

INNOVATION. TRANSFORMATION.



PACE LAW SCHOOL
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Strategies & Tools to Support Efficient Development

June 10, 2015

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TOD Supportive Zoning



TOD Supportive Zoning – What is it?

- **½ mile proximity to transit facility**
- **Compact, context sensitive, pedestrian-oriented, higher density development**
- **Mix of land uses – vertically & horizontally**
- **Variety of housing types**
- **Improved pedestrian & bicycle safety & access**
- **Reduction in amount of parking required**



TOD Supportive Zoning – Why is it important?

- Promotes ***compact development***
- ***Lessens vehicular use*** & lowers GHG emissions
- ***Encourages walking & biking***
- ***Responds to emerging market demands*** & serves as economic development catalyst
- ***Reduces transportation costs*** making homeownership more affordable



TOD Supportive Zoning

- **Two options** – amend zoning code or adopt redevelopment plan
- **Context is critical**; recommended densities may be too low for some communities
- **Key components** of a TOD supportive zoning code include:
 - ❑ Purpose
 - ❑ Definitions
 - ❑ District Boundaries
 - ❑ Mixed uses permitted
 - ❑ Appropriate density & intensity of use
 - ❑ Parking
 - ❑ Design Standards

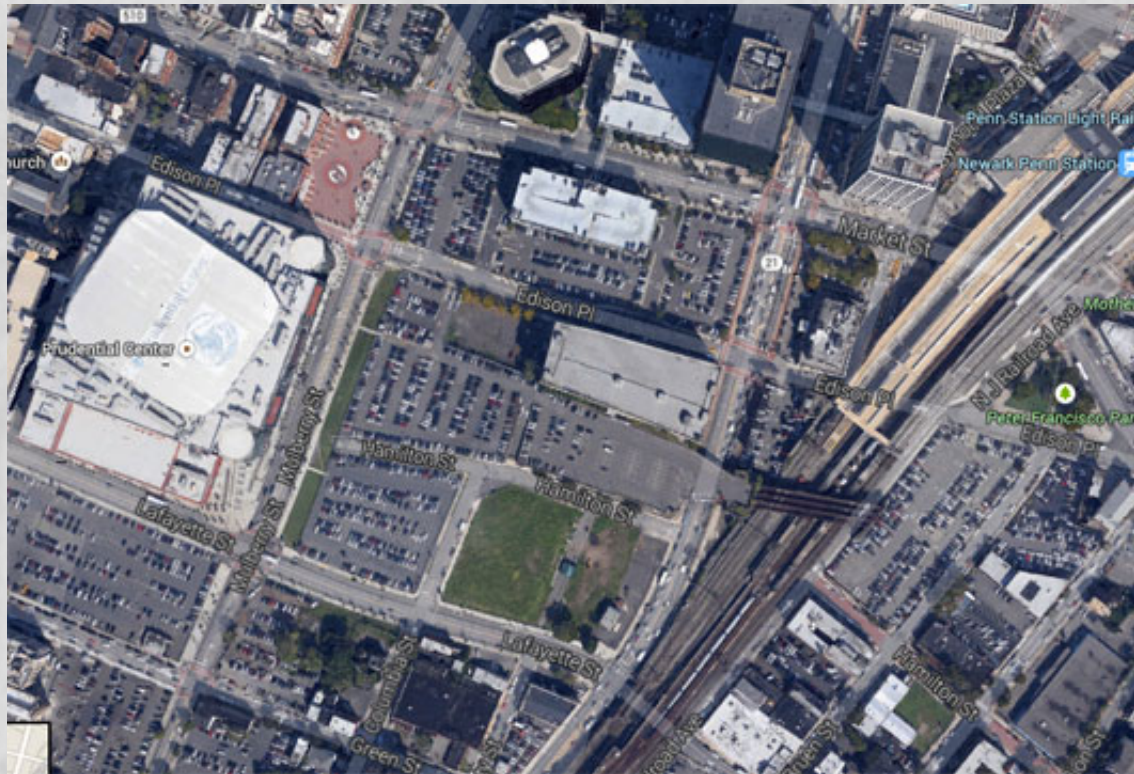


TOD Supportive Zoning – How to do it?

- Who should be involved?
- Timeframe?
- Cost?



Effective Parking Management



Effective Parking Management – What is it?

- Strategies that work to *make existing parking more efficient*
- Strategies that *reduce future parking demand*
- Strategies that *enhance* (or do not hinder) *walkability*

i.e., right-sizing parking



Effective Parking Management – Why is it important?

- The typical automobile is *driven 1 hr. per day and parked for the remaining 23 hrs.*
- Most communities have *3 to 6 parking spaces per vehicle* (1 at home; 1 at worksite plus various other destinations like stores, schools & parks)
- In some cities, *parking covers more than 1/3 of all land area*



Effective Parking Management – Why is it important?

- ***Too much parking creates dead zones*** in the middle of what should be a bustling commercial district or neighborhood
 - ❑ Empty lots could be dedicated to more economically beneficial uses
- Large expanses of pavement ***reduce quality of walking environment***
- Parking areas ***lead to increased stormwater flows***



Effective Parking Management – Why is it important?

- Yet parking matters

- ❑ Cars will continue to be the primary mobility choice
- ❑ Parking can enhance the value of residential and commercial real estate



Effective Parking Management

- ***Strategies to make parking more efficient***
 - ❑ Increase capacity of existing parking facilities
 - ❑ Create shared parking
 - ❑ Provide parking information to users
 - ❑ Provide remote parking with shuttle service
 - ❑ Allow reserve parking



Effective Parking Management

- ***Strategies to reduce future parking demand***
 - ❑ Development compact, walkable, transit-oriented neighborhoods
 - ❑ Develop context-sensitive standards
 - ❑ Reduce or eliminate parking minimums
 - ❑ Establish parking maximums
 - ❑ Adopt appropriate parking pricing
 - ❑ Develop walking & biking amenities



Effective Parking Management – How to do it

- Who should be involved?
- Timeframe?
- Cost?



