

Minutes of:  
Hudson County CEDS committee meeting  
Lincoln Park Administration Bldg.  
Jersey City, New Jersey  
June 16, 2004

In attendance:

**James Adams**  
**Mary Avagliano**  
**John Beirne**  
**Edward Brennan**  
**Jeremy Colangelo**  
**Jenise Cooper**  
**Tony Corsi**  
**Kathy Coulibaly**  
**Dom D'Agosta**  
**Manny Diaz**  
**Dan Frohwirth**  
**Glen Gabert**  
**Doug Greenfeld**  
**Russ Hoffmann**

**Bob Jasek**  
**Jeff Kaplowitz**  
**Alan Lambiase**  
**Megan Lang**  
**Janet Larwa**  
**Deb Lawlor**  
**Kevin Lessweng**  
**Suzanne Mack**  
**Stephen Marks**  
**Michael Marra**  
**Jim McDermitt**  
**Brian McGrath**  
**Vanessa Morin**  
**Petia Morozon**

**Robin Murray**  
**Kennedy Ng**  
**Alice O'Connor**  
**Dominick Pandolfo**  
**Diane Scott**  
**Paul Silverman**  
**Ernest Swiger**  
**Ron Tindall**  
**JoAnne VanDorn**  
**Maureen Walliser**  
**Elnora Watson**  
**Linda Wills**

The meeting began at 12:20 pm with a welcome and introduction by **Chairman Jeff Kaplowitz**.

**Tony Corsi** introduced a motion to adopt the minutes from the previous meeting. The motion was seconded by **Suzanne Mack** and unanimously approved.

**Doug Greenfeld** gave an update on Cross Harbor Freight Movement Project. He stated that the Draft Environmental Impact Statement was released and that Public comment and hearings are being conducted. The public comment period was extended to September 30, 1004.

**Stephen Marks** stated that the Jersey City Council and Hudson County Board of Freeholders both passed a resolutions opposing Cross Harbor. He said that the North Jersey Transportation Planning Authority had created a task force to review the voluminous documents and that **Doug Greenfeld** was the chairman of a local impact sub-committee. The CEDS Committee has not adopted a resolution because the document was still being evaluated by the NJTPA task force.

**Chairman Kaplowitz** introduced the 2004 Comprehensive Economic Development Strategy annual update. **Stephen Marks** stated that he had received comments from various members including revisions from **Michael Rodgers** of Harrison.

**Suzanne Mack** made a motion to adopt the CEDS update as amended. **Alan Lambiase** seconded the motion which was approved unanimously.

**Joanne Van Dorne** made a motion to adjourn the meeting for the State Plan Cross Acceptance Public Hearing which was scheduled. The motion was seconded by **Alan Lambiase** and adopted unanimously.

**County Executive Tom DeGise** gave welcoming remarks. He said that direction from Trenton, specifically OSG is welcome in Hudson County. We see a sense in not paving over something when there are areas looking to redefine themselves. Among great infrastructure investments, light rail is fulfilling the needs of Hudson and Bergen counties. New roads and bridges will be needed to unclog truck traffic, as well as ferry connections. Soon there will be more development in the inner city and throughout the county, around the 3 rivers and each of the 12 municipalities in Hudson County. The newly created Division of Planning is working with municipalities in order to look at planning holistically. We are looking to put in brand new mixed-use development at Peninsula property in Bayonne. Hudson County is committed to working with them in this venture. In South Kearny, the Wittpenn Bridge project will include a new road link to Koppers Coke. Lincoln Park is beautiful and county government favors the development of parks and open space. We're working towards balance with development. We want to offer assistance that makes sense.

**Robin Murray** of the NJ Office of Smart Growth delivered presentation on the Cross-acceptance process and proposed changes to the State Plan and Map. Main points included: The purpose of Cross-acceptance is to maximize consistency among municipal, county, regional and state agency plans and the State Plan, and to maximize public participation in updating the State Plan. The changes to the State Plan policy document focus on implementing the State Plan, through Plan Endorsement and coordinated State agency investments. The changes also focus on current policy initiatives including community school programs; the movement of goods through and within the state; and the public benefits of smart growth community design. We have also proposed definitions of Smart Growth and Smart Growth Area (Planning Areas 1 and 2 and Designated Centers). The changes to the State Plan Map include the incorporation of new data layers for public parks, wetlands, Category 1 streams and sewer service areas. The role of counties in Cross-acceptance is to serve as negotiating entities, to meet with municipalities and the public on the proposed changes to the State Plan, and to prepare a Cross-acceptance Report that reflects public input. The Cross-acceptance reports should include county and municipal projections for population and employment growth, as well as any available data on local infrastructure needs. The end goal of Cross-acceptance is to create a strong linkage between state investments and local planning.

**Stephen Marks** said that last fall, Hudson County designated the CEDS committee as the official group to manage the cross-acceptance process. He said that Hudson County is one big urban landscape. The Regional Strategic Revitalization Plan sets goals for the next 20 years and designates a new area called an urban complex consisting of all the cities in the county. Designation has helped to gain priority with state offices with approximately \$6.25 million going to projects in Jersey City and Hoboken. Hudson County is looking forward to continue the State Plan and Regional Plan. The CEDS committee is using same opportunity from cross-acceptance to further its Regional Strategic Plan.

**Jeffrey Kaplowitz, CEDS chairman** said there should be a financial incentive with tax breaks for developers to look to urban areas because of the higher costs of land, infrastructure and services in

urban areas.

**Robin Murray**, OSG responded that the BPU has already taken a major step in that direction by introducing rules that create a significant financial incentive to build in Smart Growth areas. We are also working with the Environmental Infrastructure Trust to incorporate Smart Growth incentives into their infrastructure financing program. Current federal regulations actually limit their ability to do this.

#### Question & Answer Discussion

**Russ Hoffman, St. Peter's College** asked if the city tries to regulate parking, but does it solve the problem and how is the state looking to resolve the problem?

**Ms. Murray** said that OSG is working with Rutgers on a study of the level of need for parking spaces associated with new development, particularly in transit villages and urban areas. It will also look at new financing mechanisms for building parking garages.

A **private citizen** asked about a study for how much parking along transit village, or how to better fund parking garages?

**Jim McDermitt** of NJ Transit said that they have been asked by the state to create 20,000 spots for NJ Transit facilities and have been very aggressive in meeting that goal, including pursuing partnerships with the private sector to get this done.

**Stephen Marks** stated that the State Plan should look at bills that have been introduced by the Legislature to further Smart Growth through Transportation Enhancement Districts and Land Value Taxation changes.