

Mahwah Station Transit Oriented Development Study



Transit Friendly Planning

2026 NJDOT Complete Streets Summit
April 21, 2026

Agenda

- Introduction
- Existing Conditions
- Recommendations
 - Active Transportation/Complete Streets
 - Redevelopment
 - Land Use Policy

Mahwah Station TOD Study Project Team

Client

NJ TRANSIT



Partnership

Transit-Friendly Planning



Mahwah



Consultants

NV5



Arterial



RPA

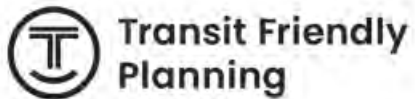


Introduction



We prepared a **Vision Plan**

For **Transit-Oriented Development**
around Mahwah Station



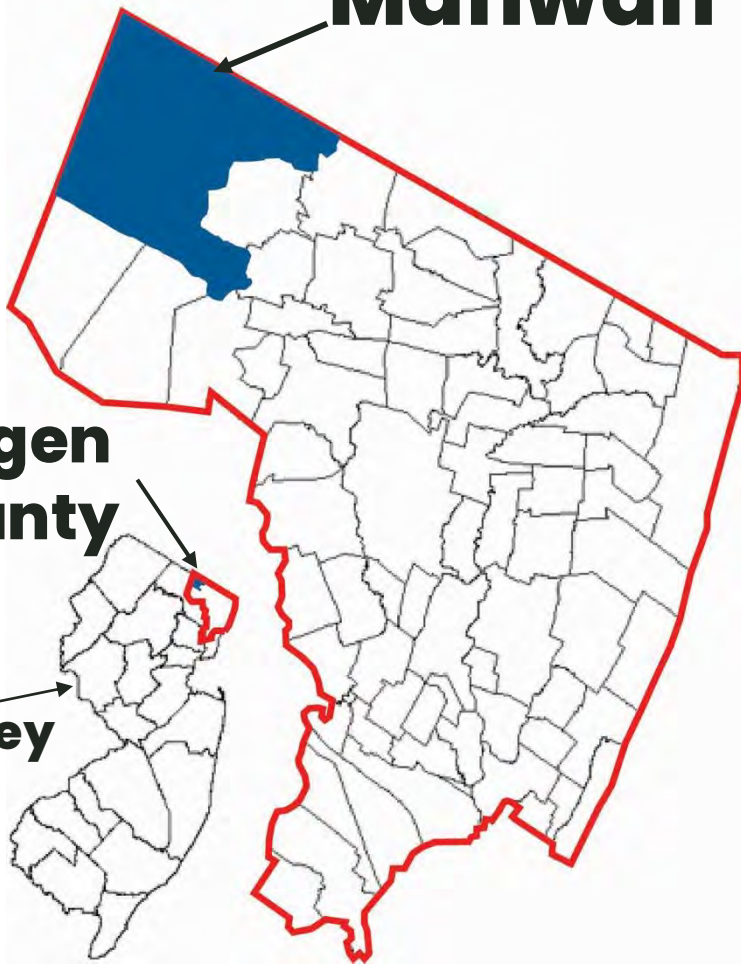
Mahwah Station TOD Study

Mahwah Train Station Study

Mahwah

Bergen
County

New
Jersey

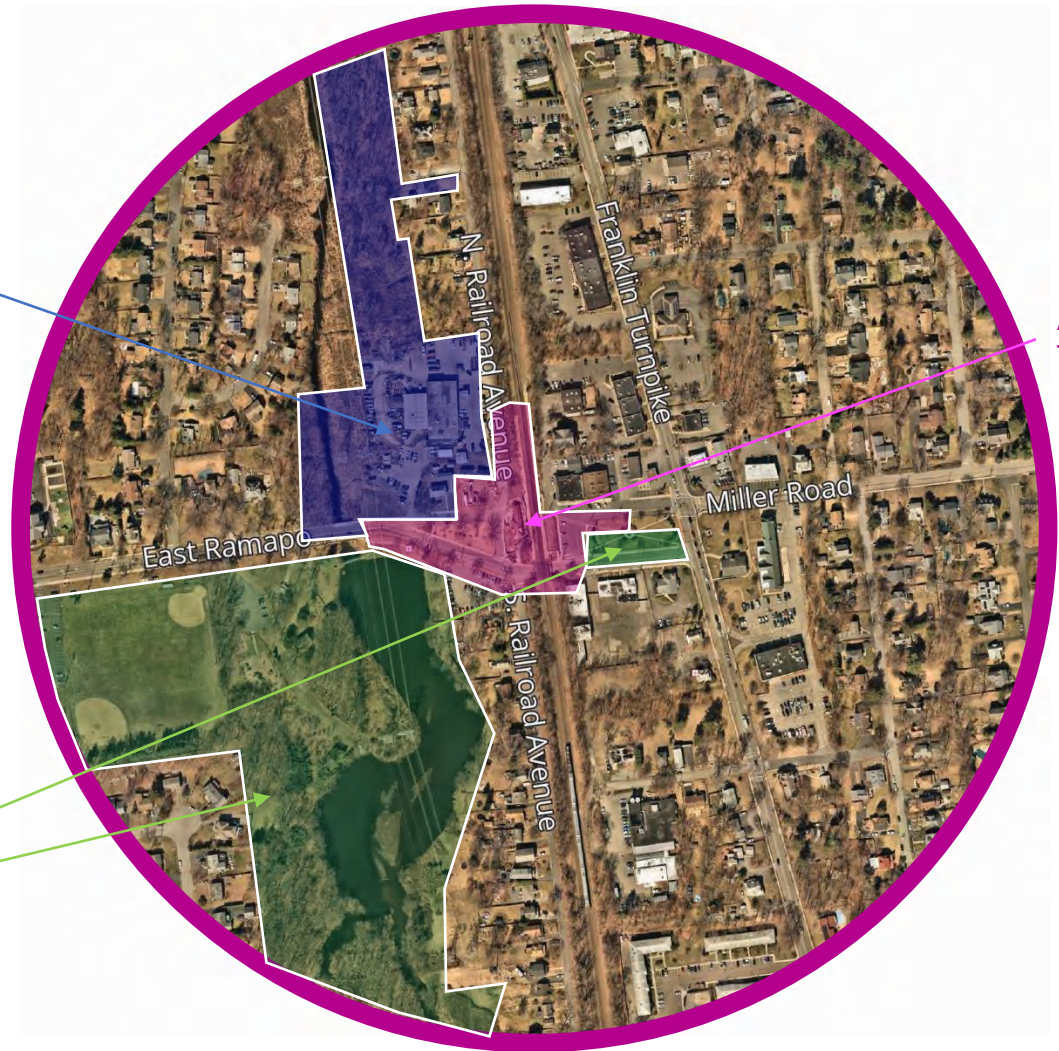


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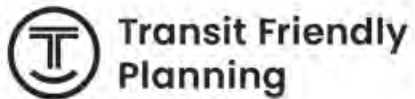
