Reconceptualising the Periphery

A regional restructuring proposal for Northern New Jersey to catalyse its economic, cultural and environmental capacities from an integrative metropolitan perspective.

DAVID LEE // P5 PRESENTATION
GRADUATION PROJECT MSc URBANISM
DELFT UNIVERSITY OF TECHNOLOGY

29 August 2014 Presentation
NEW YORK METROPOLITAN AREA

34,493 KM² (75% OF NL)
19 MILLION PEOPLE
Introduction // NORTH JERSEY: AN URBANISED PERIPHERY

Metropolitan Expansion Area

- New York City
- Urbanised Counties
- Suburban/Rural Counties
RESPONSE TO URBAN CHALLENGES
Proposal Approach // EXISTING PLANNING MODEL

‘SMART GROWTH’/TOD AS DETERMINANT MODEL

NORTH JERSEY // GATEWAY REGION

4.3 MILLION PEOPLE
Proposal Approach // **PROBLEM STATEMENT**

**GOVERNMENT RESPONSE // ‘SMART GROWTH’ & TOD**

**PATH DEPENDENT SYSTEM IGNORES LOCAL NEEDS**

**REINFORCES DIVERGENCES BETWEEN LOCAL & REGIONAL STAKEHOLDER DEMANDS**

ML King Drive Station Area, Jersey City
Proposal Approach // **TOD AS PLANNING FRAMEWORK**

1. Smart Growth //  
   (Tan, 2013)

2. Transit Oriented Development //  
   (Healey, 2006)

3. Regional Urbanisation //  
   (Soja, 2011)

4. Relational Planning //  
   (Healey, 2006)

5. Spatial Justice //  
   (Soja, 2010)

6. European Strategic Spatial Planning Perspectives //  
   (Boelens, 2010; Albrechts, 2004)

7. User-Oriented Planning Perspectives //  
   (Boelens, 2010)

8. Resilience Planning Perspectives //  
   (Eraydin-Tuna-Tasan, 2013)

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**REGIONAL URBANISATION ISSUES?**

**SOCIO-SPATIAL DISPARITIES?**

**STRATEGIC SPATIAL PLANNING?**

**FLOOD VULNERABILITY?**

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**TOD Evaluation Framework**
Introduction   Proposal Approach   Operational Model   Evaluation   Reflection

No Regional Vision
Ignoring Local Diversity
No Mobility Integration
No Flood Risk Strategy

REGIONAL DIAGNOSIS //
Regional Vision
Inclusive TOD Tools
Integrate Mobility Networks
Integrate TOD & Flood Risk

TOD-LOCAL SCALE GAPS //

NO PLANNING CULTURE
INTEGRAL PLANNING MODEL

TOD-LOCAL SCALE GAPS //

REGIONAL DIAGNOSIS //

TOD-LOCAL SCALE GAPS //

REGIONAL DIAGNOSIS //
ASSESSING TOD & URBAN REGENERATION

**BENEFITS OF TOD //**
- Provides Housing & Mobility Choices.
- Delivers Riders to Transit.
- Improves Property Values.
- Creates High-Quality Urbanism.

(Belzer, 2002; Tan, 2013)

**BENEFITS OF INCLUSIVE COMMUNITIES //**
- Affordable Housing.
- De-concentrates Poverty.
- Access to Social Networks & Jobs.
- Ensures Workforce Stability.
- Allows Elderly to Age in Place.

(Belzer, 2006; Rydin, 2014)

**INTEGRAL REGENERATION PERSPECTIVE //**
- Equitable Access to Housing, Jobs, & Public Services.
- Supporting Regional Economy.
- More Sustainable Real Estate Investments
- Strengthened Regional & Local Identities & Capacities.
Introduction // INTEGRAL REGENERATION PROPOSAL FOCUS

**Operational Model Focus**

- **Federal & State Policies & Funds**
- **Regional & County Operational Gaps**
- **Municipal Planning**
- **New Intermunicipal Platforms**
- **Operational Recommendations**
- **Integral Regeneration Framework**

**Coordination**
**Operational Model Context** // NORTHERN BRANCH CORRIDOR

**NORTHERN BRANCH LINE EXTENSION PLAN**

**REGIONAL GATEWAY 87,000 COMMUTERS TO NYC**

**MAJOR REGENERATION POTENTIAL**

**PROJECT STUDY AREA AND PROPOSED STATIONS**

Northern Branch Corridor
Figure 1-3
Operational Model Context // **NORTHERN BRANCH CORRIDOR**

