as these are not significant policy changes and do not substantially change the uses subject to management or authorities and organization.</p> <p>The standards for proposed coastal activities or development within the District are found at N.J.A.C. 7:7E-3.45. These standards are dependent upon whether a zoning certificate or statement of consistency from the NJMC is required and whether the proposed activity or development is subject to the Waterfront Development Law. The Department cannot issue a Waterfront Development permit, Federal Consistency determination, or Water Quality Certificate (except for those that do not require a zoning certificate from the NJMC) without a statement of consistency, zoning certificate or resolution from the NJMC approving the activity or development. This ensures that the proposed activity or development is consistent with the master plan and/or zoning regulations.</p> <p>Certain activities and development do not require a zoning certificate from the NJMC and do not follow any alternative review process with the NJMC. Examples of such projects include activities on Federal lands, municipal, county, or State Highway projects (for example the New Jersey Turnpike) and</p>

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System 3, Strategy 1 (continued)			<p>railroad projects. The CZM rules' Hackensack Meadowlands District rule requires that these coastal activities and developments comply with all applicable CZM rules. These activities would be reviewed by the Department under the CZM rules if the Federal Consistency provisions of the CZMA apply or a Waterfront Development permit is required from the Department. Therefore, for the types of projects described above, only the Department has the authority to find the activity or development consistent or inconsistent with NJ's CMP.</p> <p>The 2004 master plan continues to further the national interest in transportation identified by the NJCMP's 1980 program document by supporting the attainment of adequate transportation both to, and within, the coastal zone.</p>
ADDED: NJMC Master Plan, System 3, Strategy 2, pp. 10-8 and 10-9	(Refer to Strategy 1)	<p>➤ Improve inter-relationship between land use and transportation system through NJMC policies and regulation</p> <ul style="list-style-type: none"> • Adopt uniform criteria for: <ul style="list-style-type: none"> ○ Identifying land use impacts on the capacity of the transportation network; ○ Traffic impact studies prepared in connection with proposed development projects; ○ Transportation safety design in site plan requirements; and ○ Design guidelines that improve circulation and safety on roads, rails and pedestrian facilities; • Assess the parking needs of the District, develop strategies to improve parking conditions, and address any deficiencies; • Create development opportunities for airport support service adjacent to the Teterboro Airport; and • Explore feasibility of establishing one or more innovative transportation districts 	<p>The 2004 master plan continues to call for a regional approach to address the District's transportation needs. However, the 2004 master plan provides more detail regarding the needed content of implementation policies and regulations. Thus this change is not a substantial change to the uses subject to management or authorities and organization.</p> <p>As discussed above, the CZM rules standards for development within the District are dependent upon whether a zoning certificate or statement of consistency from the NJMC is required and whether the proposed activity or development is subject to the Waterfront Development Law. The Department cannot issue a Waterfront Development permit, Federal Consistency determination, or Water Quality Certificate (except for those that do not require a zoning certificate from the NJMC) without a statement of consistency, zoning certificate or resolution from the NJMC approving the activity or development. This ensures that the proposed activity or development is consistent with the master plan and/or zoning regulations.</p> <p>Further, Certain activities and development do not require a zoning certificate from the NJMC and do not follow any alternative review process with the NJMC. Examples of such projects include activities on Federal lands, municipal, county, or State Highway projects (for example the New Jersey Turnpike) and railroad projects. The CZM rules' Hackensack Meadowlands District rule requires that these coastal activities and developments comply with all applicable CZM rules. These activities would be reviewed by the Department under the CZM rules if the Federal Consistency provisions of the CZMA apply or a Waterfront Development permit is required from the Department.</p>

Policy Citation	1970 Master Plan Description	2004 Master Plan Description	Significance of Change; Why not Substantial
System 3, Strategy 2 (continued)			Therefore, for the types of projects described above, only the Department has the authority to find the activity or development consistent or inconsistent with NJ's CMP.
