

# TODs: What Part of Transit & Villages Do You Not Understand?

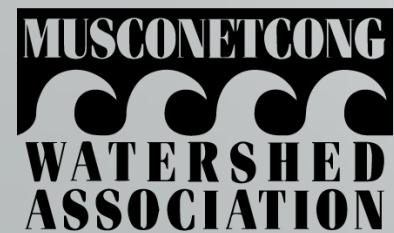
Cultivating Community, Commerce, and Transit  
Oriented Development: The 2024 NJTOD Symposium

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# It Takes A Village

## Housing & Economic Development Are Key

- New Jersey has a long history of communities that could be considered “transit-oriented development”
- Understand the current and future key drivers of housing and commerce, and adapt to local situations
- Must be willing to change to thrive
- Leadership matters



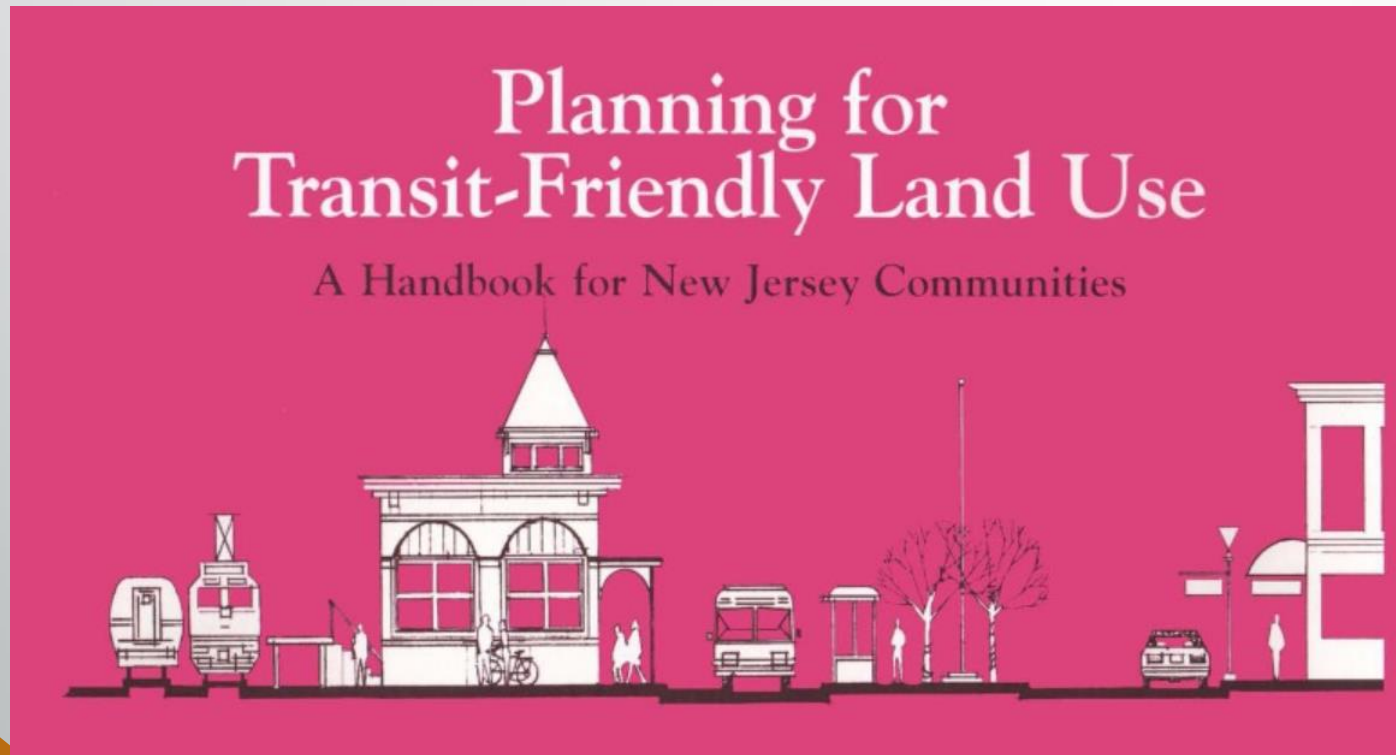
# It Takes Transit

## Service & Reliability Are Key

- People are travelling well beyond rush hour
- It has to be more convenient and enjoyable than driving
- It has to go where people want to go
- Investments must be done – need to be creative and bold

