

Congestion Buster Task Force  
Land Use and Growth Subcommittee  
January 22, 2002

***Interim*** Report on the Recommendations Provided by  
Subcommittee Members

The members of the Land Use and Growth Subcommittee have submitted initial individual recommendations. While it is assumed that the recommendations will be expanded or amended as the review process continues, those submitted break down into the following categories:

**Local Level/Municipal Activities**

- Expansion of the use of Transfer Development Rights (TDR) in order to save open space while concentrating development in areas which, in turn, may help to sustain transit.
- Municipalities need to have more incentives or mandates to zone villages or centers instead of spreading out development throughout the town. This way transit and vanpools becomes an option.
- Municipal Land Use Law needs to be amended to allow municipalities to reject development that would significantly increase off-site traffic. This gives municipalities more control over development and sprawl.
- Pass legislation that would allow municipalities to pursue timed-growth planning, so that residential, commercial, office, and industrial development does not leapfrog ahead of infrastructure development and that all such infrastructure is coordinated and consensus-driven.
- Encourage new commercial and industrial development to locate where it can be served by transit services (existing or new services).
- Encourage channelization of new development into existing communities and identified growth centers to allow for effective provision of transit services and transportation infrastructure.
- Municipalities receive incentives to encourage the integration of sidewalks/bike paths; transit stops; reduced parking in return for the provision of shuttles; park and ride lots along major travel routes; the addition of on-site services for larger office parks or commercial development; transit-friendly development; etc.

## **County Level Activities**

- To extend the Burlington County Transfer of Development Rights (TDR) program to the remainder of the State.
- To resurrect earlier proposed county planning enabling legislation, which would give counties authority to approve or disapprove development based upon existing infrastructure capacity.

## **State Level Activities**

- To evaluate the State Highway Access Management Code in terms of its consistency with the State Development and Redevelopment Plan (SDRP), and to explore ways to strengthen existing SDRP considerations in the Code, as well as create new avenues for compatibility, as appropriate.
- To amend the New Jersey State Planning Act to mandate that municipal master planning and zoning comply with the goals, strategies, policies and planning area policy objectives of the State Development and Redevelopment Plan (SDRP).
- DOT Capital Program – Fix it First and transit must become a priority.
- DOT must reduce the number of additional lane miles. For example, roads like Rt. 92 and Rt. 55 should not be built. Roads like Route 15 should not be widened. This type of added capacity causes auto-dependent development and sprawl, hence increasing VMT (Vehicle Miles Traveled).
- DOT funding pie – Rearrange so that fix it first and NJ Transit receive more money. With more state funding dedicated to rail and bus we can expand and build new transit lines and add capacity on trains to reduce VMT.
- Incentives (i.e. credit on the corporate business tax) must be given to employers to locate or relocate in transit friendly areas.
- Major Corridor Origin & Destination Studies. There are probably less than a dozen corridors in the state. A systematic approach is necessary to gather the data.
- That the State (through the Office of State Planning) encourage and assist the municipalities in the scripting of legislative aids to steer the local development process to incorporate carpools, vanpools, transit, etc. in return for reducing parking requirements; and to encourage pedestrian/bike linkages and introduce opportunities to use non-motorized methods for transportation.

- That the State (through the Office of State Planning and with help from the NJ League of Municipalities) encourage municipalities and county governments to implement the process of requiring pedestrian/bike linkages, or collecting transportation impact fees to assist in the addition of alternatives such as new pedestrian and bike linkages when the addition of these alternatives are not possible (wetlands, space, etc).