Regional Plan Association

Untapped Potential

Opportunities for affordable homes and neighborhoods near transit

A Report of The Fourth Regional Plan
November 2017

Acknowledgments

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Contents

Executive Summary

Two of the most commonly heard concerns in our region are that traffic is unbearable and homes are too expensive to buy or rent.

The answer to these two problems seems simple: build neighborhoods with less expensive homes where cars are needed less. The types of development that produce these kinds of neighborhoods is generally known as Transit-Oriented Development – or TOD. TOD can encompass many types of buildings – ranging from neighborhood developments like townhomes and garden apartments, to small but bustling village downtowns, to major job and economic centers. What they have in common is proximity to transit, a pedestrian-oriented nature, and the density needed to support the economy and community that are necessary for healthy and livable neighborhoods.

There are several success stories from across our region where municipalities have embraced this approach and thrived, but as our research finds, there are also far too many obstacles that prohibit or make TOD too difficult to build.

The main obstacle is simple, local, and solvable – change zoning to allow for the creation of new homes and walkable neighborhoods. A significant number of municipalities today don't allow for good TOD or even prohibit multi-family development completely, especially in whiter and wealthier suburbs. And even in the ones where vision is in place for better transit-oriented development, some still don't have the underlying zoning rules to make it happen.

This obstacle not only affects individuals, it affects entire communities. The suburbs were once places where working people could strike out on their own, buy a home, easily get to jobs, move up the economic ladder, and contribute to the local economy and community, but that has vanished as competition for housing has grown and prices have skyrocketed. When younger families don't have the opportunity buy an affordable starter home and build equity, empty nesters have nobody to sell their homes to when they want to downsize or move. When people who make a more modest living don't have housing opportunities, their jobs - and the community and economy that they build - go elsewhere. When there is not enough affordable rental housing, especially in walkable and vibrant neighborhoods, younger residents leave for the places that do, or stay at home for increasing longer periods of time. In New Jersey, 47 percent of 18-to-34-year-olds were still living with their parents in 2015, the highest rate in the country.[1]

Without new affordable homes and walkable neighborhoods, housing markets tighten and costs rise, leading to less disposable income, longer commutes, the need to work longer hours, more stress, and poorer health for the region's households. This disparity falls most heavily on the region's lower-income households who, as referenced in RPA's report *Pushed Out,* have seen housing costs rise unabated and continue to get pushed further away from central, walkable areas with access to jobs[2]. But it affects others as well – young families, seniors and anyone who needs affordable housing and doesn't want to or can't spend hours a day behind the wheel.

People want these homes and neighborhoods, and we can build them if we choose to. Walkable neighborhoods with good access to transit are increasingly valued, by younger residents of the region in particular. Good, contextual transit-oriented development does more than just build homes. It supports the economy with shops, restaurants, jobs, and community facilities, all within walking distance. These don't just serve the new development, but benefit the surrounding area as well.

The merits of TOD are many: improved mobility, reduced environmental impact, economic development, and quality urban design all make for highly desirable places to live and work. But these benefits are not necessarily shared equally. In order to build TOD that will contribute to equity and prosperity for all, policymakers and developers must not only put in place the policies to ensure its construction, but also policies which ensure that these new homes are available to wide range of people with a diversity of incomes, professions, and family sizes.

This report looks at a number of opportunities to create more TOD in our region and to increase the number of homes and vibrant, walkable neighborhoods for people at all income levels. We first examine current conditions,

1 http://www.nj.com/entertainment/index.ssf/2017/06/new_jersey_millennials_struggling_with_costs_of_li.html
2 http://library.rpa.org/interactive/pushed-out/

We can build over 250,000 homes in complete neighborhoods on existing parking lots.

where we have opportunities to put in place better policies that would enable TOD in the first place. We then explore future opportunities and the potential that will be unlocked in a world of on-demand, shared and autonomous vehicles where we no longer need vast expanses of parking near train stations. And finally we assess the state of affordability requirements for multifamily developments and suggest complementary policies to ensure that affordable housing increases as we expand overall supply.

Main Findings

Local zoning continues to be a major impediment to Transit-Oriented Development.
Today less than half of the rail stations RPA examined with the infrastructure to support good TOD (124 out of 264) currently have land use regulations to support it[3]. Most either allow only limited multi-family development or none at all.

Municipalities which do not allow transit-oriented development are significantly whiter and wealthier than average.
even after accounting for the fact that more affluent communities tend to be in lower-density areas further from Manhattan and its job base. While access to jobs and the region's core does make a difference in how friendly a municipality is to TOD, it is less than expected and not as much of a factor as the demographic makeup of the municipality.

There are dozens of places in the region which have significant regional connectivity and job opportunities, but prohibit the homes people need to take advantage of them.
20% of the total rail stations outside of New York City with access to 200,000 jobs or more only allow for low-density, single family development. And in New York City there are over 6 square miles of land within walking distance of transit where multifamily housing is prohibited.