Land Use & Transportation Self-Assessment Tool



Land Use & Transportation Self-Assessment Tool

- Provides recommendations on the most appropriate SJ Actions for municipal consideration in light of the particular development characteristics exhibited by a community.
- Serves as auditing tool for communities to evaluate where they are and where they want to go. Tool accomplishes these tasks by:
 - ❑ Providing development related data to assist a municipality in determining its current development patterns and conditions; and
 - ❑ Allowing a municipality to compare its current land use and transportation conditions and related plans, policies and regulations against established municipal best practices and standards provided by Sustainable Jersey.



Land Use & Transportation Self-Assessment Tool

- ***Tool Parameters***

- ❑ tool is only applicable to policies, plans and regulations that are ***implemented through a municipality's land use authority***
- ❑ Where a municipality does not exhibit a particular development characteristic, then the tool does not recommend a suggested Action or best practice
- ❑ A number of Actions are applicable to most municipalities, but the provisions that would be adopted may depend upon the amount of development present in a municipality. These provisions are identified as “variants.”
- ❑ Other actions are appropriate for all municipalities regardless of the development characteristics they exhibit.



Land Use & Transportation Self-Assessment Tool

- Two spreadsheets that work together to provide recommendations
- Spreadsheets will be translated into web-based tool that will provide the same information
- “By Recommendation” spreadsheet lists relevant SJ Actions or other strategies
 - ❑ Is Action or Strategy place dependent?
 - ❑ Is there a “variant” based on place type?
 - ❑ Is Action or Strategy relevant to place type?
 - ❑ Is Action or Strategy recommended for place type?



Land Use & Transportation Self-Assessment Tool

	Recommendation Type		Variant?	Rec. for Place Type:	Highly Recommended?				Has a Transit Station?			Has Unpreserved Open Space?			Has Unpreserved Farmland?						
	Appropriate	Other			depends on	urban	suburban	exurban	rural	urban	suburban	exurban	rural	makes a	yes	no	makes a	yes	no	makes a	yes
	Jersey	Actions	Strategies	yes	place type?								difference?				difference?				
Bicycle and Pedestrian Audit	1	-	-	-	1	1	1	1	1	1	-	1	-	1	1	-	1	1	-	1	1
Bicycle and Pedestrian Plan	1	-	-	-	1	1	1	1	1	1	-	1	-	1	1	-	1	1	-	1	1
Brownfields Inventory & Prioritization	1	-	-	-	1	1	1	1	1	1	-	1	-	1	1	-	1	1	-	1	1
Brownfields Reuse Plan	1	-	-	-	1	1	1	1	1	1	-	1	-	1	1	-	1	1	-	1	1
Build-out Analysis	1	-	-	-	1	1	1	1	1	1	-	1	-	1	1	-	1	1	-	1	1
Clustering Ordinance	1	-	1	1	-	1	1	1	-	1	1	1	-	1	1	1	1	-	-	-	1
Community Forestry Management Plan & Tree Cover Goal	1	-	-	-	1	1	1	1	1	1	-	-	-	1	1	-	1	1	-	1	1
Compact, Center-Based Development Ord.	1	-	1	1	-	1	1	1	-	1	1	1	-	1	1	-	1	1	-	1	1
Complete Street Program	1	-	1	-	1	1	1	1	1	1	1	1	1	-	1	1	-	1	1	-	1
Distressed Property Revitalization Program	1	-	1	-	1	1	1	1	1	1	-	1	1	-	1	1	-	1	1	-	1
Environmental Assessment Ordinance	1	-	-	1	-	1	1	1	1	1	1	1	1	-	1	1	-	1	1	-	1
Farmland Preservation Program	1	-	-	1	-	1	1	1	1	1	1	1	1	-	1	1	1	-	1	1	1
Green Building & Environmental Sustainability Element	1	-	-	-	1	1	1	1	1	1	-	1	1	-	1	1	-	1	1	-	1
Green Building Policy	1	-	-	-	1	1	1	1	1	1	-	1	1	-	1	1	-	1	1	-	1
Green Development Checklist	1	-	-	-	1	1	1	1	1	1	1	1	1	-	1	1	-	1	1	-	1
Green Infrastructure Techniques	1	-	1	-	1	1	1	1	1	1	1	1	1	-	1	1	-	1	1	-	1
Habitat Conservation Ordinance	1	-	-	1	-	1	1	1	1	1	1	1	1	-	1	1	1	-	-	-	1
Non-Contiguous Clustering	1	-	1	-	1	1	1	1	-	1	1	1	-	1	1	1	-	-	-	-	1
Open Space Plan	1	-	-	1	-	1	1	1	1	1	1	1	1	-	1	1	-	1	1	-	1
Parking Strategies	1	-	1	-	1	1	1	1	1	1	-	1	1	-	1	1	-	1	1	-	1
Site Plan Green Design Standards	1	-	-	-	1	1	1	1	1	1	1	1	1	-	1	1	-	1	1	-	1
Smart Workplaces	1	-	-	1	1	-	1	-	1	1	-	1	-	-	1	1	-	1	1	-	1
Solar Energy Systems Ordinance	1	-	1	1	1	1	1	1	1	1	-	1	-	-	1	1	-	1	1	-	1
Sustainable Land Use Pledge	1	-	-	-	1	1	1	1	1	1	-	1	-	-	1	1	-	1	1	-	1
TOD Supportive Zoning	1	-	1	-	1	1	1	1	1	1	1	1	1	1	-	-	-	1	1	-	1
Transfer of Development Rights Program	1	-	1	-	-	1	1	1	1	-	1	1	1	1	1	1	-	-	-	-	1
Tree Maintenance Program	1	-	-	-	1	1	1	1	1	-	1	1	1	-	1	1	-	1	1	-	1
Tree Protection Ordinance	1	-	-	-	1	1	1	1	1	1	1	1	1	-	1	1	-	1	1	-	1
Wildlife Action Plan	1	-	1	-	1	1	1	1	1	1	1	1	1	-	1	1	-	1	1	-	1
Wind Ordinance	1	-	1	-	1	1	1	1	1	1	1	1	1	-	1	1	-	1	1	-	1
Zoning for Food Production & Sales	1	-	1	-	1	1	1	1	1	1	1	1	1	-	1	1	-	1	1	-	1
total recommendations for:		8	10		29	30	31	29	19	25	16	20	1		6			1			