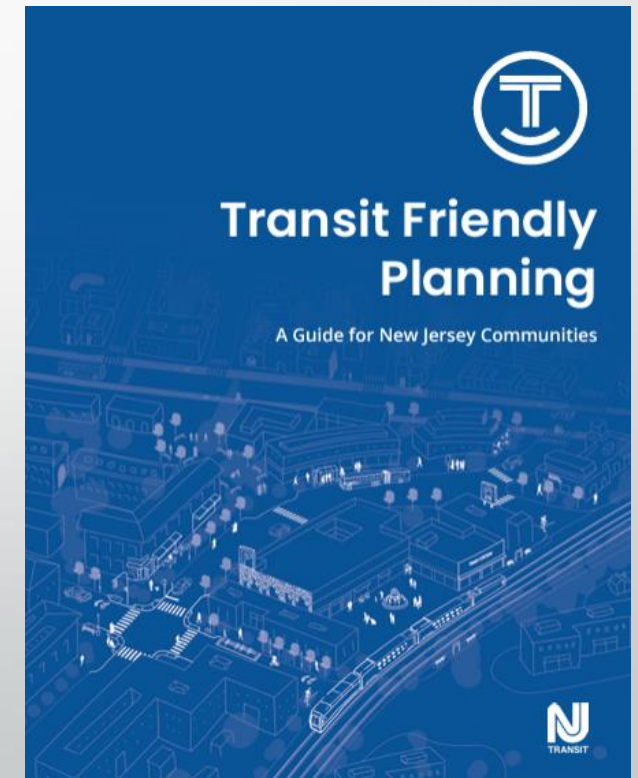
# NJ Transit Gets It

1994



<https://www.njtod.org/planning-for-transit-friendly-land-use-a-handbook-for-new-jersey-communities/>

2022



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



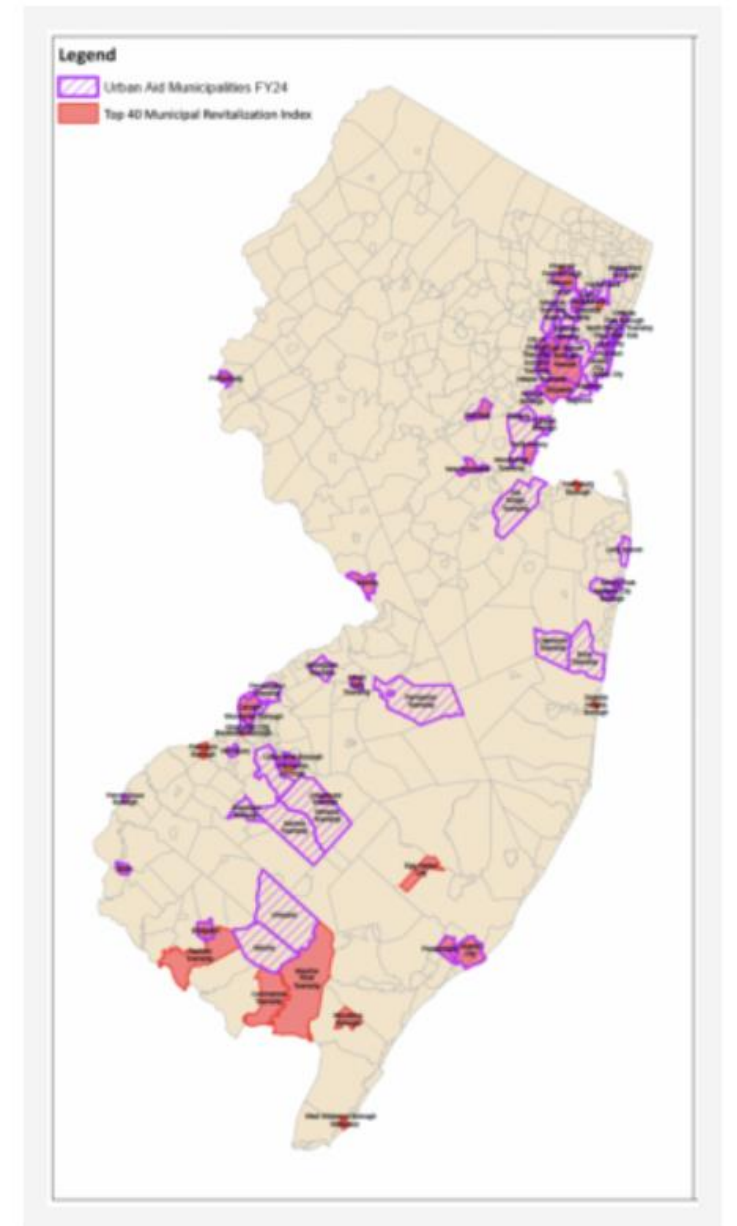
# Do Others?