New technology opens up big opportunities.
RPA's recent research shows that it is likely that within 20 to 30 years the vast majority of auto trips in the region will be made in on-demand, shared and autonomous vehicles (AVs). Since AVs will not need to sit idle in parking lots, much of the surface parking near rail stations will likely become disused, potentially blighting village centers. Instead of letting this happen, we can build well over 250,000 new homes in complete neighborhoods with enough shops, offices, community centers, parks and schools that will support this growth, and the surrounding communities as well[4].

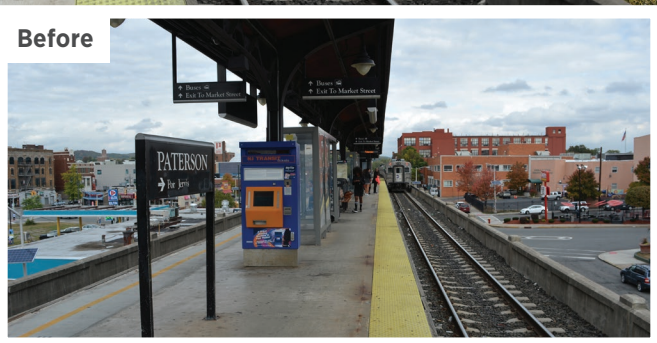
Recommendations

Allow for and encourage mixed-used development in proximity to all train stations, especially on sites currently used for parking.
By proactively zoning for multifamily, mixed-use development near rail stations, we can create the walkable, transit-oriented communities that are in demand today and needed for the future. While this is primarily the responsibility of

3 RPA examined surrounding zoning & sewer infrastructure of 328 of the region's 349 commuter rail stations outside the five boroughs of New York City (for the remaining 21, zoning information was not available) and found 264 had sufficient sewage infrastructure. See appendix for complete methodology.

4 RPA estimated the amount of surface parking surrounding commuter rail stations using a sample of the 83 stations within a 45 minute commute of Manhattan, and then utilized three separate development typologies to reach its estimate. See page 12 for descriptions of the different typologies and the appendix for complete methodology.

Exploratory Rendering: Potential build-out for parking lots Near Paterson New Jersey Transit station
Image by: ORG Permanent Modernity



the region's 782 municipalities, states should provide planning assistance to encourage municipalities to allow more multifamily and mixed-use development near stations.

Coordinate infrastructure with growth.

Getting the infrastructure necessary to support TOD can be difficult, even in places which embrace it. And communities which do have this infrastructure in place often don't allow for the development it can support. Planning grants and technical assistance should be provided to assist municipalities, and state infrastructure funding should be contingent on municipalities enacting zoning to allow multifamily housing in appropriate locations. New Jersey's Transit Village Program provides a template for how to coordinate state investment and assistance with TOD.

Reform federal financing mechanisms to allow for easier mixed-use development.

Federal insurance and financing programs through the Department of Housing and Urban Development, the Federal Housing Administration, Fannie Mae and Freddie Mac are used in the vast majority of new housing development. However, restrictions on the proportion of commercial space and income allowed in these developments often don't allow for the type of two- or three-story mixed-use development common to the region's smaller downtowns, and needed in commercial strips and near transit. Federal regulations should be changed to allow for this type of mixed-use development.

Institute inclusionary housing requirements region-wide, and a state requirement in New York that all municipalities provide affordable housing opportunities.

Two of the region's states, Connecticut and New Jersey, require that all municipalities provide affordable housing opportunities. In order to ensure this, local zoning requirements may be overridden through court in municipalities that are not meeting these obligations if the proposed development provides affordable housing. New York State should join its neighbors and implement a similar system.

In addition, all three states should couple overall affordable housing obligations with requirements that municipalities create mixed-income communities by including affordable homes in all TOD and multifamily developments. This will ensure that low and moderate-income residents also benefit from these developments and that they do not further contribute to economic exclusion in the types of walkable communities that are increasingly desired throughout our region.

Keep and expand our transit-oriented development possibilities by investing in our suburban transit systems.

Transit oriented development can only thrive when the nearby transit is reliable and affordable. Strategies in this report rely on a commuter rail network and connecting local transit networks that are safe, well-managed, inexpensive, and adequately funded, so transit remains an attractive option. This means more funding is necessary for the MTA, NJ Transit and Connecticut Transit both to maintain existing standards and to improve service and capacity on our trains and buses.

Current Conditions: TOD Regulations at Regional Rail Stations

In order to assess the opportunities that TOD presents to increase the number of homes, improve affordability and encourage transit use in our region RPA first explored the current conditions.