Dept. of Public
Works

Area around
The Station

Parks and Open
Spaces



Mahwah Station Study Area



Mahwah Station TOD Study

What Type of Place is Mahwah?

NEW JERSEY PLACE TYPES



Mahwah is a Suburban Place

Suburban Places...

- Usually contain mixed-use development along primary paths to transit
- Surrounded by low density land uses that are typically separated and clustered according to zoning classifications.

And We Want Transit Friendly Suburban Places to...

- Promote circulation patterns that support transit.
- Provide convenient transfers between various modes of transportation
- Encourage context-sensitive parking that supports transit
- Implement transit supportive curbside management policies.

Key Observations



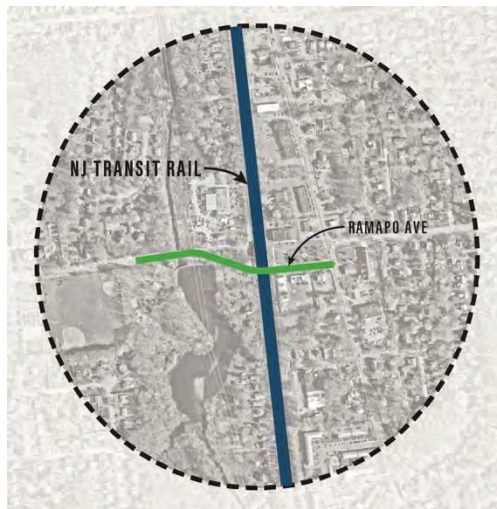
High Volumes of Cut-Through Traffic on Franklin Turnpike.