- Recent Affordable Housing Legislation
- State Budget
- Local Zoning

# Planners Do!



Replace Qualified Urban Aid “exemptions” with the first 40 communities on the **Municipal Revitalization Index**. The first leg of the methodology permits an exemption of prospective need obligation to dozens of towns. As an example, Hoboken and Jersey City account for 50% of job growth in Region 1 and yet will be exempt from receiving an obligation, and the remaining towns will need to make up their sizeable fair share. These communities are thriving and developing, and both would not appear in the top tier of the Municipal Revitalization Index but are qualified urban aid municipalities. Similarly, when you travel to Region 2, a wildly desirable Montclair is exempt and yet ranks #417 out of 564 on the Municipal Revitalization Index. The Chapter urged using a timelier and more reliable dataset, by way of the Municipal Revitalization Index, to determine “distress” as an indicator for possible exemptions to affordable housing obligations. In fact, Mayor Steve Fulop of Jersey City concurred and testified that his city should not be exempted from this critical legislation.





# We're Missing Middle Housing in New Jersey:



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<https://missingmiddlehousing.com/about>

**NJ Planning & Redevelopment Conference Virtual Session**  
**Wednesday, June 5<sup>th</sup>**



Students Do!

# Delaware-Raritan Transit Corridor

*Blue Sky Comprehensive Planning  
for Rail Reactivation*

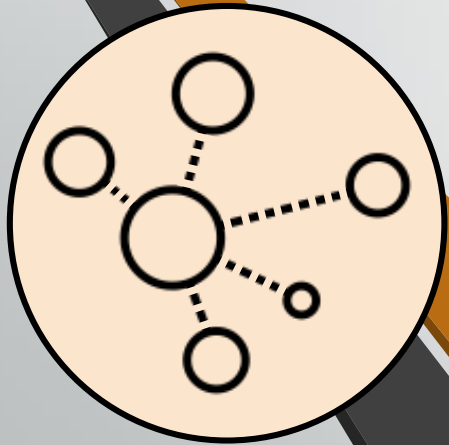
*Fall 2022 Comprehensive Planning Studio  
Edward J. Bloustein School of Planning & Public Policy  
Rutgers, The State University of New Jersey*

<https://bloustein.rutgers.edu/delaware-raritan-transit-corridor/>



# Corridor Vision and Principles

*"The Delaware–Raritan Transit Corridor will foster a sustainable region of equitable and affordable communities while providing convenient access to destinations throughout the Garden State and beyond."*



