

Required Submission Form for TOD-Supportive Zoning Action

Municipality Name: Woodbridge Township

Core Requirements for TOD-Supportive Zoning	Minimum Requirements	Description of how your ordinance or plan achieves this requirement. When completing this form, please cite specific page or section numbers from the plan or ordinance where possible. If your ordinance or plan diverges from the standards outlined, please explain why. Legitimate exceptions will be given consideration.
Proximity to a passenger transit facility	District area is within a ½ mile radius of transit facility	The Main Street Rehabilitation and Transit Village Plan Area encompasses properties within a half-mile radius from the Woodbridge NJ Train Station (see maps in Rehabilitation Plan). There are also two (2) site specific Plans that are in the Woodbridge Train Station vicinity: The “Downtown Woodbridge Area 1 Redevelopment Plan” and the “Rahway Nielson Redevelopment Plan”. (see maps in these plans).
Promotes compact, context sensitive, higher density development	Minimum net residential density of 8 dwelling units/acre (bus) and 15 dwelling units/acre (rail)	This requirement is not met. However, the Township feels it is in the best interest to not set minimum densities because a portion of the area is a long-standing single-family residential neighborhood. Minimum densities are not specifically set as the Rehabilitation Plan encourages development of the area and assemblage of properties. (see Visions, Goals and Context section in the Rehabilitation Plan.) The two newer plans - “Downtown Woodbridge Area 1 Redevelopment Plan” and the “Rahway Nielson Redevelopment Plan” provide for dense multi-family and mixed use development and when constructed will exceed the minimum required standards (see bulk standards in both plans).
	Minimum building height of at least 3.5 stories in a significant portion of the district	The maximum height of three (3) stories of residential over ground floor commercial includes most of the district. There are also the site specific Redevelopment Plans that permit up to six (6) stories for residential and mixed-use buildings in the district. (see Land Use Section in the Rehabilitation Plan. Also see permitted use maximum height in “Downtown Woodbridge Area 1 Redevelopment Plan” and “Rahway-

		Nielson Redevelopment Plan”).
Allows for a mix of land-use types	Residential and commercial uses are required in the district; mixed-use buildings are permitted/encouraged	The purpose of the Rehab Plan has been to develop the Main Street Train Station Area into a vibrant, mixed-use neighborhood that is organized around a newly restricted Main Street. The objective is to use smart growth planning principals and the regulation of building design and form to create an attractive and sustainable neighborhood. In particular, the Zoning Plan is intended to transform the current pattern of low-intensity development along a heavily traveled traffic-dominated street, into a highly-desirable location for businesses and residential uses to thrive, with a higher-quality and more readily accessible pedestrian environment. (see Land Use Section in the Rehabilitation Plan and see permitted uses in “Downtown Woodbridge Area 1 Redevelopment Plan” and “Rahway-Nielson Redevelopment Plan”).
Allows for a variety of housing types, including affordable units that promote mixed-income residential opportunities	Minimum of 20 percent of all new units must be affordable	The minimum 20 percent of all new units affordable requirement is not met. However, all housing types are permitted in different areas of the district from multi-family residential to live-work units for artists. Affordable housing is required at a 15 percent set-aside as per the Township’s Affordable Housing Ordinance , Section 150-83 (adopted via ordinance #16-36) , under the Land Use and Development Ordinance, and the Township’s Affordable Housing Plan, which was approved by the New Jersey Superior Court. As part of adopted affordable housing ordinance, a point system was created to determine on-site requirements. The point system is based on the proximity of a particular development site to public transportation, employment hubs, mixed-use development, retail uses, schools, and recreation and other community facilities. The Main Street Rehabilitation and Transit Village Plan is located within one-half mile of the Woodbridge Train. The onsite set-aside is 15% in this area, and is different

		<p>from the 20% because it is in a Housing Plan approved by the Superior Court. Also, this method for determining on-site set aside is one of the first of its kind in New Jersey and has been showcased at the New Jersey American Planning Conference. (See Township Land Use Ordinance, Section 150-83).</p>
Improved pedestrian and bicycle safety and access	Requirements for sidewalks, bike parking, and an integrated, connected street network	<p>Sidewalks are required with any new development per the Township's Land Use Ordinance. Linkages and gateways are required and envisioned. (see Vision, Goals and Context section of the Rehabilitation Plan).</p> <p>There is no bike parking requirement, however, the Township is in the process of developing an NJ Department of Transportation Approved bike network for this area. The Township is also planning to launch a bike share program in Spring 2019, with stations located in the Transit Village Area.</p>
Structures, buildings, streets and open spaces that are arranged to create an inviting, walkable, human-scale environment	Primary building entrances must face front sidewalk; drive-through establishments are prohibited; reduction or elimination of curb cuts in the district; large blocks discouraged	<p>All active ground floor uses are required to face the streets (see Land use section of the Plan). Drive thru or Drive in are permitted only as an accessory use and along railroad locations only. (see Land use section of the Plan). Drive thru or Drive in uses are not permitted in the "Downtown Woodbridge Area 1 Redevelopment Plan" and "Rahway-Nielson Redevelopment Plan"). There are also standards for public open space areas in the Rehabilitation Plan (see Public Open Space section).</p>
Reduced parking requirements	Fewer number of parking spaces required for developments near transit station	<p>"Downtown Woodbridge Area 1 Redevelopment Plan" and "Rahway-Nielson Redevelopment Plan" both provide lower parking requirements than the Land Use Ordinance (see parking requirement in these plans). In the remainder of the district decked parking is permitted and the parking requirement reduction is at the discretion of the Planning Board. (see Land use section of the Rehab Plan).</p>
	Optional: parking efficiency strategies such as shared parking and competitively priced parking	<p>The Township's strategy is to require less parking near new multi-family developments near train stations because of (1) the availability of mass transit, (2) auto ownership is 30 percent less for residents of apartments/condominiums living near transit than residents living in single-family homes (Eliminating Barriers to Transit-Oriented Development, March 2010), and (3) NJ Transit recommends a reduction of parking requirements for dense developments near transit (Planning for Transit-Friendly Land</p>

		Use: A Handbook for New Jersey Communities, June 1994). (See parking requirements in “Downtown Woodbridge Area 1 Redevelopment Plan” and “Rahway-Nielson Redevelopment Plan”)
Parking that is located and designed so as to avoid unduly dominating the pedestrian space	Parking required to be in rear of buildings and/or parking structures wrapped with other uses	Parking is encouraged to be in parking decks or lots off of Main Street. (See parking requirements in “Downtown Woodbridge Area 1 Redevelopment Plan” and “Rahway-Nielson Redevelopment Plan”).