- Englewood // Englewood Hospital
- Englewood // Town Center
- Englewood // Englewood South
- Palisades Park
- Ridgefield
- North Bergen // 91st St.
- Leonia
- Route 4
- I-95 Highway
- New York City
- 0 km 0.5 km 1 km

George Washington Bridge
Operational Model Context // EXISTING NORTHERN BRANCH FRAMEWORK

- TENAFLY*
- ENGLEWOOD
- LEONIA
- RIDGEFIELD
- NORTH BERGEN
- PALISADES PARK
- NJTRANSIT
- FTA

- BERGEN COUNTY
- HUDSON COUNTY
- LOCAL RESIDENTS
- REGIONAL & LOCAL BUSINESSES
- PRIVATE DEVELOPERS
- TENAFLY*
Northern Branch Collaborative

Operational Model // PROPOSED NORTHERN BRANCH MODEL

- FTA
- HUD
- NJTRANSIT
- EPA
- NJDEP
- BERGEN COUNTY
- HUDSON COUNTY
- NORTH BERGEN
- NJMC
- USACE
- ENGLEWOOD
- LEONIA
- NJTPA
- COMMUNITY NGOS
- LOCAL RESIDENTS
- ATELIER NORTHERN BRANCH*
- ADVISORY & CONSULTING ACTORS
- REGIONAL & LOCAL BUSINESSES
- PRIVATE DEVELOPERS
- LOCAL RESIDENTS

CORE DECISION MAKERS

Introduction Proposal Approach Operational Model Evaluation Reflection
Operational Model // NORTHERN BRANCH RECOMMENDATIONS

- [INCENTIVES]
  - TOD Vision
  - Intergov’t Agreement
  - TOD Plan & Zoning
  - Streamlined Zoning & Planning
  - Tax Incentives

- [EXISTING GAPS]
  - Path-Dependent Goals/Process
  - No Inclusive TOD Tools
  - No Local Transit Integration
  - No Land-Use & Flood Risk Strategy
  - Sectoral Financing

- [RECOMMENDATIONS]
  - Intermunicipal Framework
  - Inclusive Regeneration Tools
  - Mobility Integration
  - TOD & Flood Risk Integration
  - Integral Funding

\[\text{INCENTIVES} \rightarrow \text{EXISTING GAPS} \rightarrow \text{RECOMMENDATIONS}\]
**PROPOSED REGIONAL VISION SCENARIO //**

**INFRASTRUCTURE //**
- Northern Branch Line
- Light Rail Stop
- Alternative Light Rail Stop*
- TOD Area
- I-95 // Interstate Highway
- Route 4 // State Highway
- Local Arterial Roads/Bus Routes*
- Local Streets

**EXISTING OR PROPOSED LAND-USES*//**
- Mixed-Use Industrial Regeneration Area*
- Medium-Scale Industrial/Retail Regeneration Area*
- Cultural/Small & Medium Enterprise Zone*
- Existing Community Business Area
- Existing City/Town Centre
- Existing Neighbourhood Business Areas
- Existing Commercial/Functional Centre
- Overpeck County Park & Waterfront Zone*
- Meadowlands District (Wetlands Area)

* Proposed Uses
EVALUATING THE FRAMEWORK
REGIONAL ECONOMIC CENTRE

Attracts more than 12,000 workers everyday in a variety of industries.

(City of Englewood, 2013)
WEAKNESS // SOCIOECONOMIC SEGREGATION

OPPORTUNITY // TOD INTENSIFICATION POTENTIAL

Evaluation // Englewood South // SWOT ANALYSIS FROM INTEGRAL FRAMEWORK
PROPOSED TOD ZONES //

TOD ZONE 1 // URBAN STRUCTURE & PROGRAMMATIC IMPROVEMENTS.

TOD ZONE 2 // MOBILITY & ACCESSIBILITY IMPROVEMENTS.