**Mobility &  
Access**



**Sustainability &  
Resilience**



**Equity &  
Prosperity**



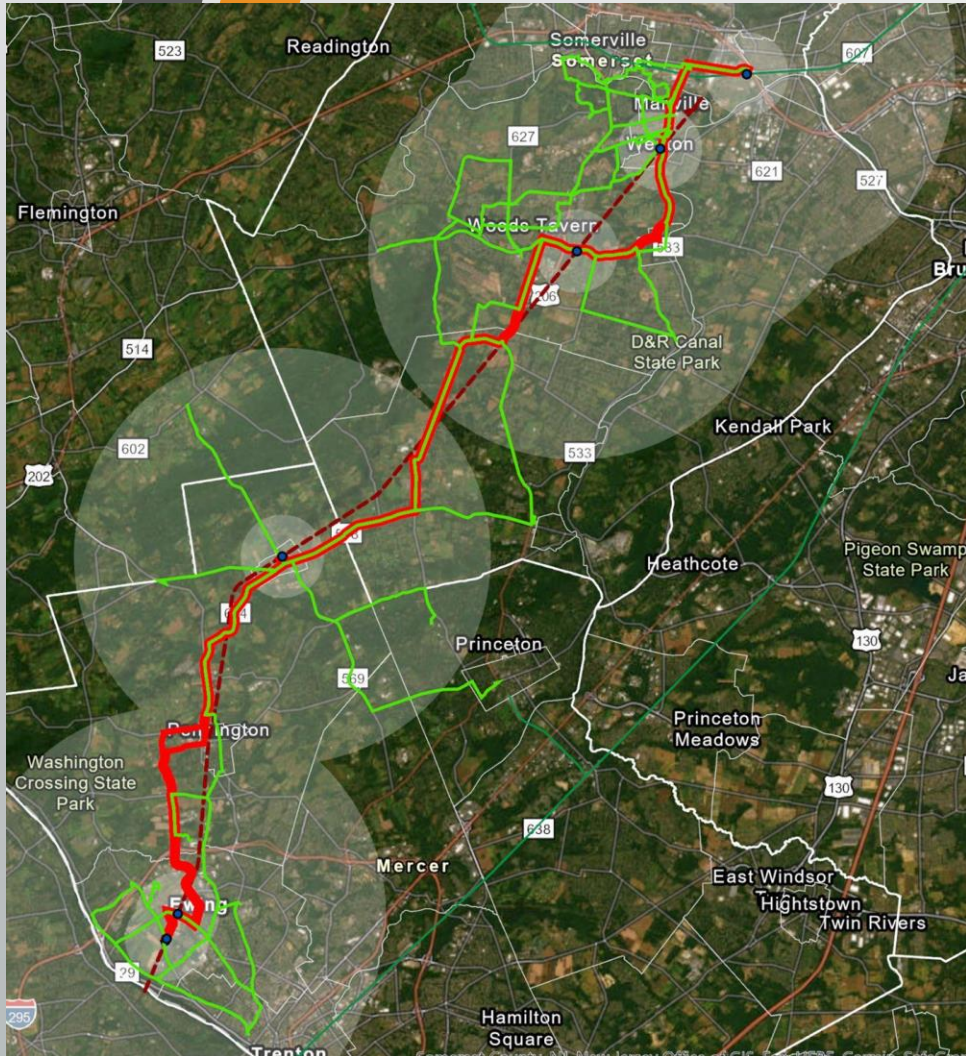
**Process &  
Accountability**

# Regional Goals

**Currently, this region is a relative transit desert.**

- Reactivating service will require regional approach to coordinate between two counties, two metropolitan planning associations, and seven municipalities
- “Transit-supportive corridor policies” may qualify for New Starts funding

**Represents a “once-in-a-generation” opportunity to plan for this region, huge benefits *even without rail reactivation!***



Regional planning spans multiple jurisdictions

# Idea: Capture The Value Of Transit Investment

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## But, How?

- In Centers where transit service exists, require minimum housing density within  $\frac{1}{4}$  mile of station or bus stop
- In Centers where transit used to exist, minimum housing density requirement AND commitment to provide service
- Require transit service in any new Center designated in the State Plan
- Understand the fiscal realities of transit in America, and invest

# Rationale

- Transit riders are stockholders in the corporation called “New Jersey”
- Stockholders deserve a reasonable return on their investment
- Stockholders deserve a vision and implementation plan to meet our needs
- Who owns stock in a private corporation that doesn’t have a workable plan?
- Stockholders should demand and get more – we deserve it



Thank You