Lack of comfortable pedestrian spaces and accommodations around the train station and retail



Gap in first/last mile connectivity for bicycles, pedestrians and other modes.



Limited east/west connectivity due to the rail line.



Lack of ADA accessibility around the train station due to topography.



Lack of pedestrian and vehicular wayfinding or clear identity.

STATION AREA ACCESS & PUBLIC SPACE

Key Observations



Retail



Historic Train Station Museum



Mahwah Museum



Winter's Park



Veterans Memorial Park



Lisa DiGuilio Tranquility Park

The Mahwah Train Station is surrounded by an array of parks, public spaces, community destinations and retail that are currently disconnected from one another. Connecting these amenities, physically and visually, will create a pedestrian environment that is greater than the sum of its parts.

STRATEGIES

1. COMPLETE STREETS

- a) Establish street typologies that reflect the desired priorities
- b) Create a uniform furniture and materials palette that is specific to Mahwah

2. STATION AREA ACCESS & PUBLIC SPACE

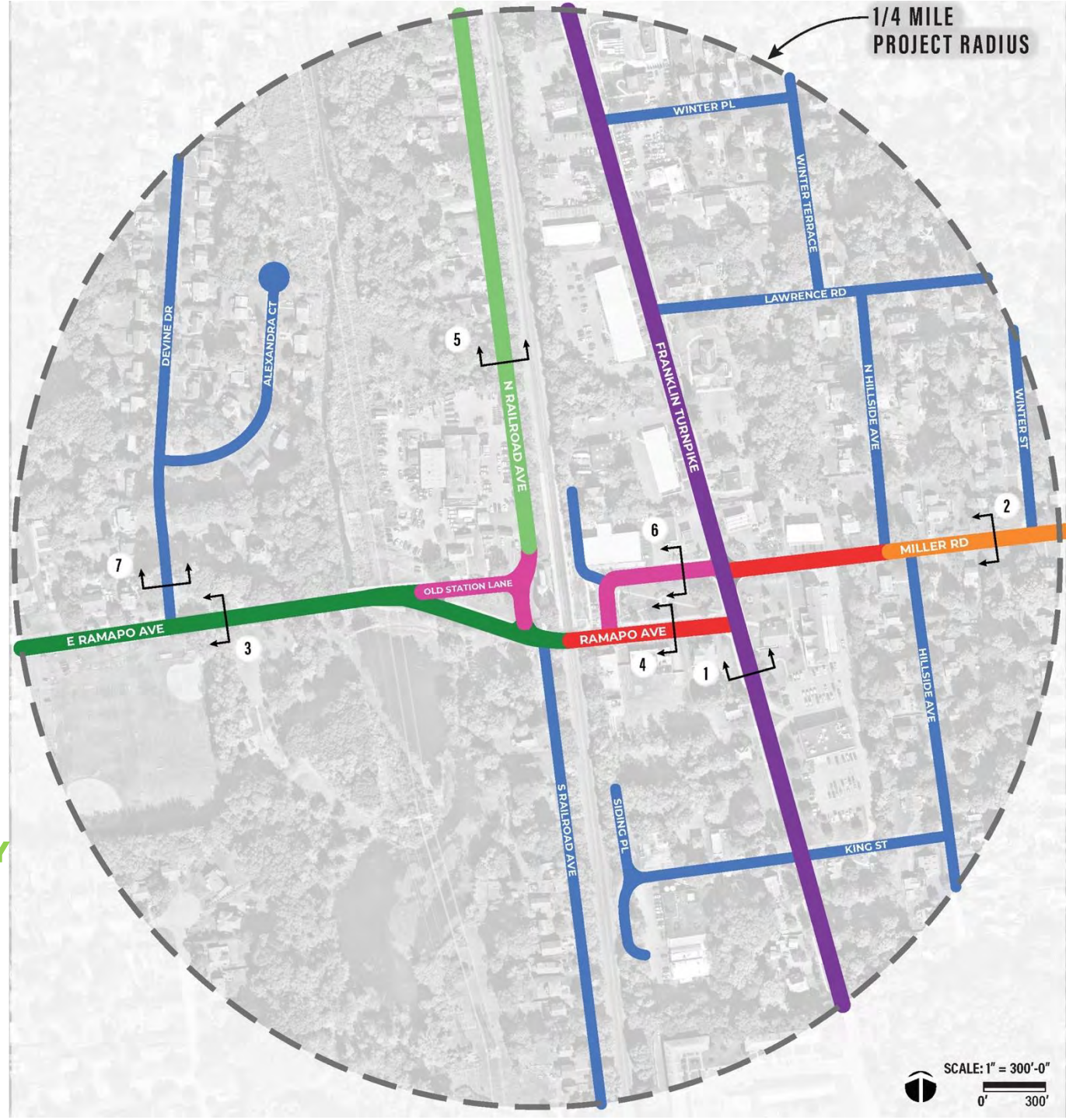
- a) Integrate appropriate first/last mile amenities into Station Area
- b) Connect and maximize existing public spaces around the train station