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Sustainable and Efficient Development: Big Picture Trends Affecting Local Decisions

2015 New Jersey Sustainability Summit

Strategies and Tools to Support Efficient Development

Presented by:

Jon Carnegie, AICP/PP

June 10, 2015

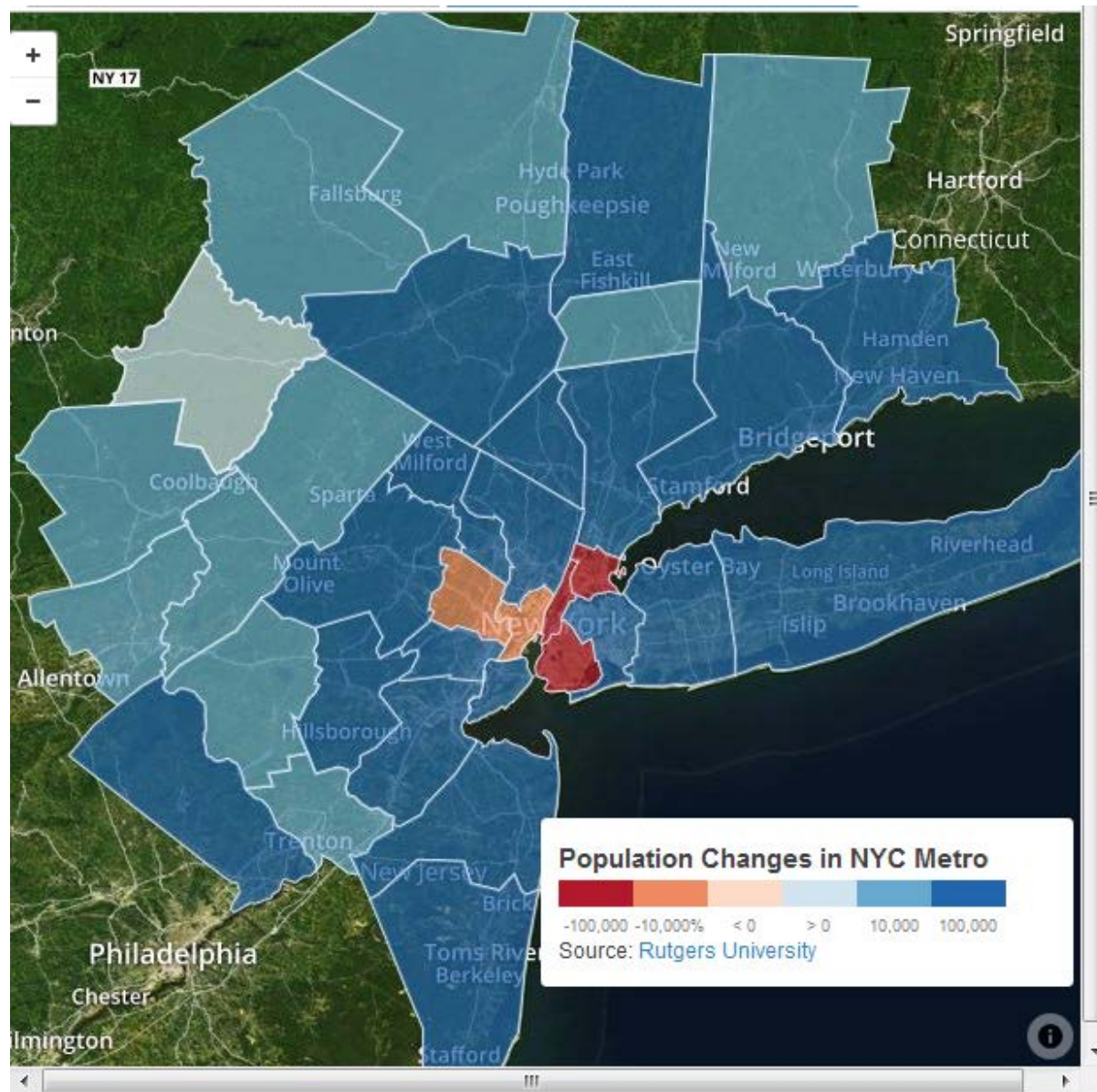
What influences development?

- Economic conditions & trends
- Costs (land, energy)
- Demographic trends
- Lifestyle preferences
- Real estate market demand
- Federal and State Policies
- Public Investment
- **Local plans**
- **Land use regulations**