PROJECTED CHANGE //

- Very High
- Minimal
Recently built 4-storey residential superblock

Large-scale industrial lots & buildings

Large-/medium-scale industrial lots

S. Dean St, major arterial/bus route

Route 4, regional highway/bus route

Future light rail line & station area

Low-rise offices/labs & SM/M-scale industrial buildings

Overpeck Creek

Private golf course

Detached 1-2 family working-class houses

Small-/medium-scale industrial area

Englewood South // LOCAL SPATIAL DESIGN FRAMEWORK

Local-Scale Diagnosis

Disconnected Mobility Network //
Excess Block & Plot Sizes //
Fragmented Open Spaces //
Monofunctional Programming //

Local Integral Design Principles

Integral Multi-Modal Network
Intermodal Mobility
Integral Mobility

Cohesive, Flood-Adaptive Public Spaces
Inclusive Regeneration
Flood-Adaptive Landscape & Buildings

Fine-Grain Block & Lot Patterns
Densification
TOD Zoning

Mix of Land Uses & Functions
Flexible Zoning
Diverse Typologies
Englewood South // STATION AREA STRUCTURAL IMPROVEMENTS

INTEGRATIVE ANALYSIS // SPACE SYNTAX

Existing Mobility Structure

Proposed Mobility/Street Pattern

COMPACT MOBILITY NETWORK = WALKABLE GRID

PROPOSED LEAD ROLE FOR MUNICIPALITY & COUNTY
Current Situation // Rail Line as Barrier

Light Rail as Connective Corridor

LIGHT RAIL CORRIDOR AS BACKBONE OF ENGLEWOOD SOUTH
STEP 1 // IMPROVE EXISTING STREET GRID
Integral Multi-Modal Network

Intermodal Mobility

MULTI-MODAL STREET SYSTEM

Regional Arterial

Local Arterial

Collector Road

Living(Local) Street

Bike/Pedestrian Path

Integral Mobility System //

- Highway
- Regional Arterial
- Local Arterial
- Collector Road
- Living(Local) Street
- Bike/Pedestrian Path
COHESIVE PUBLIC SPACE NETWORK
Station Area Programmatic Strategy //
- R-X // Existing Residential
- RM-1 // Residential Mixed-Use
- C-X // Existing Commercial/Retail
- CM-1 // Commercial Mixed-Use Overlay
- PM-X // Existing Small-Scale Industrial
- PM-1 // Small-Scale Production Mixed-Use
- PM-X2 // Existing Large-Scale Production
- PM-2 // Large-Scale Production Mixed-Use

Integral Public Space & Mobility Systems //
- New Green Spaces
- Existing Green Spaces
- Highway
- Regional Arterial
- Local Arterial
- Collector Road
- Living(Local) Street
- Bike/Pedestrian Path

MIXED-USE DEVELOPMENT POTENTIAL
Large-Scale Industrial Block
Large-Scale Residential Block
Large-Scale Residential Block
Small-Scale Residential Block

Introduction  Proposal Approach  Operational Model  Evaluation  Reflection
Introduction   Proposal Approach   Operational Model   Evaluation   Reflection

Small-Scale Residential Block
Large-Scale CBD Block
Large-Scale CBD Block
Small-Scale CBD Block
Small-Scale CBD Block
**TESTING FRAMEWORK AT BLOCK & PLOT-SCALE**

**[Large-Scale Industrial]**
- 35,275 m²
- 90,900 m²
- 91,700 m²

**[Medium- & Small-Scale Industrial/Comm]**
- 4,560 m²
- 12,480 m²
- 29,120 m²
- 35,200 m²

**[Residential]**
- 11,055 m²
- 25,300 m²
- 27,000 m²
- 32,400 m²

**[Downtown]**
- 7,840 m²
- 14,450 m²
- 16,650 m²
- 31,850 m²

**[Proposed Block Sizes]**
- 7,475 m²
- 8,680 m²
- 17,150 m²
- 23,460 m²
- 23,800 m²

**[Typical Building & Parcel Footprints]**
- Industrial Bldg 3,440 m²
- Industrial Bldg 5,200 m²
- LG Industrial Bldg 7,700 m²
- LG Industrial Bldg 12,830 m²
- LG Industrial Bldg 16,970 m²

**[Proposed Block Programming]**
- Housing
- Retail
- Office
- Housing
- Comm
- SM Industry
- Comm
- LG Industry
- 7,000 m²
- 15,500 m²
- 24,000 m²
What are the Most Workable Housing Blocks & Typologies?

Existing Residential Blocks & Typologies //

- **Large-Scale Block // 3-Storey Housing**
- **Housing Complex Block Axonometric**
- **Housing Complex Entry Points**
  - Lack of Accessibility & Public Spaces
  - Lack of Public Functions Relative to Scale

- **Typical Residential Block**
- **Residential Block Axonometric**
- **Typical Residential Typologies**
  - Accessible w/ Good Streetscape Quality
  - Insufficient Densities for TOD
What are the Most Workable Industrial Blocks & Typologies?