COMPLETE STREETS

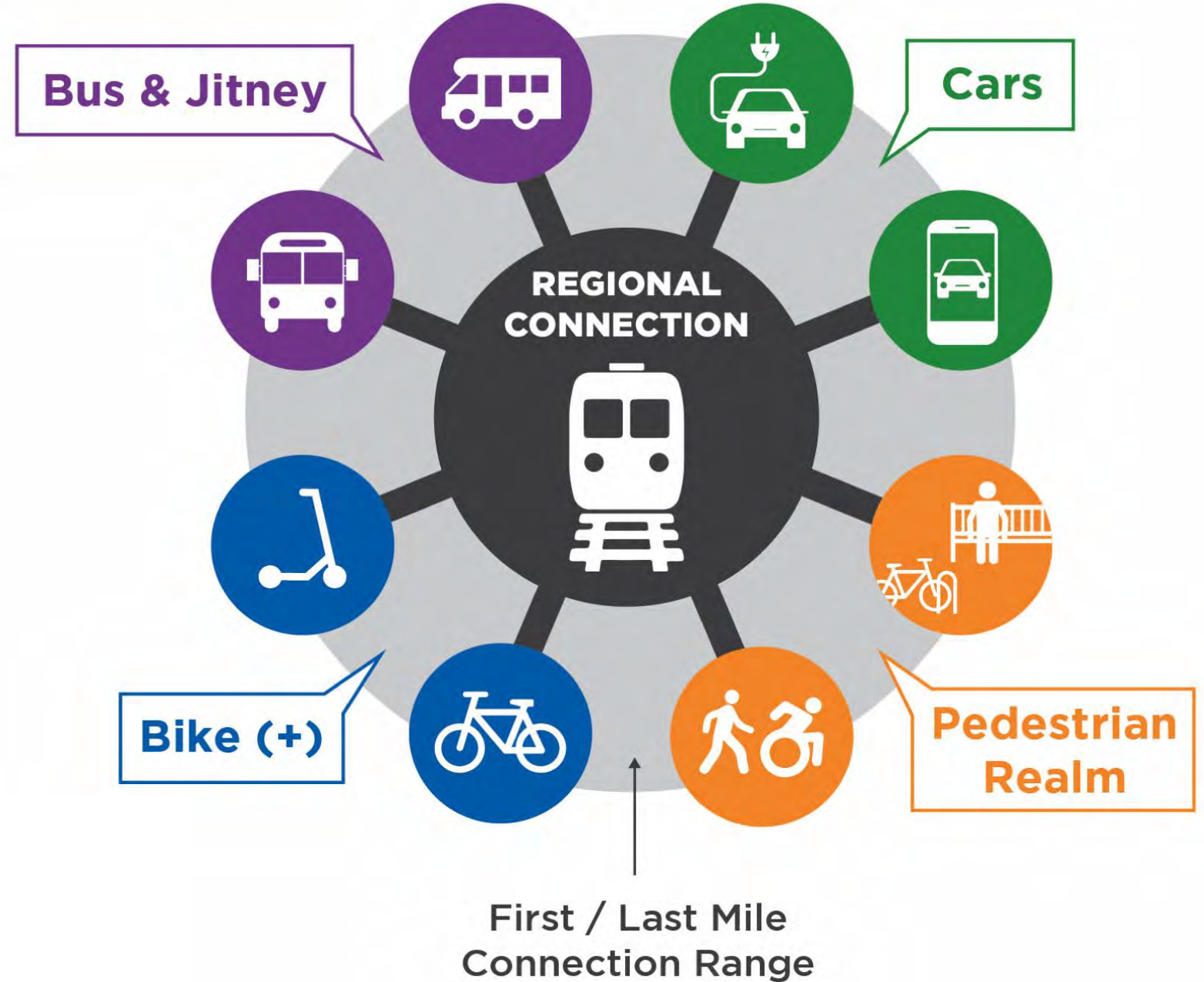
a) Establish street typology that balance and prioritize the appropriate transportation modes.