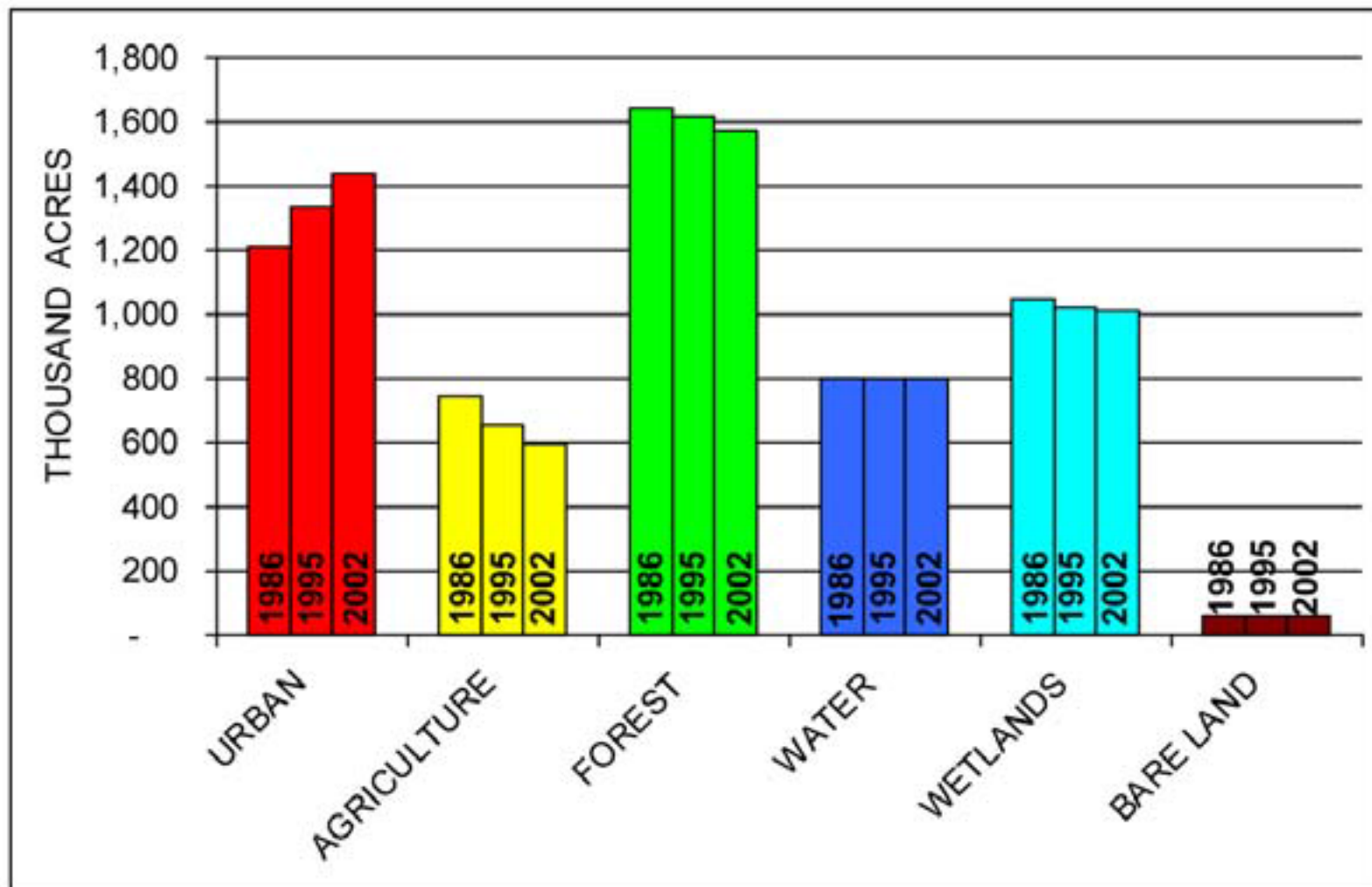
Development Patterns in NJ: Past 50 years



Population Change 1950-1980



Land use change in New Jersey 1986-1995-2002





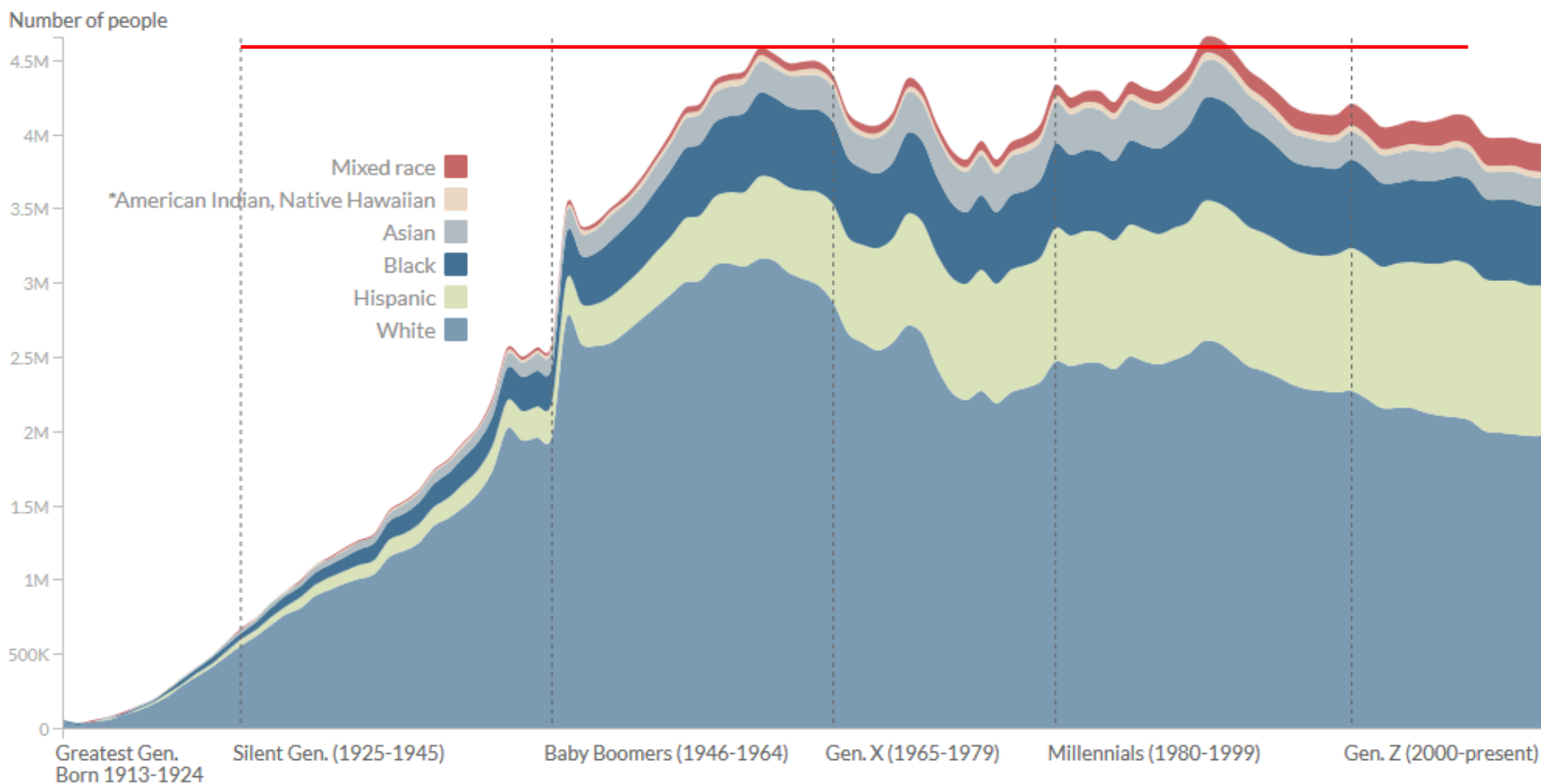
CHANGING DEMOGRAPHICS...