For the purposes of this report, RPA focused outside of New York City's borders, as the extensive history of public transit in the five boroughs leads to a generally transit-oriented character. It should be noted, however, that not all of New York City has this character. There are currently over 6 square miles of land within a 10-minute walk from a subway or rail station which prohibit multifamily housing – an area about the size of Manhattan below 34th street.[1]

Outside of New York City, local mass transit is usually provided by bus service (although there are also rail systems such as New Jersey's PATH and the Hudson-Bergen light rail). The Long Island Rail Road, Metro-North Railroad, and New Jersey Transit provide commuter rail service to and from the region's core as well as inter-city service for local commuters.

To examine the state of TOD zoning outside of New York City, we looked at the 349 regional commuter rail stations outside of the five boroughs of New York City for Long Island Rail Road, Metro-North Railroad, and New Jersey Transit, examined the zoning within ½ mile of these stations, and assigned them a rating of zero (no multifamily allowed) to three (most multifamily friendly) on our scale (see appendix for methodology). We then assigned the same rating to municipalities, averaging and prorating these ratings for municipalities which were within a ½ mile of more than one rail station,

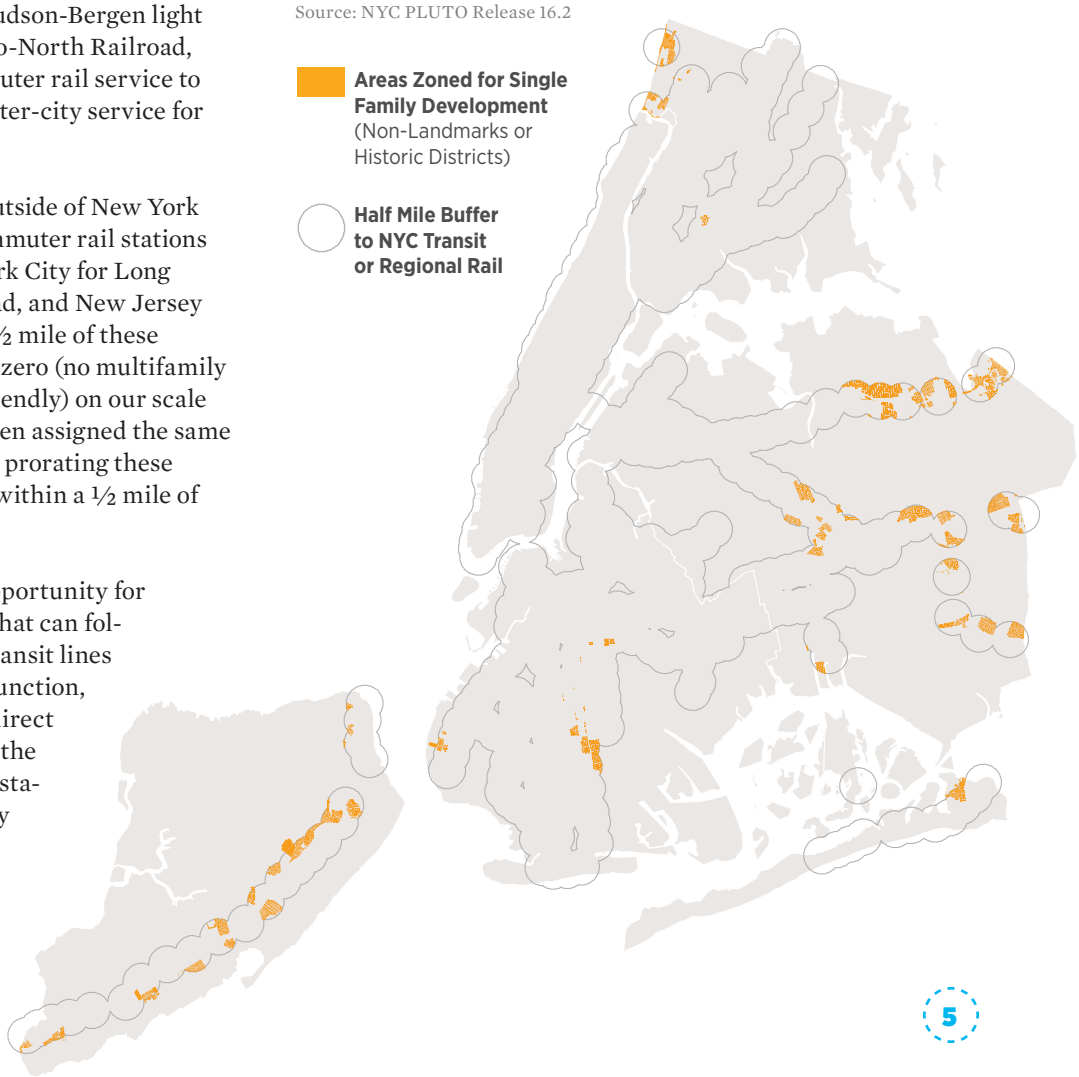
These rail stations provide the most opportunity for job access and the population density that can follow. With the exception of three NJ Transit lines which require a transfer at Secaucus Junction, all of the commuter rail lines provide direct service to Midtown Manhattan, by far the region's largest job center. Even in rail stations far from Manhattan, other nearby centers can provide a job base that can optimize transit-oriented development. For instance, while Riverside, Connecticut (which currently prohibits multifamily Transit-Oriented Development) is over an hour commute to Manhattan, it's only 10 minutes to Stamford and 45 minutes to Bridgeport, and has access to over 100,000 jobs within a 60 minute commute by transit. Similarly, Hamilton, NJ (which also does not allow TOD in the underlying zoning, although some multifamily housing near the rail station has been constructed after a long and contentious process[2]) is well over an hour from New York's Penn Station, but is only 10 minutes from Trenton, 15 minutes from Princeton, and 45 minutes from downtown Philadelphia.