- █ REGIONAL CONNECTOR
- █ LOCAL CONNECTOR
- █ PARKWAY
- █ DOWNTOWN AVENUE
- █ NEIGHBORHOOD GREENWAY
- █ PLAZA STREET



**STATION AREA
ACCESS &
PUBLIC SPACE**

a) Integrate
Appropriate
First/Last Mile
Amenities into
Station Area



STATION AREA ACCESS & PUBLIC SPACE

a) Integrate
Appropriate
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LEGEND

Pedestrian Realm



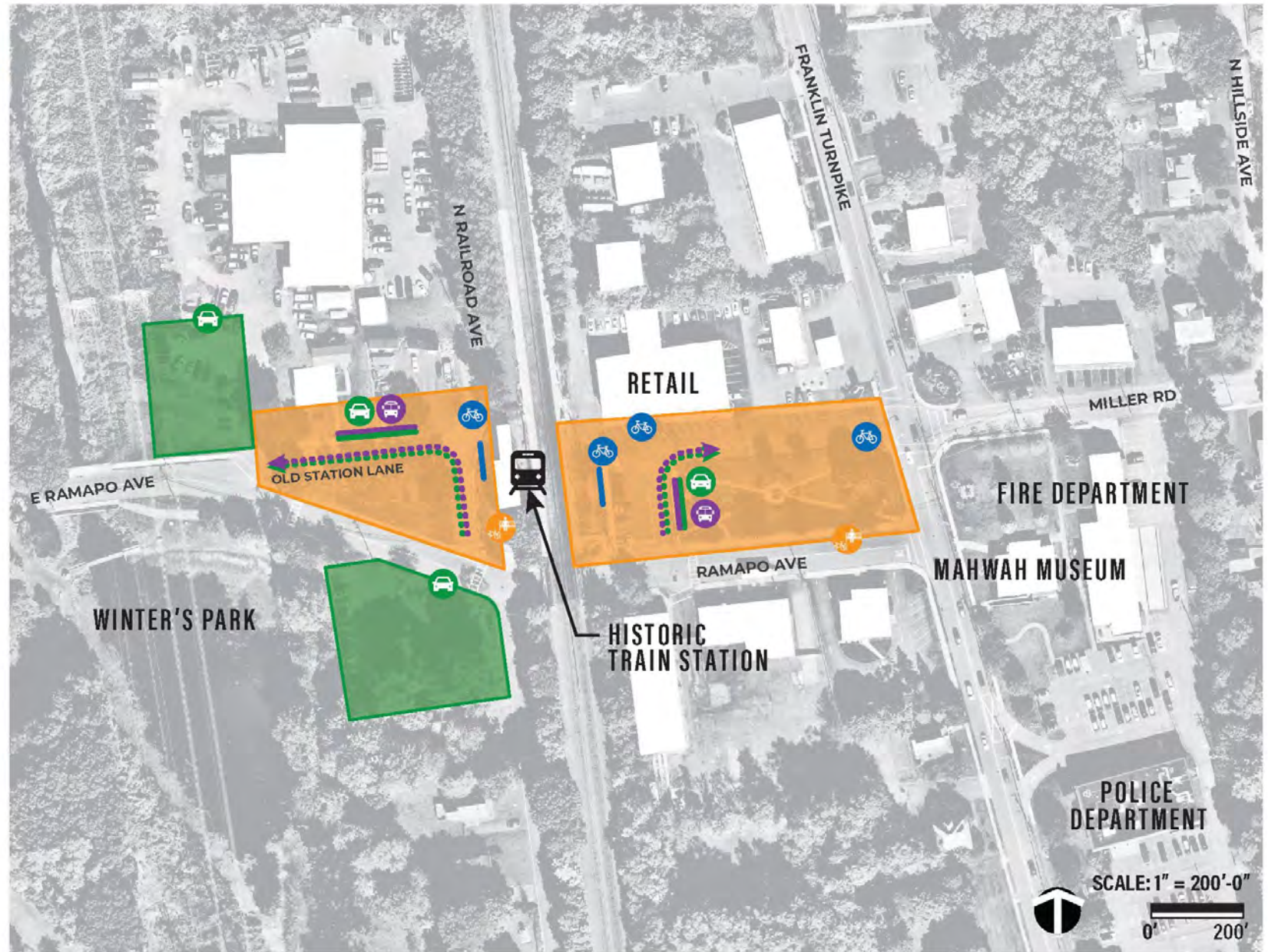
Bike (+)