RUTGERS





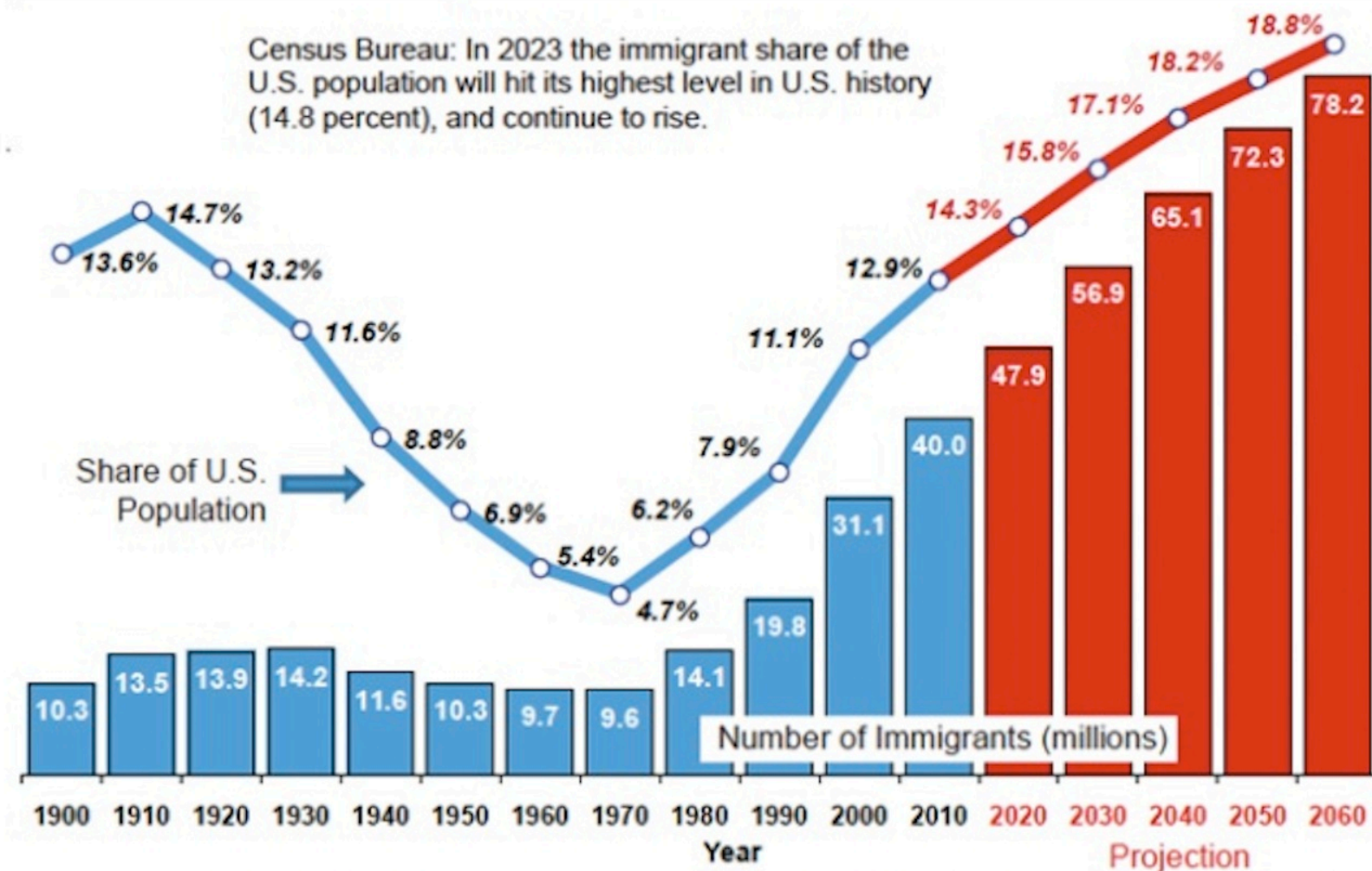
Generations and Diversity



<http://money.cnn.com/interactive/economy/diversity-millennials-boomers/>



**Figure 1. Number and Percent of Immigrants in the U.S., 1900-2010;
Plus Census Bureau Projections to 2060**