ADDED: NJMC Master Plan, System 3, Strategy 3, p. 10-9 and 10-10	<p>➤ Called for “expanding the existing highways serving the surrounding areas and for additional highways to serve the increased traffic to be generated by the Meadowlands development itself.” Proposed improvements included:</p> <ul style="list-style-type: none"> • Upgrade the Route 20 – Paterson Plank Road loop to limited access status; • Upgrade the Newark and Belleville turnpikes to expressway standards; • Extend Paterson Plank Road across the Hackensack River; and • Create new service roads within proposed development. (See Part IV – Implementation, pages 48 and 50) 	<p>➤ Promote vehicular free flow throughout the District</p> <p>➤ Realize an efficient and effective roadway network by improving critical links in the system, enhancing access to transit facilities, and introducing innovative methods to reduce traffic and improve traffic flow</p> <p>➤ Through “Mobility 2030” transportation plan and various other initiatives, support or address the following needs as appropriate:</p> <ul style="list-style-type: none"> • Determine segments of existing transportation network that require capacity increases through use of Transportation System Management methods; and • Identify need for, and encourage improvements to, highways and other major roadways within and around District. 	Instead of building new highways as called for in the 1970 master plan, the 2004 master plan refines this policy by seeking to improve traffic flow via improvements to the existing roadway network. This is not a substantial change to uses subject to management or authorities and organization.
ADDED: NJMC Master Plan, System 3, Strategy 4, p. 10-10	<p>➤ Sought to reduce traffic congestion through new and improved commuter and rail transit facilities</p> <p>➤ Water boats, equivalent to transit buses, would provide local transit between housing, commercial areas, and three proposed Transportation Centers</p> <p>➤The Transportation Centers would reduce congestion leading into New York City, Newark, and other destinations Commuters would transfer from automobile to rail or bus; and</p> <p>➤Centers would be destination points, including office buildings. (See Part III – Land Use Plan, page 35; Part IV – Implementation, pages 48 and 50)</p>	<p>➤ Encourage use of mass transit through an integrated transit and multi-modal transportation system that will enable efficient access to cultural, commercial, environmental, employment and residential centers in the District</p> <p>➤Alternative transportation modes, particularly rail and light rail, will need to assume a larger role in reducing traffic problems</p> <ul style="list-style-type: none"> • Identify transportation network improvements that create circulation links among roads and rails and other related facilities; • Coordinate efforts in connecting transit, pedestrian and parking facilities to provide greater accessibility among transportation nodes by applying following these measures: 	The policies of both the 1970 and 2004 master plans emphasize measures to reduce traffic congestion by improving the mass transit system. The 2004 master plan introduces the transit village concept that incorporates a mix of land uses and services that are suitable for mass transit users and, in addition, promote pedestrianism. Further, the 2004 master plan promotes employee trip reduction programs, and programs for the mobility of persons with disabilities and senior citizens and ground transportation over water boats. As discussed above, refinements such as these are not substantial changes to uses subject to management and authorities and organization.

Policy Citation	1970 Master Plan Description	2004 Master Plan Description	Significance of Change; Why not Substantial
System 3, Strategy 4 (continued)	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> ○ Park-and-ride facilities for bus and rail access; ○ Multi/intermodal access centers and transit villages that interconnect with other transit facilities; ○ More efficient bus routing to avoid redundant or unnecessary service; ○ Bus shelters at heavily used stops; ○ Coordination with NJ Transit and other bus and shuttle operators to provide more efficient service; ○ Coordination of public transit modes and schedules, especially between bus and train transfers; ○ Improved modal choices, including vehicle, public transit, walking, biking, and other forms of transportation for residents, employees and travelers within and through the District; and ○ Employee trip reduction programs that provide incentives to employees to use transit services; and • Encourage development of transit and paratransit programs for mobility of persons with disabilities and seniors seeking access to the transportation network. 	