Bus & Jitney



Cars



STATION AREA ACCESS & PUBLIC SPACE



Vehicular circulation is organized as one-way allowing for ease of and wider sidewalks and pedestrian space.

STATION AREA ACCESS & PUBLIC SPACE



Accommodations are distributed throughout the train station area for first/ last mile modes of transportation.



SCHERER PLACE

FLUSH FOUNTAIN PLAZA

TABLED CROSSING

EVENTS PLAZA

CAR SHARE/JITNEY DROP OFF

AMPHITHEATER

WIDENED SIDEWALK

ONE-WAY SHARED STREET

WIDENED SIDEWALK

OPEN LAWN FOR GATHERING

MILLER ROAD

VETERAN'S SQUARE

RAMAPO AVE

View of Veterans Square at Mahwah Station



SCHERER PLACE

CAR/JITNEY
DROP OFF

ONE-WAY SHARED STREET

EVENTS PLAZA

FLUSH FOUNTAIN PLAZA

View of Veterans Square at Mahwah Station



HISTORIC TRAIN STATION

BIKE PARKING

TRAIN STATION

TRAIN STATION PLAZA

LISA DIGULIO TRANQUILITY PARK

CAR SHARE/JITNEY
DROP-OFF

ONE-WAY SHARED STREET

TWO-WAY CYCLE
TRACK

OLD STATION LANE

RAMAPO AVE

TABELED CROSSING
CONNECTING TO PARK

View of Train Station Plaza at Mahwah Station



HISTORIC TRAIN STATION

TRAIN STATION PLAZA

CAR SHARE/JITNEY
DROP-OFF

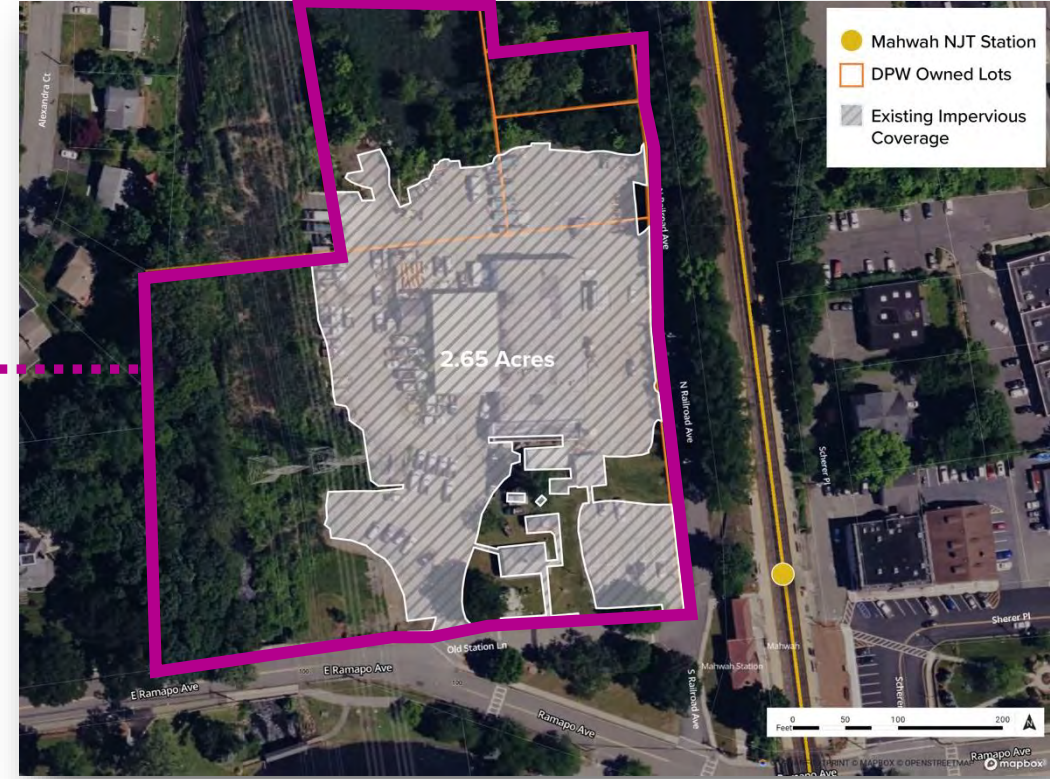
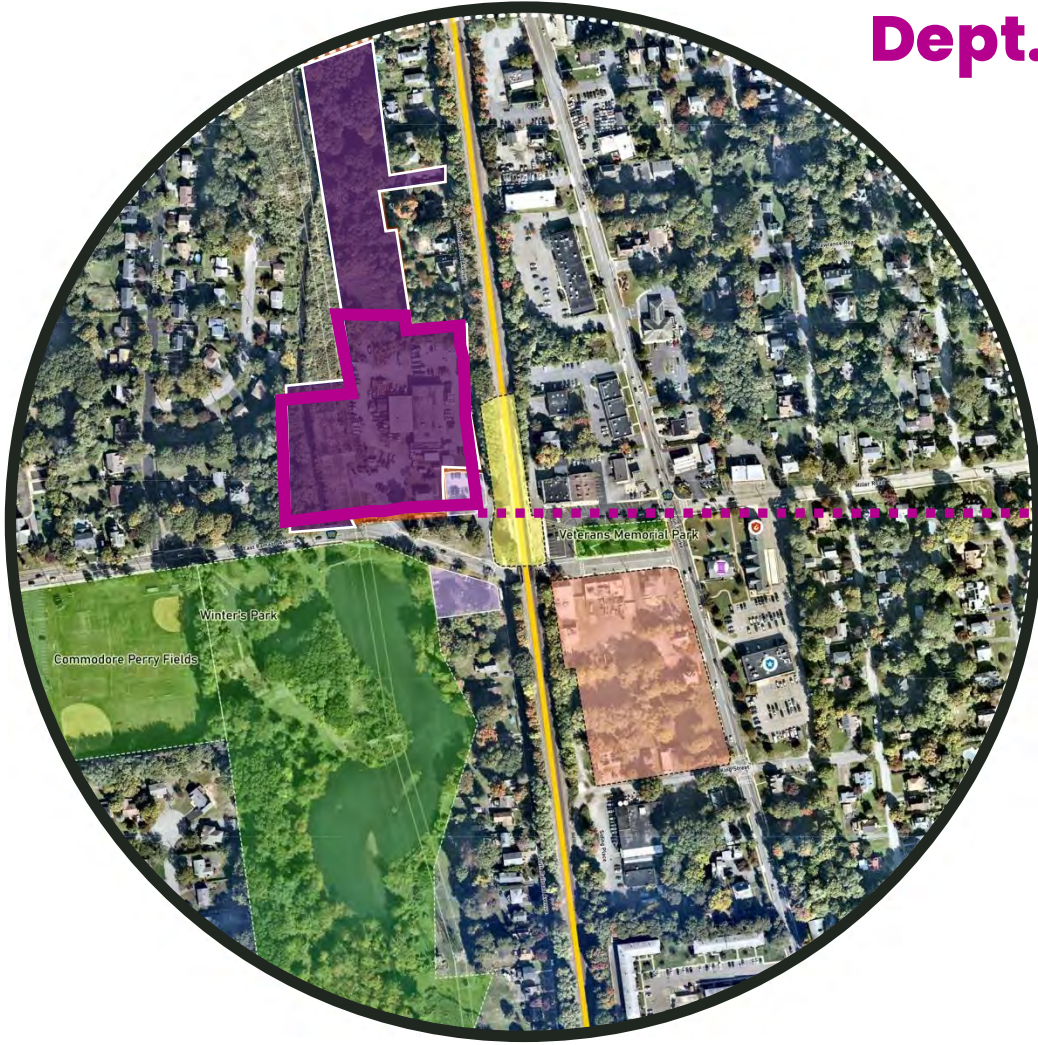
TRAIN
STATION

