

Shown below are the criteria that a municipality must meet to be eligible for Transit Village designation. Note that all the criteria must be addressed to the satisfaction of the Transit Village Task Force and the NJDOT Commissioner. To formally apply for designation or to learn more, go to www.state.nj.us/transportation/community/village/.

Criteria	Basis for Meeting the Criteria
1. Attend a pre-application meeting:	<input type="checkbox"/> (a) The municipality has participated in a pre-application meeting with the Transit Village Coordinator no more than six months prior to submitting an application.
2. Identify existing transit that serves the municipality:	<input type="checkbox"/> (a) The municipality has identified existing transit that serves the community; either rail, light rail, bus or ferry.
3. Demonstrate municipal willingness to grow around its transit facility in a transit-supportive manner:	<input type="checkbox"/> (a) The municipality has submitted a resolution by the governing body stipulating its willingness to grow in jobs, housing and population around the transit facility. <input type="checkbox"/> (b) The municipality has documented its visioning process, with stakeholder engagement, for the transit village district. <input type="checkbox"/> (c) The municipality has provided the portions of its master plan that articulate the plan to grow around its transit facility in a transit-supportive manner. <input type="checkbox"/> (d) The municipality has provided a map indicating boundaries of the proposed "transit village district" so that they fall no further than a half-mile ^A radius from the transit facility. <input type="checkbox"/> (e) The municipality has provided a current zoning map identifying all zones in the transit village district along with the applicable zoning codes and land development ordinances.
4. Adopt a transit-oriented development (TOD) redevelopment plan and/or a TOD zoning ordinance which includes a residential component:	<input type="checkbox"/> (a) At least one TOD redevelopment plan or TOD zoning ordinance has been adopted that calls for compact, mixed-use, pedestrian-friendly, transit-supportive development, including a residential component at a scale and intensity appropriate for the area. <input type="checkbox"/> (b) The municipality has provided a clear map indicating the location of the TOD redevelopment area(s) and/or TOD zone(s). <input type="checkbox"/> (c) Each TOD redevelopment plan or zoning ordinance includes or refers to transit-supportive site design guidelines. ^B <input type="checkbox"/> (d) Each TOD redevelopment plan or zoning ordinance includes or refers to transit-supportive architectural design guidelines. ^C <input type="checkbox"/> (e) The municipality has enacted and documented a parking management system and/or transit-supportive parking requirements ^D for new development near the transit facility.

Criteria	Basis for Meeting the Criteria
<p>5. Identify individual sites where TOD real estate projects are anticipated:</p>	<ul style="list-style-type: none"> <input type="checkbox"/> (a) The municipality has provided a map showing the location of sites where TOD real estate projects are anticipated. Include description of each (block, lot, address, acreage, current use, ownership, existing zoning, proposed development, etc.) <input type="checkbox"/> (b) The municipality has provided project details and status of projects, from (a) above, that have already been submitted to the planning/zoning board for approvals, and for all other sites provided a summary of proactive steps taken by municipal representatives to help move the project along.^E <input type="checkbox"/> (c) The municipality has made provisions for the production of affordable housing and included the following statement in the land development regulations for each TOD site: <ul style="list-style-type: none"> <li style="text-align: center;"><i>“All new development within the transit village district shall adhere to the affordable housing requirements of the State of New Jersey that are in place at the time the development receives municipal site plan approvals.”</i>
<p>6. Identify bicycle and pedestrian improvements:</p>	<ul style="list-style-type: none"> <input type="checkbox"/> (a) The municipality has demonstrated a commitment to improving the general bicycle and pedestrian friendliness of the transit village district through adopted municipal policies, redevelopment objectives, a bike/ped master plan, a complete streets policy, etc. <input type="checkbox"/> (b) The municipality has implemented at least one bike/ped infrastructure project in the transit village district such as shared use paths, dedicated bicycle lanes, traffic calming, removal of barriers, sidewalk improvements, etc. <input type="checkbox"/> (c) The municipality has planned at least one bike/ped infrastructure project in the transit village district such as shared use paths, dedicated bicycle lanes, traffic calming, removal of barriers, sidewalk improvements, etc. If such a project is planned, the municipality must provide plans, funding source and time frame for completion.

Criteria	Basis for Meeting the Criteria
<p>7. Identify Placemaking^F efforts near transit:</p>	<ul style="list-style-type: none"> <input type="checkbox"/> (a) The municipality has added value to the station area with at least one existing or planned amenity such as: public park or plaza with seating, civic building, sculpture or statue, ornamental clock, fountain, memorial, information kiosk, wayfinding signage, etc. If an amenity is planned for the future the municipality must provide plans, funding information, implementation details and timeline. <input type="checkbox"/> (b) A management organization (such as chamber of commerce, a Main Street organization, improvement district) or other form of organized stewardship is in place or planned for the transit village district. If planned, the municipality must provide a budget, a work plan and time frame for implementation. <p><i>Meet at least two of the following:</i></p> <ul style="list-style-type: none"> <input type="checkbox"/> (c) The municipality has documented at least two regularly scheduled community events (farmers markets, street fairs, memorial events, parades or similar) that take place within view of the transit facility. <input type="checkbox"/> (d) Steps have been taken to maintain and enhance historic character of the district by establishing at least one of the following: historic design guidelines, historic district or architectural review board. <input type="checkbox"/> (e) The municipality has documented at least two examples of ongoing arts, entertainment or cultural activities (theater, concerts, poetry readings, arts exhibitions, dance classes, etc.) that take place within half-mile of the transit facility. <input type="checkbox"/> (f) If the blocks/streets closest to the transit facility remain pleasantly active after dark, the municipality has provided a list of all businesses, restaurants, stores, etc. within sight of the transit facility that provide “eyes on the street”^G beyond 5 pm. Provide map and business hours.

- A The half-mile radius is the national standard for catchment around a transit facility; roughly a ten minute walk. Large cities and denser locales may choose to plan/zone for a larger transit village district; however, it is important to note that for the purposes of the Transit Village Initiative, State funding and assistance will be directed inside the half-mile radius.
- B Examples can be obtained from the Transit Village Coordinator or NJ Transit’s Planning for Transit Friendly Land Use Handbook.
- C Examples of transit-supportive architectural design guidelines can be obtained from the Transit Village Coordinator or NJ Transit’s Planning for Transit Friendly Land Use Handbook.
- D Examples of transit-supportive parking regulations can be obtained from the Transit Village Coordinator or NJ Transit’s Planning for Transit Friendly Land Use Handbook.
- E A municipality can proactively advance a project by pursuing funds for infrastructure improvements, marketing the project to developers, considering joint ventures, offering tax abatements, investigating financing options, etc.
- F Placemaking is the concerted effort of transforming a public place into a meaningful, attractive, vibrant and memorable space that attracts residents and visitors for fun, relaxation, and/or civic celebration.
- G “Eyes on the street” occurs when there is a sufficient amount of people and activity at street level to provide natural surveillance which results in a safe and pleasant environment for pedestrians.