ADDED: NJMC Master Plan, System 3, Strategy 5, pp. 10-10 and 10-11	<ul style="list-style-type: none"> ➤ Sought to promote pedestrianism in residential communities ➤ Pedestrianways would connect school, recreation, and commercial facilities within planned neighborhoods (See Part III – Land Use Plan, page 35) 	<ul style="list-style-type: none"> ➤ Promote pedestrian movement and bicycle access in an integrated system • Prepare a study that assesses pedestrian and bicycle access; Develop policy that requires sidewalks for any new development or transportation improvement district; • Provide pedestrian links among public transit, open space, trails, sidewalks, economic and employment centers and housing; 	The 2004 master plan provides greater detail regarding the policies needed to promote pedestrianism. Rather than focusing on residential areas, the new master plan seeks the development of an integrated system that provides connections among all land uses. Bicycle access, a topic which was not discussed in the 1970 plan, is introduced in the 2004 master plan. The refinement of policies regarding non-motorized transportation are not significant changes to uses subject to management or authorities and organization

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System 3, Strategy 5 (continued)		<ul style="list-style-type: none"> • Encourage an appropriate spatial orientation of structures to surrounding streetscapes and dedication of pedestrian areas to improve access to and from transit facilities and adjacent land uses; • Encourage the installation of sidewalks in areas where segments are missing; • Encourage development of pedestrian walkways/bridges over major roadways to link pedestrian safety; • Encourage development of waterfront esplanades; and • Coordinate development of pedestrian and bicycle trails with NJDOT and NJ Transit 	
ADDED: NJMC Master Plan, System 3, Strategy 6, pp. 10-11	<ul style="list-style-type: none"> ➤ Acknowledged the potential for rail-oriented industry ➤ Improvements to rail facilities would expedite the movement of intermodal freight (See Part III – Land Use Plan, pages 48-50) 	<ul style="list-style-type: none"> ➤ Foster development of an integrated intermodal freight system <ul style="list-style-type: none"> • Establish distinct truck routes; • Encourage use of freight rail systems to reduce truck trips; and • Locate supporting uses adjacent to intermodal facilities. 	The 2004 master plan refines the 1970 policies by identifying the needs for distinct truck routes and supporting uses adjacent to intermodal facilities. Such refinement is not a substantial change to uses subject to management or authorities and organization.
System 4: Housing			
ADDED: NJMC Master Plan, System 4, Strategy 1, p. 10-12	<ul style="list-style-type: none"> ➤ Sought to establish complete residential communities in planned neighborhoods ➤ All residential units would be provided through cluster groupings of townhouses in low, medium, and high rise multi-family units. ➤ Island residential clusters would be built along or over the water, constructed on piles. ➤ Fill would have been required to build schools, roadways, parks, shops, and certain parking facilities needed to serve the additional population (See Part III – Land Use Plan, pages 35 and 40) 	<ul style="list-style-type: none"> ➤ Permit the creation of additional housing units in existing residential areas or mixed use development within the limits of available infrastructure, community facilities, and the natural environment. • Allow the following types of housing in the following planning areas: <ul style="list-style-type: none"> ○ Housing in Secaucus Transit Center along the riverfront; ○ Mixed use development in Waterfront Development areas and Resort Recreation Community area; ○ Low income housing in Village areas; ○ Limited residential uses in Airport 	The District's capacity for new housing is constrained by a scarcity of upland locations suitable for housing. Hence, the 1970 master plan permitted the filling of wetlands for residential development. Federal law now prohibits wetland fill for this purpose. The 2004 master plan reflects this change, as well as the protection of wetlands through policies already in effect throughout New Jersey's coastal zone. The changes in policy with respect to filling furthers the national interest of protecting wetlands and regulating the alteration of wetlands. Additional policies refine the policies of the 1970 master plan by facilitating the development of new housing in suitable locations. The changes are not considered substantial changes.