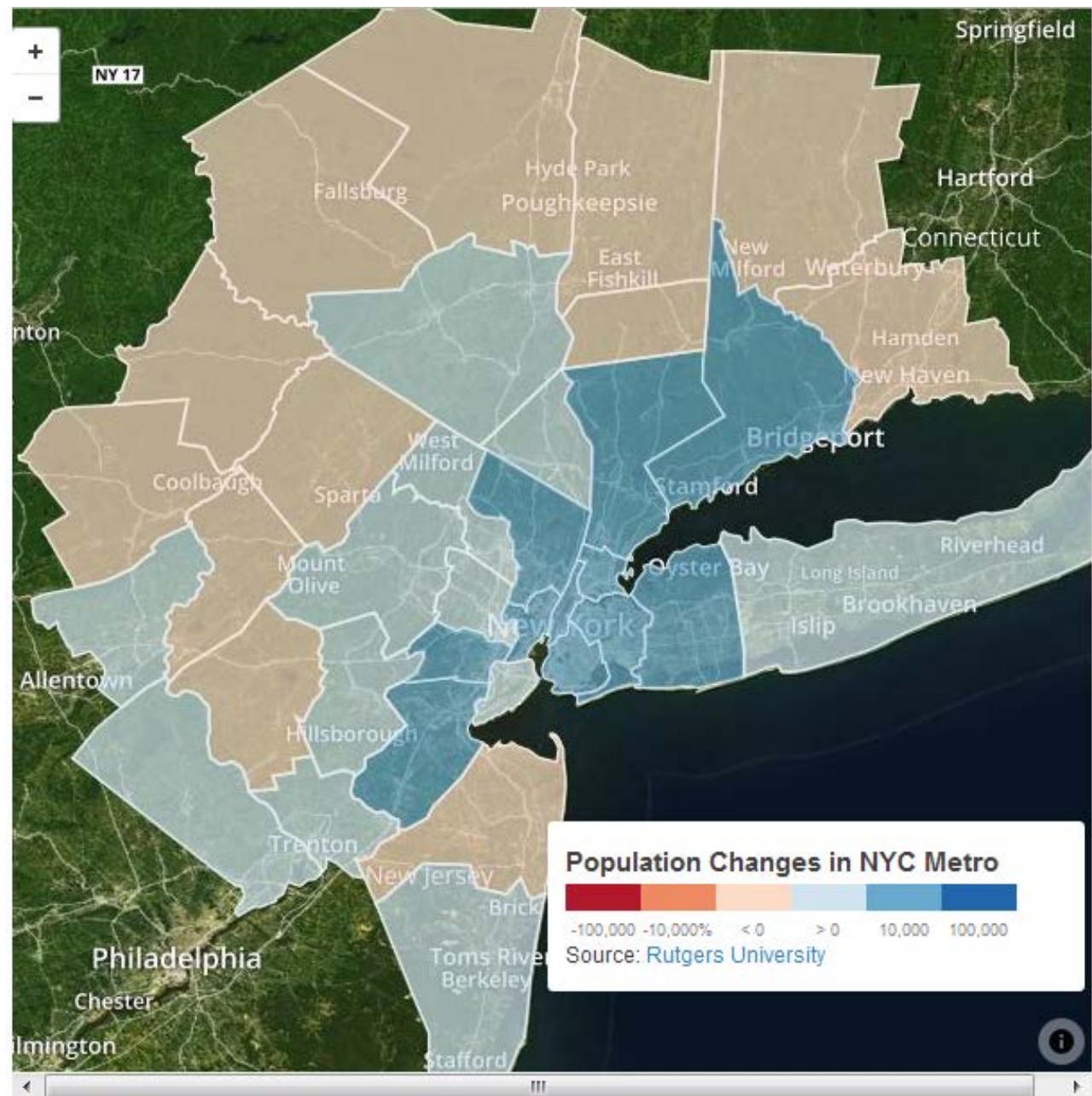


Source: Decennial censuses for 1900 to 2000, American Community Survey for 2010. [Census Bureau population projections](#) released March 2015.



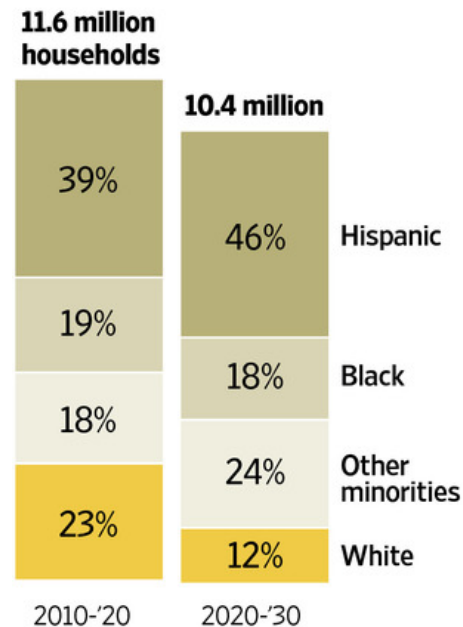
SHIFTING PATTERNS...