**Proposed Light Industrial Block**

**Existing Industrial Blocks & Typologies**

- **Large-Scale Block**
- **Small-Scale Block**

**Typical Large-Scale Typology**
- Excessive Scale for Proposed Blocks
- Impermeable Ground Level

**Typical Small-Scale Typologies**
- Appropriate Scale for Fine-Grain Blocks
- Potential to Insert In-fill Developments

**Cohesive, Flood-Adaptive Public Spaces**

**Mix of Land Uses & Functions**
Englewood South // INTEGRAL DESIGN & PLANNING FRAMEWORK

SPATIAL DESIGN & PLANNING REGULATORY FRAMEWORK

R2 // Medium-Density Residential District

- **Lot Area (min):** 171 m²
- **Lot FAR (max):** 1.70
- **Lot Coverage:** 50%
- **Front Yard (min):** 2.5 m
- **Rear Yard (min):** 9 m
- **Building Height (max):** 13.4 m
- **Street Wall Height (max):** 10.4 m
- **1.4m raised landing or shops/offices, garages or workshops (1000m2 max)**
- **56m max street wall length, 30% max. for blind street walls**
- **5m set back above base**
- **7.6m max street wall height**
- **7m max distance b/w doors, min of 7 doors per 56 metres**
- **56m max street wall length, 30% max. for blind street walls**
- **Open areas b/w street walls & street must be planted***
- **On-street parking bays (5m x 1.8m)**
- **Tax incentives for rooftop PV/renewable energy systems***
- **Tax incentives for ‘Cool Roofs’: high-albedo rooftop surfaces**
- **Tax incentives for low-impact, recyclable materials: locally sourced wood, aluminum etc.**
- **Affordable housing: for apartment bldgs, min 40% of units must be mix of middle- & low-income units**
- **Parking permitted within, to the rear of buildings or on on-street bays. 60% max. of street wall allowed for car parking**

*Note: *These incentives may vary based on specific regulations and conditions.
R3 // High-Density Residential District

Lot FAR (max): 5.0  
Lot Coverage:  80% for corner lot, 60% for interior lot  
Base Height: 12m(min)-18.4 m(max)  
Building Height (max): 29 m

- Tax incentives for low-impact, recyclable materials: locally sourced wood, aluminum etc.
- Tax incentives for ‘Cool Roofs’: high-albedo rooftop surfaces
- Parking permitted within, to the rear of buildings or on on-street bays. 40% max. of street wall allowed for car parking
- Affordable housing: min 40% of units must be mix of middle- & low-income units
- 5.5m max for garage entries, 30% max. for blind street walls
- 1.4m raised landing or lobbies, shops/offices, & workshops
- 5m set back above base
- 18.4m max base height
- 29m max bldg height
- Tax incentives for rooftop PV/renewable energy systems*
- Tax incentives for green roofs/rain gardens*
- Tax incentives for planting & street furniture
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Englewood South // INTEGRAL DESIGN & PLANNING FRAMEWORK

**M1 // Light Industrial Mixed-Use District**

- **Lot FAR (max):** 4.76
- **Lot Coverage:** 80% for corner lot, 60% for interior lot
- **Building Height (max):** 29 m
- **Base Height:** 12 m (min) - 18 m (max)

- **Tax incentives for rooftop PV/renewable energy systems**
- **Tax incentives for green roofs/rain gardens**
- **Tax incentives for ‘Cool Roofs’: high-albedo rooftop surfaces**
- **5m set back above base**
- **18m max base height**
- **29m max bldg height**
- **56m max street wall length, frontages w/o public functions/active facades must have plants with 2m min height**
- **60% max of total floor area permitted for non-production functions, e.g housing, offices**
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- **60% max of total floor area permitted for non-production functions, e.g housing, offices**
- **56m max street wall length, frontages w/o public functions/active facades must have plants with 2m min height**
- **5m set back above base**
- **18m max base height**
- **29m max bldg height**

**ADAPTABLE RULES CATALYSE LOCAL USERS & DEVELOPERS**
Englewood South // CORRIDOR CONCEPT

TRANSIT AS CORRIDOR ANCHOR

Atlanta, USA // BeltLine

Introduction | Proposal Approach | Operational Model | Evaluation | Reflection

- R-X // Existing Residential
- RM-1 // Residential Mixed-Use
- C-X // Existing Commercial/Retail
- CM-1 // Commercial Mixed-Use Overlay
- CM-1 // Commercial Mixed-Use Overlay
- PM-X // Existing Small-Scale Industrial
- PM-1 // Small-Scale Production Mixed-Use
- PM-X2 // Existing Large-Scale Production
- PM-2 // Large-Scale Production Mixed-Use

0m 50m 100m
Introduction
Proposal Approach
Operational Model
Evaluation
Reflection

Englewood South // CORRIDOR SCENARIO 1

CRITERIA // TRANSIT & FABRIC INTEGRATION?