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System 4, Strategy 1, p. 10-12 (continued)		<p>area; and</p> <ul style="list-style-type: none"> ○ Existing trailer parks and other nonconforming housing. <p>➤ Prior to approval of any new housing NJMC may require:</p> <ul style="list-style-type: none"> • Limited fiscal impact analysis based on size of proposed development that addresses location and capacity of utilities, schools and emergency services, traffic volume and movement, costs of providing services for development in comparison to taxes generated by development and ability of municipalities to accommodate and service development; and • Traffic analysis to demonstrate ability of existing infrastructure to accommodate development. 	
ADDED: NJMC Master Plan, System 4, Strategy 2, p. 10-12	➤ Although the majority of the District's housing was constructed prior to 1950, the plan does not discuss substandard housing	<p>➤ Encourage District municipalities to bring substandard housing to standard condition through program of code enforcement and rehabilitation</p> <ul style="list-style-type: none"> • Enforce property maintenance codes; and • Minimize displacement and relocation of families to greatest extent possible during rehabilitation. 	Although the 1970 master plan only addressed new construction, the 2004 master plan encourages the District's municipalities to continue code enforcement programs and programs for the rehabilitation of the existing housing stock. Beginning in 1974, federal block grant funds administered by the US Department of Housing and Urban Development have enabled the municipalities to operate their own programs or to access such programs operated by the counties. The 2004 master plan does not change the uses subject to management or authorities and organization. There is no corresponding national interest that is identified by the NJCMP in its 1980 program document.
ADDED: NJMC Master Plan, System 4, Strategy 3, p. 10-13, 10-14 and 10-15	➤ Housing would be provided for householders of all income levels (See Part III – Land Use Plan, page 40)	<p>➤ Spur production of affordable housing in region</p> <ul style="list-style-type: none"> • Pursue an MOU with COAH regarding shared goal of providing opportunity for affordable housing in District; • Prepare an MOA with Hackensack Meadowlands Municipal Committee detailing how affordable housing will be addressed by NJMC and constituent municipalities; • Work with each municipality in District to determine a plan to meet COAH allocation 	While the 1970 plan addressed affordable housing, the 2004 plan places more emphasis on it and includes more specific actions as a result of changes in laws since 1970. Exclusionary zoning and affordable housing were addressed by the New Jersey Supreme Court in several cases known as the Mt. Laurel decisions, the first of which was decided in 1975. The Supreme Court recognized a constitutional obligation for each of the 566 municipalities in the State to establish a realistic opportunity for the provision of fair share low- and moderate- income housing generally through land use and zoning ordinances. In 1985 the New Jersey legislature passed the Fair Housing Act which established the State's affordable housing requirements and established the Council on Affordable Housing. Under the Act, each municipality is required to prepare and adopt a housing element and fair

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System 4, Strategy 3 (continued)		including identification of suitable locations for housing; <ul style="list-style-type: none"> • Encourage development of residential uses in accordance with COAH guidelines and require that housing needs not result in impacts to wetlands. • Promote production of affordable units by seeking change to COAH regulations to establish a regional development fee pool in District to be operated by NJMC; and • Consider modifying the NJMC Inter-municipal Tax Sharing formula as an economic incentive for affordable housing 	share plan as part of its master plan. As a result, affordable housing has become a more critical issue in the 2004 plan. Under the 2004 master plan the NJMC, in cooperation with COAH, will work with its constituent municipalities to identify and provide for housing need. The new emphasis upon increasing the availability of affordable units does not substantially change the uses subject to management or authorities and organization, but rather reflects the change in State law. While there is no corresponding national interest that is identified by the NJCMP in its 1980 program document, this change in policy reflects a change in the State's policy with respect to provision of affordable housing
ADDED: NJMC Master Plan, System 4, Strategy 4, p. 10-15	➤ Housing needs for people 55 and over are not discussed	➤ Encourage development of housing for people 55 and over who currently reside in region and wish to stay in region <ul style="list-style-type: none"> • Ensure new zoning regulations do not restrict opportunity for 55 and over housing to be developed 	The 2004 master plan's emphasis upon addressing needs for age-restricted housing does not substantially change the uses subject to management or authorities and organization and is consistent with Statewide affordable housing requirements.