Population Change 2010-2014

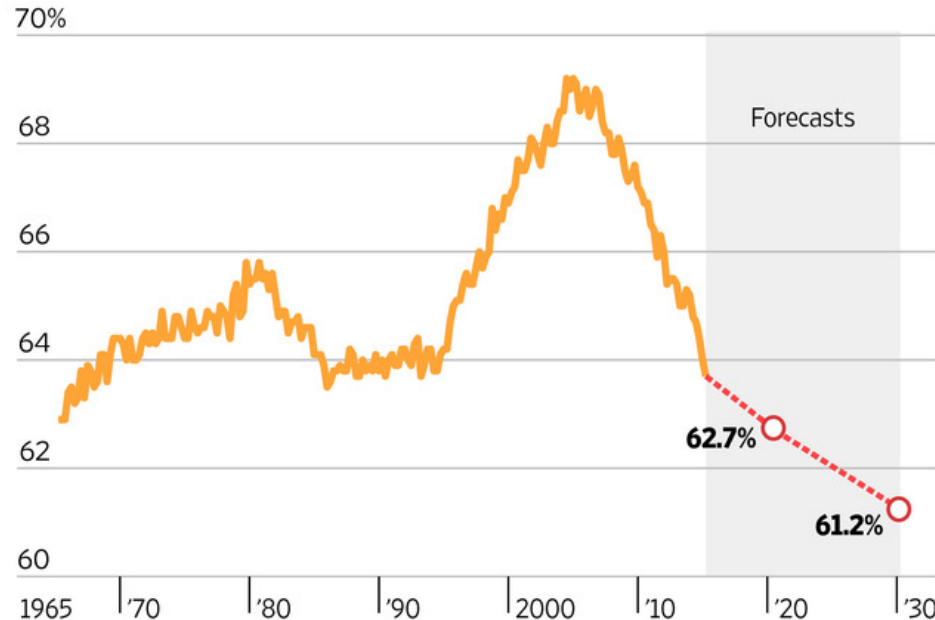


National Housing Market Trends

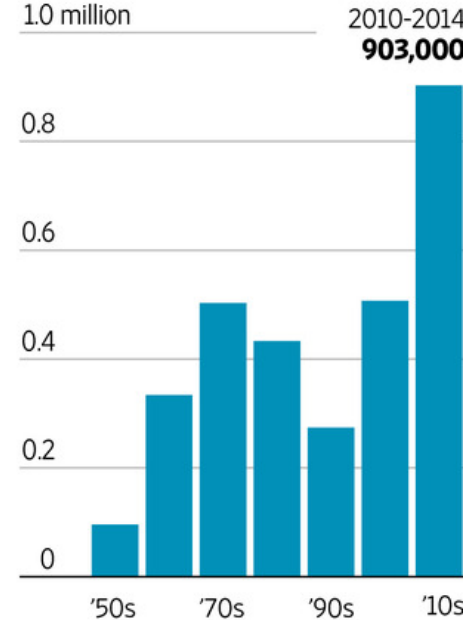
Minorities, who will account for more household-formation growth...
Net new households



...are less likely to own homes, which will drag down the U.S. homeownership rate...



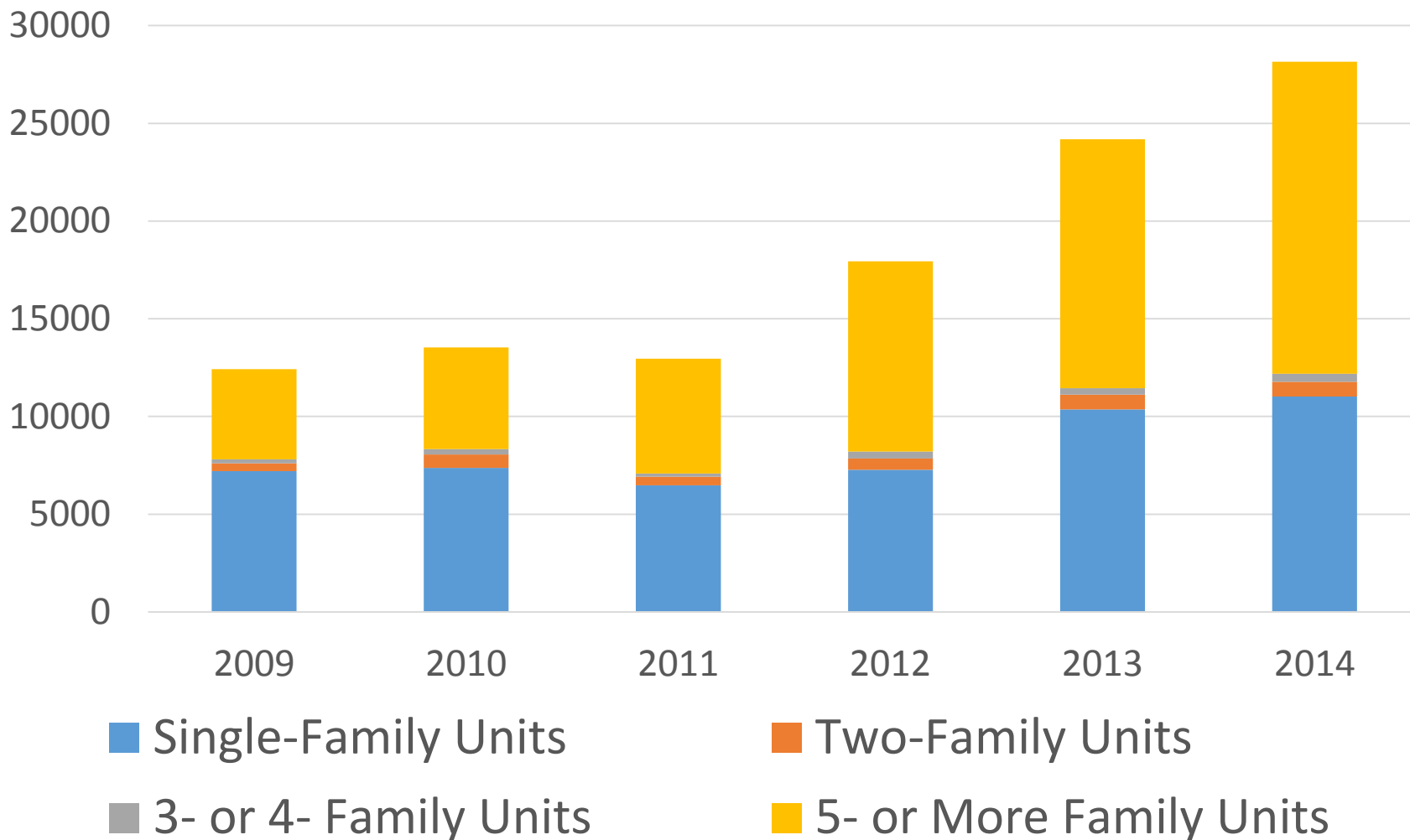
...as rental growth surges.
Average annual net growth in renter households



Sources: Urban Institute (household formation, homeownership rate forecasts); Commerce Department (homeownership rate); Harvard Joint Center for Housing Studies (renting households)

THE WALL STREET JOURNAL.