ONE-WAY SHARED STREET

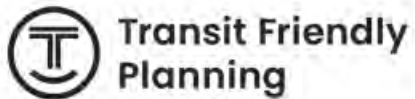
OLD STATION LANE

View of Train Station Plaza at Mahwah Station

Dept. of Public Works



Redevelopment Alternatives



Concept 1

- 5 DU/acre
- Existing programs stay in-place, as-is
- Parking ratio 1.2 spaces per unit
- 3 Small retail spaces
- 2-story townhomes
- Tuck-under parking at rear of buildings
- Parking around internal courtyard

46 Total
Dwelling Units



Attached townhomes



Surface parking with screening



Tuck-under parking

Concept 2

- 10 DU/acre
- Museum stays in-place, as-is
- Recycling drop-off & station parking are rearranged within development
- Parking ratio 1.1 spaces per unit
- 3 Small retail spaces
- 3,000 sqft community center
- 3.5-story walk-up apartments
- Tuck-under parking at rear of buildings
- Surface parking back of site

87 Total
Dwelling Units



Walk-up apartment



Street parking bump-outs



*Madison, NJ Community Center
3000 sqft*

Concept 3A

- 14 DU/acre
- Museum stays in-place, as-is
- Recycling drop-off & station parking are rearranged within development
- Parking ratio 1.1 spaces per unit

- 3 Small retail spaces
- 4,000 sqft community center
- 5-story elevator apartments
- Platform podium parking at ground-level

125 Total
Dwelling Units



Elevator apartments



Street articulation of ground-level parking structure

Concept 3B

- 21 DU/acre
- Museum stays in-place, as-is
- Recycling drop-off & station parking are rearranged within development
- Parking ratio 1.0 spaces per unit

- 3 Small retail spaces
- 4,000 sqft community center
- 7-story elevator apartments
- Platform podium parking at ground-level
- Additional surface lot

188 Total
Dwelling Units



Elevator apartments



Street articulation of ground-level parking structure

Land Use Policy Recommendations

Land Use Policy Includes

- Master Plans
- Zoning Ordinances
- Redevelopment Plans

Recommendation 1: Overlay Zone

Establishes an optional zoning district to promote transit-oriented development without eliminating existing zoning regulations.

Recommendation 2: DPW Redevelopment Site

Propose designating the Department of Public Works site as a redevelopment Area under the Local Redevelopment and Housing Law to facilitate new development.

Recommendation 3: Highlands Center Designation

Seeks official designation to allow tailored planning and regulatory flexibility for the study area.



Community Benefits

Zoning and Land Use Benefits

The proposed zoning changes promote transit-oriented development, enabling a vibrant, mixed-use neighborhood while preserving existing land uses.



Active Transportation Improvements

Enhancements in sidewalks, lighting, and bike facilities will create a safer, more walkable, and connected community.

Economic Impact

Redevelopment will generate jobs, increase tax revenue, and stimulate local businesses, fostering long-term economic growth.



Thank you!



James Clavelli, AICP, PP
Principal Planner, NV5
James.Clavelli@nv5.com

<https://transit-friendly-planning-njtransit.hub.arcgis.com/>

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Transit Friendly
Planning