System 5: Community Facilities			
ADDED: NJMC Master Plan, System 5, Strategy 2, p. 10-16	➤ Acknowledges the importance of new tax rates to maintain schools, police and fire departments, and other local services (See Part I –Introduction, page 6)	➤ Consider support capacity of community facilities and provide utilities when planning or reviewing types and levels of development <ul style="list-style-type: none"> • In consultation with municipalities, determine if available capacity exists to service new projects or if expansion of utilities/services is required; • Require a limited fiscal impact analysis for proposals involving new housing; and • Base utility expansion on demand levels and environmental considerations. 	The 2004 master plan continues to balance the desire for new tax rates with a more refined strategy for addressing community facility and utility needs. This refinement is not a substantial change to the uses subject to management or authorities and organization. There is no corresponding national interest that is identified by the NJCMP in its 1980 program document.
ADDED: NJMC Master Plan, System 5, Strategy 3, p. 10-16	➤ Emergency planning and disaster mitigation were not addressed by the original plan	➤ Conduct appropriate analyses that support emergency planning <ul style="list-style-type: none"> ➤ Emergency planning in District shall consider: <ul style="list-style-type: none"> • Identification of risks to District from flooding; • Development of mitigation strategies to eliminate or reduce the probability of flood 	Strategies 3 and 4 of the community facilities system recognize that comprehensive plans can be a powerful tool in protecting communities against losses from emergencies and disasters. They further recognize that disaster preparedness contributes to a sustainable future and that mitigation and recovery can improve the quality of life with regard to public health and safety, environmental stewardship, and social and economic security. In 2000, Congress adopted the Disaster Mitigation Act of 2000. This Act established a requirement that in order to remain eligible for certain

Policy Citation	1970 Master Plan Description	2004 Master Plan Description	Significance of Change; Why not Substantial
System 5, Strategy 3 (continued)		disaster; <ul style="list-style-type: none"> • Restriction of access to site and building plans; and • Development of suitable response activities by NJMC following an emergency or disaster to provide emergency assistance to victims 	categories of Federal disaster assistance and grant funds, States and localities. must develop and adopt Hazard Mitigation Plans. In response to the above, the 2004 master plan addresses emergency management planning. While the inclusion of this is a change to uses subject to management and authorities and organization, this change is not substantial and in fact furthers the major objective of the national interest in floodplains by setting forth a plan to lessen the long and short term impacts associated with occupancy and modification of floodplains
System 6: Historic Resources			
ADDED: NJMC Master Plan, System 6, Strategy 1, p. 10-17	➤ Reviews the natural and development history of the Meadowlands to identify established patterns of development and any limitations to future land use (See Part II – Natural and Development History of the Meadowlands)	➤ Preserve District’s historic and archaeological heritage by: <ul style="list-style-type: none"> • Refining inventory of significant resources; • Reviewing potential effects of proposed development on these resources including sites adjacent to these resources; and • Consulting with the State Historic Preservation Office for appropriate mitigation 	Both the 1970 and 2004 master plans recognize the importance of historic and archaeological resources in the District. The 2004 master plan continues to recognize the importance of preserving representative and unique historic resources and presents a more refined strategy for preserving such resources. The refined strategy does not result in substantial changes to uses subject to management or authorities and organization as the NJMC fundamental policy has not changed. Further, the 2004 master plan continues to further the major objectives of the national, state and local interests in archeological and historic sites and districts by affording protection from adverse impacts to designated historic and archaeological sites and, in addition, by considering cultural resources in assessing the environmental impacts of proposed activities.