1 Source: NYC PLUTO version 16v2

2 http://www.nj.com/mercer/index.ssf/2010/11/rising_from_controversy_develo.html

Single Family Zoning within 1/2 mile of subway or rail stations in New York City

Source: NYC PLUTO Release 16.2

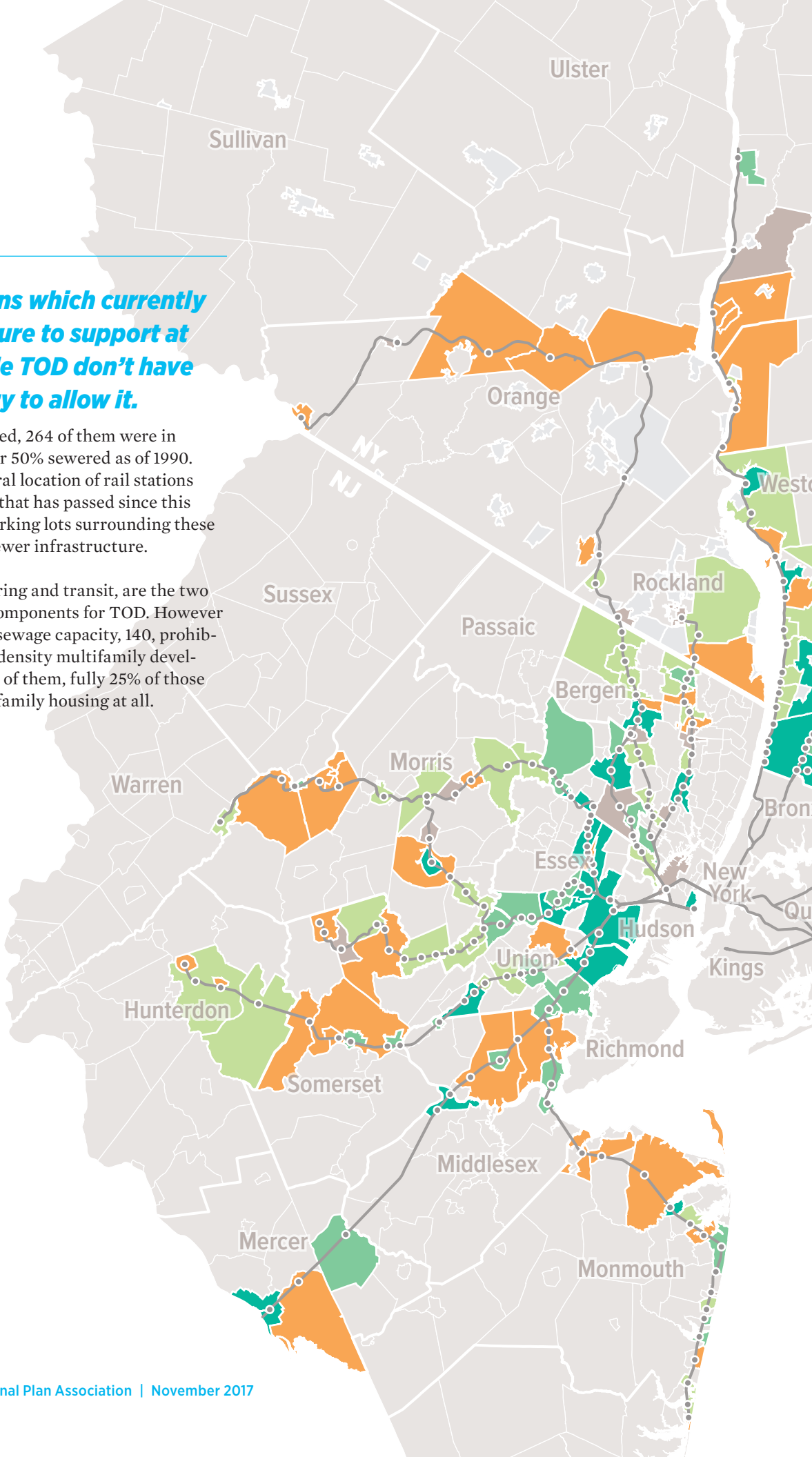


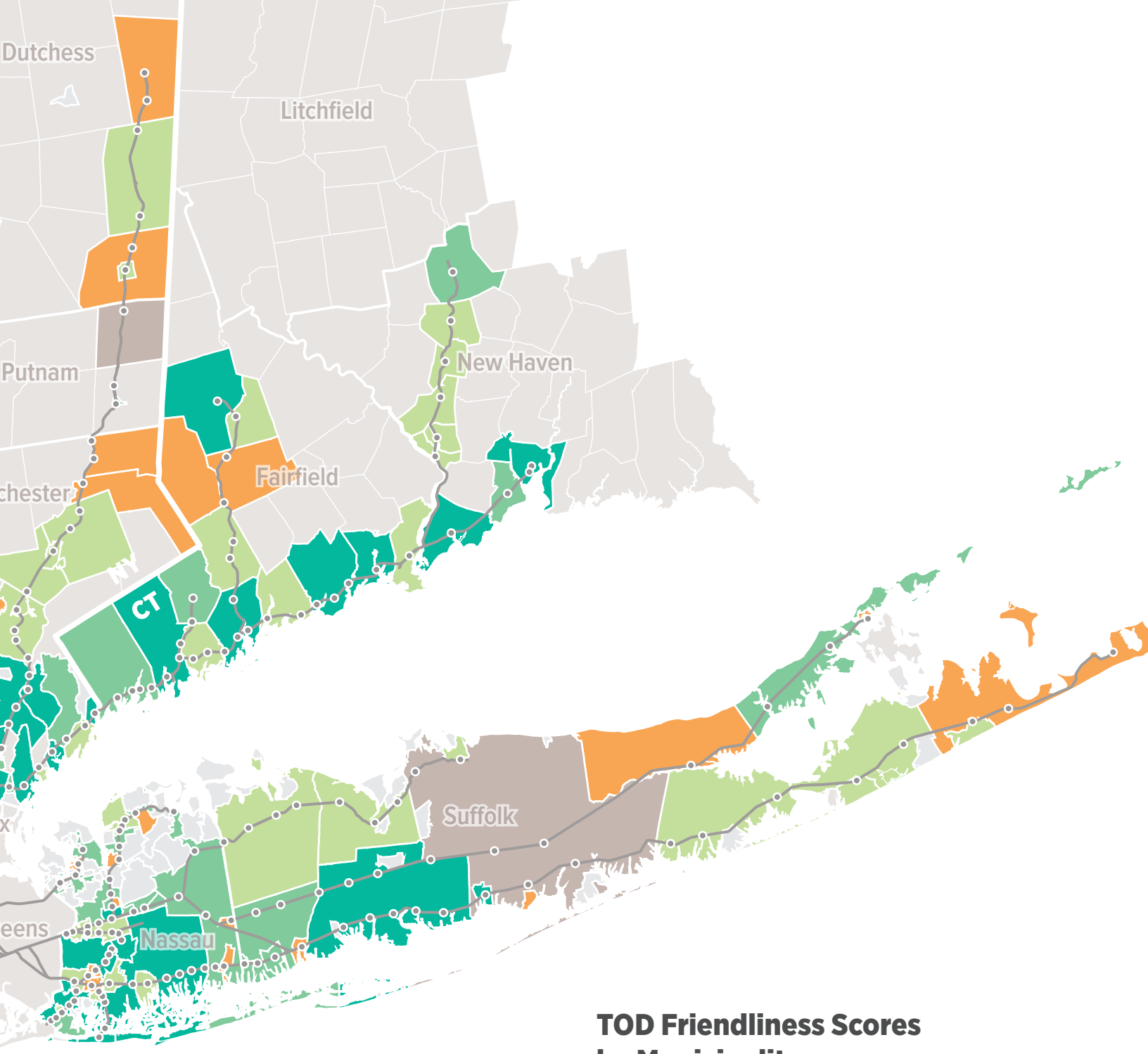
Findings

Half of all rail stations which currently have the infrastructure to support at least moderate-scale TOD don't have the zoning necessary to allow it.

Out of the 328 stations surveyed, 264 of them were in Census tracts which were over 50% sewered as of 1990. Because of the generally central location of rail stations as well as the amount of time that has passed since this survey, it is very likely that parking lots surrounding these stations have easy access to sewer infrastructure.

These two components, sewering and transit, are the two most critical infrastructure components for TOD. However over half of the stations with sewage capacity, 140, prohibited anything more than low-density multifamily development (a "1" on our scale). 67 of them, fully 25% of those surveyed, do not allow multi-family housing at all.