POTENTIAL FOR MIXED-USE BLOCKS?

COHESIVE, ACCESSIBLE PUBLIC SPACES?

BLOCKS TOO NARROW FOR SUFFICIENT MIXED-USE & PUBLIC SPACES
Englewood South // CORRIDOR SCENARIO 2

OPTIMAL PROPORTIONS & QUALITY FOR CORRIDOR
52

Station Corridor Structural Vision

Proposed Zoning Districts //
- R-X // Existing Residential
- RM-1 // Residential Mixed-Use
- C-X // Existing Commercial/Retail
- CM-1 // Commercial Mixed-Use Overlay
- PM-X // Existing Small-Scale Industrial
- PM-1 // Small-Scale Production Mixed-Use
- PM-X2 // Existing Large-Scale Production
- PM-2 // Large-Scale Production Mixed-Use

Integral Public Space & Mobility Systems //
- New Green Spaces
- Existing Green Spaces
- Highway
- Regional Arterial
- Local Arterial
- Collector Road
- Living(Local) Street
- Bike/Pedestrian Path

VALIDATES IMPORTANCE OF SPATIAL DESIGN EVALUATION
Existing industrial structure converted into mixed-use production complex w/ new housing units & workspaces

Station serving as regional multi-modal transit hub & development catalyst

Proximity to station & multi-modal mobility hierarchies enables higher-density developments

Perimeter blocks enable diverse typologies, active street frontages, & room for communal/public spaces

Away from station, a transition to lower-density typologies, offering inclusive, diverse range of housing options

Light rail as integral socio-spatial anchor of new mixed-use corridor

Flood adaptive public/green spaces, increased permeable surfaces enhances water/flood management capacities

STATION CORRIDOR AS MIXED-USE ANCHOR & CATALYST
Existing industrial structure converted into mixed-use production complex with new housing units & workspaces.

Station serving as regional multi-modal transit hub & development catalyst.

Proximity to station & multi-modal mobility hierarchies enables higher-density developments.

Perimeter blocks enable diverse typologies, active street frontages, & room for communal/public spaces.

Light rail as integral socio-spatial anchor of new mixed-use corridor.

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Proximity to station & multi-modal mobility hierarchies enables higher-density developments.

Away from station, a transition to lower-density typologies, offering inclusive, diverse range of housing options.

Perimeter blocks enable diverse typologies, active street frontages, & room for communal/public spaces.

Flood adaptive public/green spaces, increased permeable surfaces enhances water/flood management capacities.
Transit Station Axonometric

STATION AS PROGRAMMATIC & MULTI-MODAL TRANSIT HUB
Station Corridor Perspective
INTEGRAL REGENERATION PROPOSAL AS FRAMEWORK

TOD + COMPREHENSIVE DEVELOPMENT STABILITY

[INCENTIVES]
- TOD Vision
- Intergov’t Agreement
- TOD Plan & Zoning
- Streamlined Zoning & Planning
- Tax Incentives

[EXISTING GAPS]
- Path-Dependent Goals/Process
- No Inclusive TOD Tools
- No Local Transit Integration
- No Land-Use & Flood Risk Strategy
- Sectoral Financing

[RECOMMENDATIONS]
- Intermunicipal Framework
- Inclusive Regeneration Tools
- Mobility Integration
- TOD & Flood Risk Integration
- Integral Funding

[PROPOSED GUIDELINES]
- Intermodal Mobility
- Densification
- Mixed-Income Housing
- Diverse Typologies
- Flood-Adaptive Landscape & Buildings

[LOCAL DESIGN/PLANNING FRAMEWORK]
- Integral Multi-Modal Network
- Cohesive, Flood-Adaptive Public Spaces
- Fine-Grain Block & Lot Patterns
- Mix of Land Uses & Functions

Reflection // CONCLUSION
Reconceptualising the Periphery