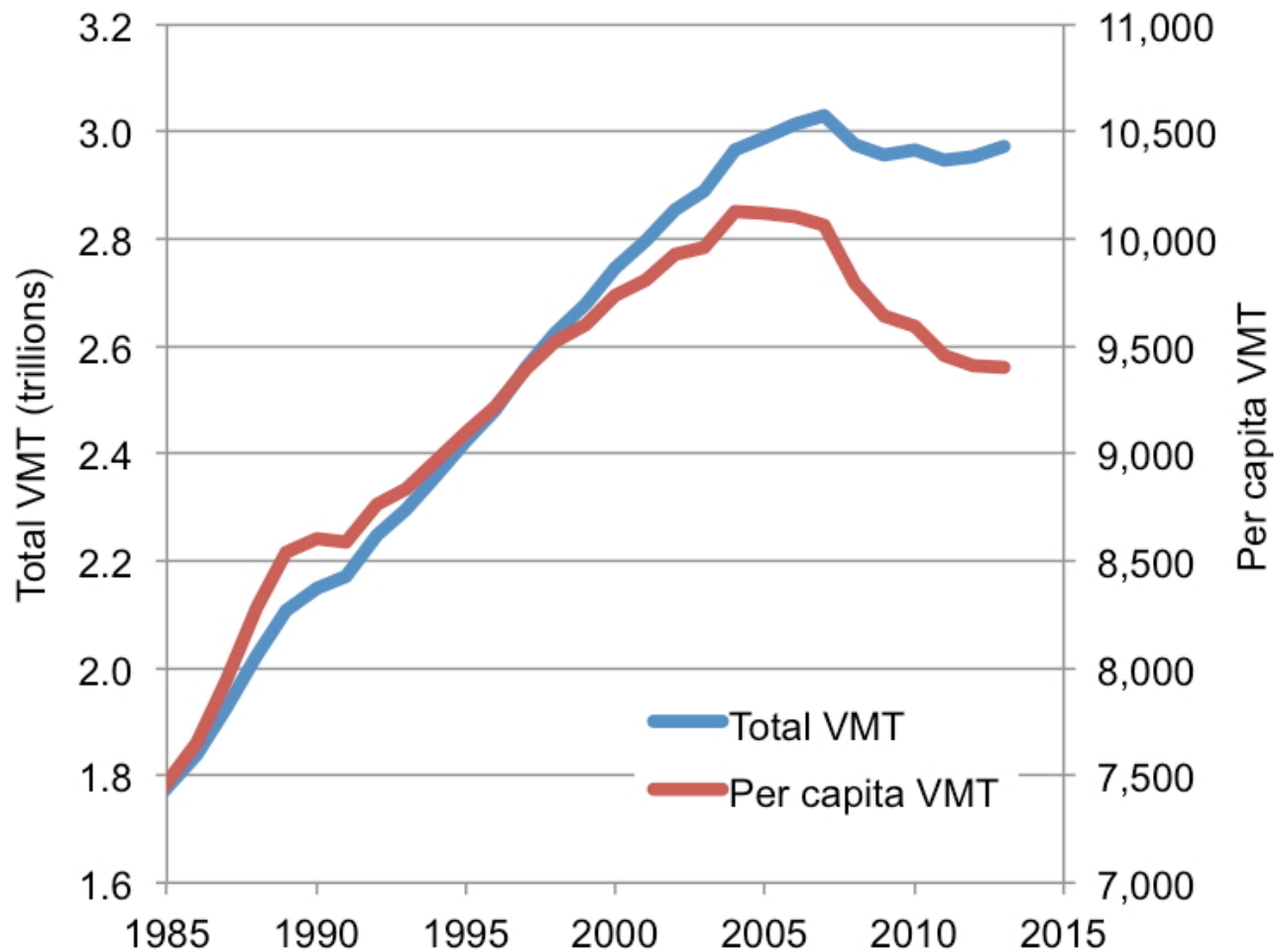
Trends in Residential Building Permits – NJ



Source: U.S. Bureau of the Census, Manufacturing and Construction Division.

Prepared by: New Jersey Department of Labor and Workforce Development

Vehicle Miles Traveled – U.S.



Annual Ridership by Transit Mode: NY-NJ Region

(in millions of passengers)

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2002-2012 Change	Percentage Change
NJ Transit Hudson-Bergen Light Rail	3.1	4.1	4.2	5.3	7.9	10.7	12.4	13.2	12.8	12.4	13.3	10.2	329.0%
PANYNJ PATH Trains	51.9	47.9	57.7	60.8	67.0	71.6	75.0	72.3	73.9	76.6	78.0	26.1	50.3%
NJ Transit Rail (Newark and Hoboken Divisions)	61.6	58.9	64.4	68.1	72.7	77.2	81.2	80.3	79.3	76.8	79.4	17.8	28.9%
MTA Regional Bus Operations	-	-	-	-	99.3	109.5	120.7	119.5	120.2	119.4	120.9	21.6	21.8%
MTA New York City Transit (Subway)	1,413.2	1,384.1	1,426.0	1,449.1	1,498.9	1,562.5	1,623.9	1,580.9	1,604.2	1,640.4	1,654.6	241.4	17.1%
MTA Metro-North Railroad	73.2	72.0	72.4	74.5	76.9	80.1	83.6	80.5	81.1	82.3	83.0	9.8	13.4%
NJ Transit Bus (Northern and Central Divisions)	134.1	128.6	125.2	130.7	134.2	138.6	140.2	141.1	136.8	131.8	137.2	3.1	2.3%
MTA Long Island Rail Road	83.9	80.9	79.2	80.1	82.0	86.1	87.4	83.0	81.5	81.0	81.8	-2.1	-2.5%
MTA Bridge & Tunnels	299.8	297.0	302.9	300.4	302.1	304.4	295.7	291.2	291.7	283.5	282.6	-17.2	-5.7%
MTA Long Island Bus / Nassau Inter-County Express Bus	31.3	30.0	30.6	31.5	32.6	32.2	32.7	30.8	30.8	30.3	29.2	-2.1	-6.7%
PANYNJ Bridge & Tunnels	125.2	123.8	126.5	125.9	127.0	127.0	123.7	121.5	121.2	119.0	116.2	-9.0	-7.2%
MTA New York City Transit (Bus)	762.1	735.0	740.6	736.5	741.4	731.8	739.4	716.8	696.9	670.7	667.9	-94.2	-12.4%

Source: Trends and Opportunities: How Changes in Ridership, Population and Employment Should Guide Future Metropolitan Transit Planning.
www.realtransit.org

Strategies and Tools to Support Efficient Development

- Placemaking
- Transit-Supportive Development and TOD
- Complete Streets
- Bicycle & Pedestrian Planning
- Parking Management
- Mixed Use
- Transfer of Development Rights
- Clustered Development



Contact information:

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