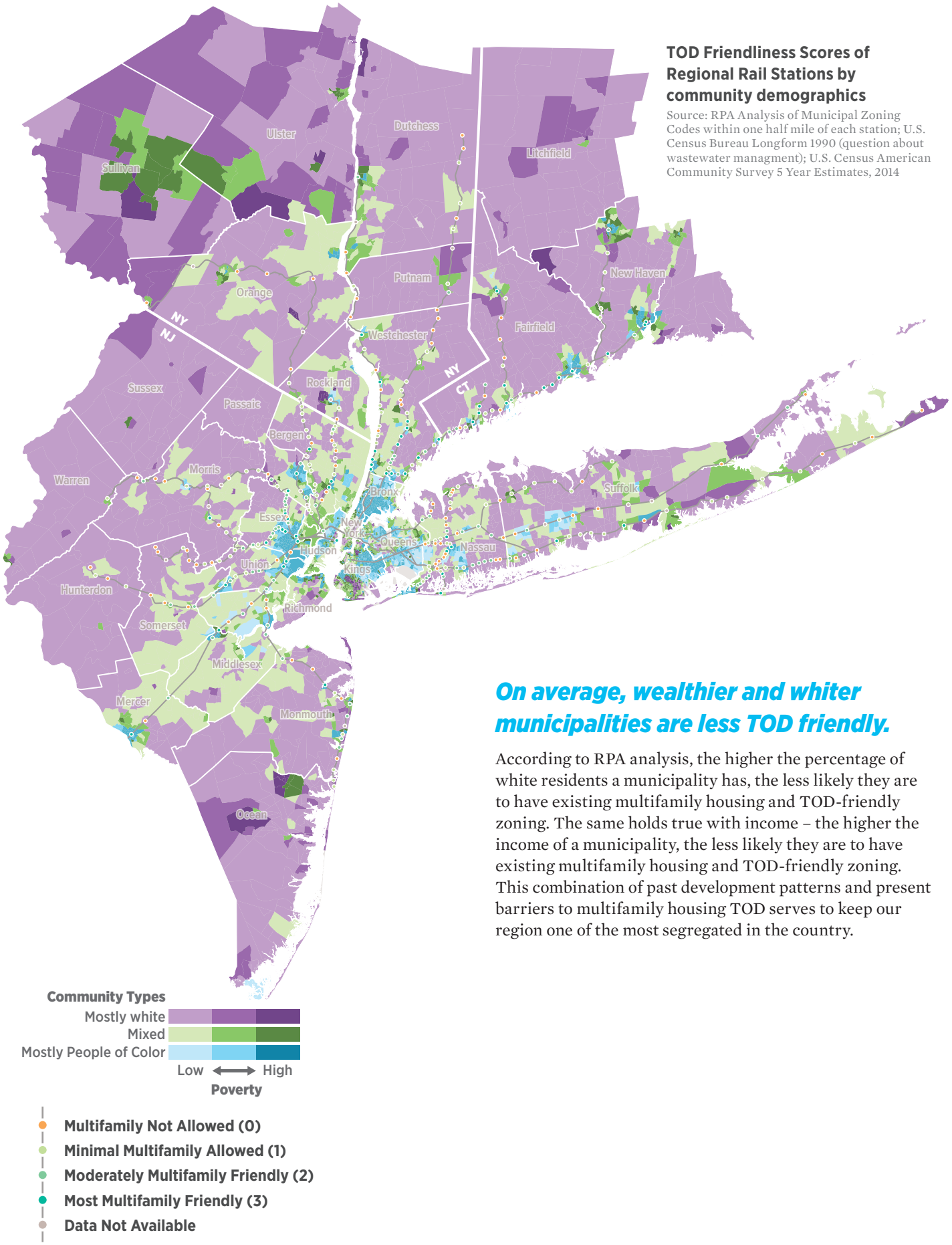


TOD Friendliness Scores by Municipality

Source: RPA Analysis of Municipal Zoning Codes within one half mile of each station

- Multifamily Not Allowed (0)
- Minimal Multifamily Allowed (1)
- Moderately Multifamily Friendly (2)
- Most Multifamily Friendly (3)
- Data Not Available

—•— Existing Regional Rail System



TOD Friendliness Scores of Regional Rail Stations by community demographics

Source: RPA Analysis of Municipal Zoning Codes within one half mile of each station; U.S. Census Bureau Longform 1990 (question about wastewater managment); U.S. Census American Community Survey 5 Year Estimates, 2014

On average, wealthier and whiter municipalities are less TOD friendly.

