

Growing Cooler: Evidence on Urban Development and Climate Change

Local Action: Transit Oriented Development

presented by

New Jersey Future
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Transit Oriented Development (TOD)

- Train station as prominent feature of town center
- Walkable design with pedestrian as the highest priority
- A regional node containing a mixture of uses in close proximity including office, residential, retail, and civic uses
- High density, high-quality development within 10-minute walk circle surrounding train station
- Collector support transit systems including trolleys, streetcars, light rail, and buses, etc
- Designed to include the easy use of bicycles and scooters as daily support transportation systems
- Reduced and managed parking inside 10-minute walk circle around town center / train station



NJ well-positioned for TOD

- TOD was the historic growth pattern before the automobile
- Most developed and most densely populated state
- Extensive public transit infrastructure
- High percentage of population already lives near transit
- Public transit ridership is growing twice as fast as national average



Benefits

- 1) Better places to live, work, and play
- 2) Preserved open space
- 3) Increased social capital
- 4) Incentives to create green buildings
- 5) Increased productivity
- 6) **Reduced traffic congestion and driving**
- 7) Greater mobility with ease of moving around
- 8) **Increased transit ridership**
- 9) Reduced car accidents and injuries
- 10) Reduced household spending on transportation, resulting in more affordable housing
- 11) Healthier lifestyle with more walking, and less stress
- 12) Higher, more stable property values
- 13) Increased foot traffic and customers for area businesses
- 14) Greatly reduced dependence on foreign oil
- 15) **Greatly reduced pollution**
- 16) Reduced incentive to sprawl, increased incentive for compact development
- 17) Less expensive than building roads and sprawl
- 18) Enhanced ability to maintain economic competitiveness

Benefits

1) Better places to live, work, and play

2) Preserved open space

3) Increased social capital

4) Increased economic vitality

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- 3) Increased social capital
- 4) Incentives to create green buildings
- 5) Increased productivity
- 6) Reduced traffic congestion
- 7) Greater mobility with easy access to transit
- 8) Increased transit ridership
- 9) Reduced car accidents and injuries
- 10) Reduced household spending on transportation, more affordable housing
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- 6) Reduced traffic congestion and driving
- 7) Greater mobility with ease of moving around
- 8) Increased transit ridership
- 9) Reduced car accidents and fatalities
- 10) Reduced household expenses and more affordable housing
- 11) Healthier lifestyle with less driving
- 12) Higher, more stable property values
- 13) Increased foot traffic and local business
- 14) Greatly reduced dependence on cars
- 15) Greatly reduced pollution
- 16) Reduced incentive to build sprawling, compact development
- 17) Less expensive than building roads and sprawl
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Why not more towns?

- Change from the status quo



Why not more towns?

- Change from the status quo
- Fear of children



Why not more towns?

- Change from the status quo
 - Fear of children
- Concern about increased traffic



What can towns do?

- Engage and educate citizens



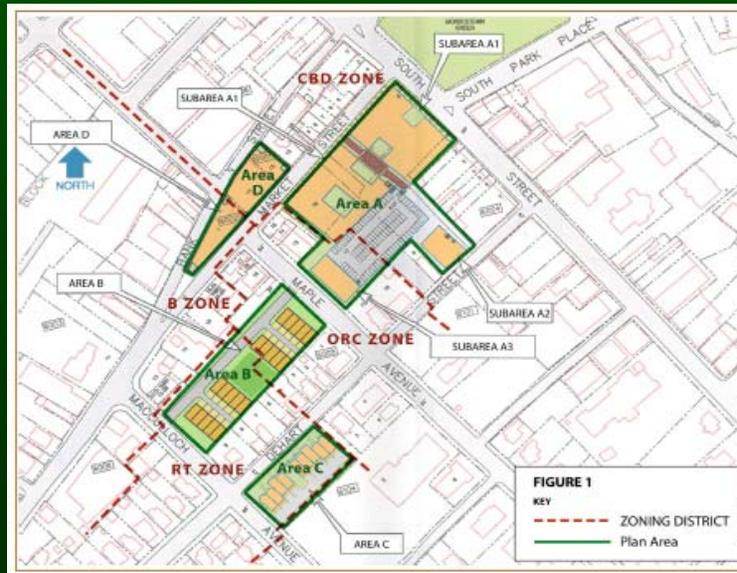
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- Engage and educate citizens
- Visualize the future



What can towns do?

- Engage and educate citizens
 - Visualize the future
- Change master plans and zoning



What is New Jersey Future doing?

1. Energy Master Plan (BPU) and Global Warming Response Plan (DEP)
2. Transit Oriented Development (TOD) Education
3. Smart Housing and Economic Prosperity Program (SHEP)



What is New Jersey Future doing?

Smart Housing and Economic Prosperity Program (SHEP)

- Committee of over 30 individuals and organizations
- State financial incentives for planning, zoning and building
- State department incentives for permitting and capital investments
- Requirements for appropriate location, minimum densities, mix of housing, and design standards
- Legislation to create program this year



Sprawl **or** Transit Oriented Development

What will we choose?

www.njfuture.org