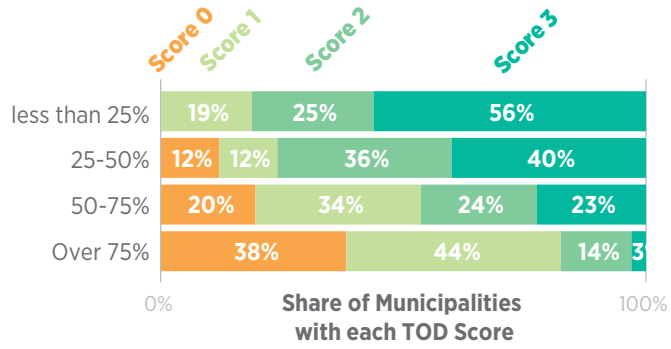
According to RPA analysis, the higher the percentage of white residents a municipality has, the less likely they are to have existing multifamily housing and TOD-friendly zoning. The same holds true with income – the higher the income of a municipality, the less likely they are to have existing multifamily housing and TOD-friendly zoning. This combination of past development patterns and present barriers to multifamily housing TOD serves to keep our region one of the most segregated in the country.

The 67 stations which were sewered but don't allow multifamily development were in municipalities which were generally high-income, with over 80% having median household incomes over the region's average, and over half having median household incomes of $100,000 or more. Two-thirds of these municipalities were over 75% non-Hispanic white, despite the region being just 50% non-Hispanic white overall.

Most disturbingly, these stations were often in proximity to Manhattan and other major commercial centers, with access to significant numbers of jobs. This was most notably pronounced in Nassau County, which with 16 stations had more than twice the amount of TOD-unfriendly stations as the next highest county, Somerset. These 16 stations in Nassau County had a median of 579,000 jobs accessible by transit within a 60 minute commute – almost five times the regional median of 121,000.

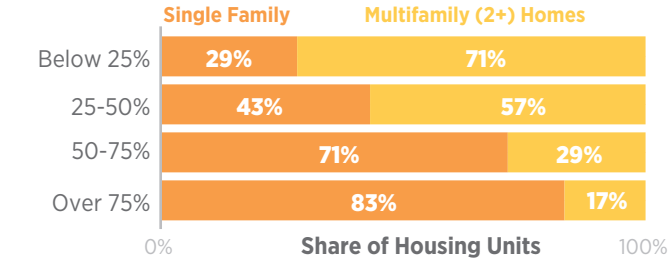
Whiter municipalities are less TOD friendly

Share of White Population by TOD Friendliness
(for municipalities with train stations nearby)



Source: RPA Analysis; American Community Survey 5 Year Estimates, 2015

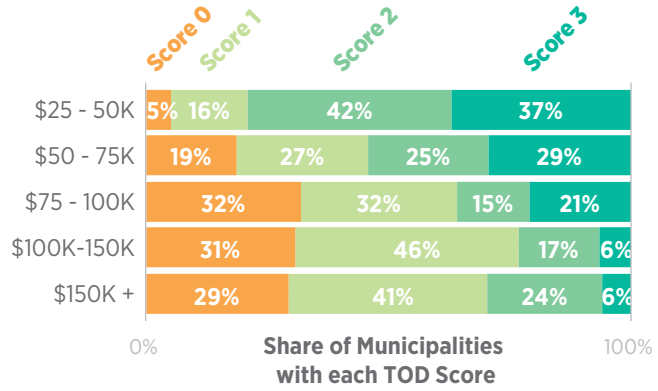
Existing Housing Stock by Share of White Population
(for municipalities with train stations nearby)



Source: RPA Analysis; American Community Survey 5 Year Estimates, 2015

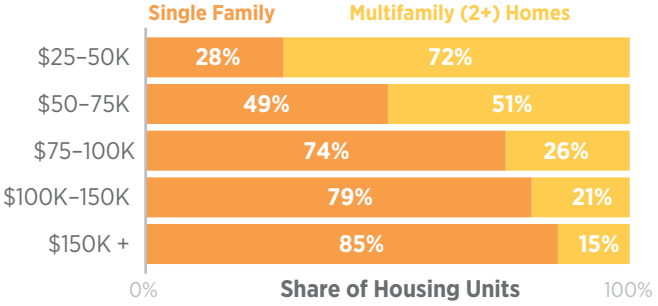
Wealthier municipalities are less TOD friendly

Median Household Income by TOD Friendliness
(for municipalities with train stations nearby)



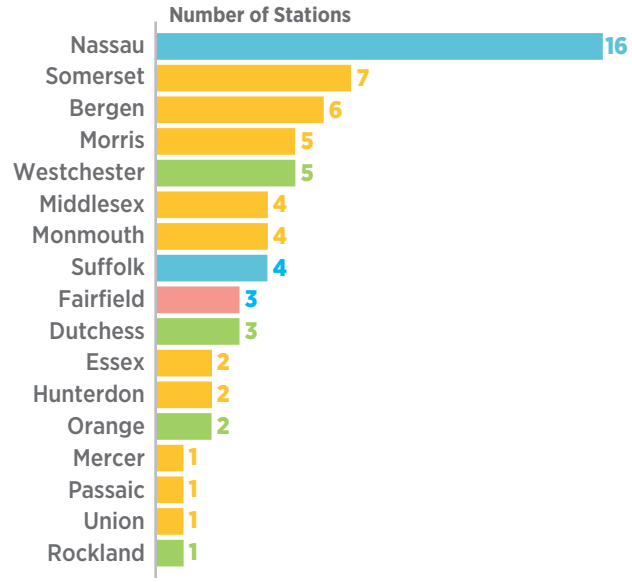
Source: RPA Analysis; American Community Survey 5 Year Estimates, 2015

Existing Housing Stock by Median Household Income
(for municipalities with train stations nearby)



Source: RPA Analysis; American Community Survey 5 Year Estimates, 2015

Number of Stations with Infrastructure for TOD and No Supportive Zoning by County



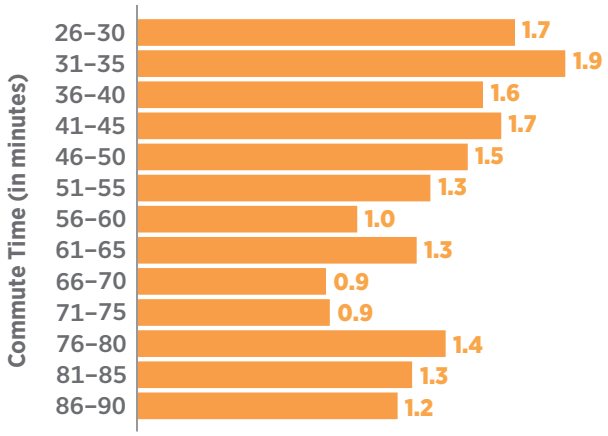
Source: RPA Analysis; U.S. Census Longform 1990

Access to Manhattan and other job bases has some effect on a municipality's TOD friendliness, but this effect is not distributed.

There are only four rail stations outside of the five boroughs of New York City but within a 25-minute commute to Penn Station or Grand Central Terminal – Secaucus Junction, Hoboken Terminal, Newark Penn Station and Newark Broad Street. All but Secaucus Junction are in existing dense urban areas, and all of them currently encourage high-density development.

Outside of these four stations, while there is generally a loose correlation between multifamily friendliness and access to the Manhattan, this correlation breaks down within a 45-minute commute. Stations with a 26-30 minute commute are just as likely to be TOD-friendly as those with a 35-45 minute commute, and are actually *less* TOD-friendly on average than those with a 31-35 minute commute.

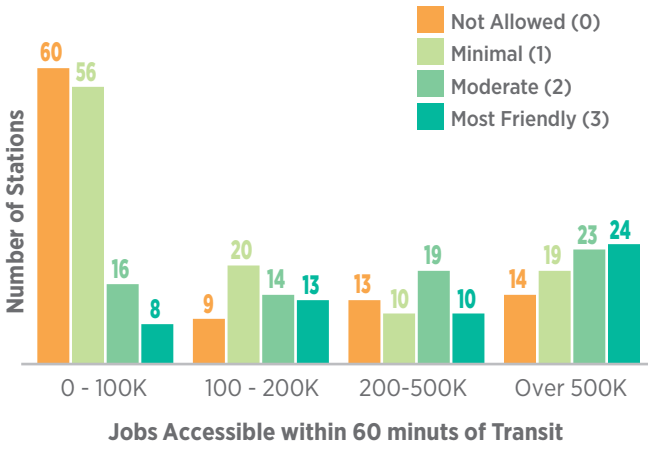
Average TOD Friendliness by Time to Region's Core (stations with commute times of 25-90 minutes)



Source: RPA Analysis and Transportation Model

While Manhattan is the major job base of the region, it is not the only one, and stations further away also have access to large numbers of jobs in other regional centers. While stations with access to more than 100,000 jobs were significantly more TOD-friendly than those with access to less than 100,000, once that threshold was reached there was little correlation between access to jobs and TOD-friendliness. 27 stations with access to more than 200,000 jobs, or 20% of the total, did not allow for multifamily housing at all, over 20% of the total stations.

Average TOD Friendliness by Jobs Accessible within 60 minutes of transit



Source: Conveyal Access to jobs Analysis (From RPA's Fragile Success, 2013)

Future Opportunities: Transforming Parking Lots to Affordable Neighborhoods

In addition to looking at current conditions, RPA also asked what the potential was to build new homes and neighborhoods, taking into account future transportation technology trends.

An increasing number of municipalities are embracing multifamily development in their downtowns, a reflection of increasing demand for different types of homes, the need to shore up their tax base, and the domino effect that happens when people see successful transformations in nearby places. New technology provides an opportunity to build on and accelerate this momentum. RPA estimates that by 2040, up to 75% of trips to and from rail stations could be in on-demand, shared and autonomous vehicles[1], which would reduce needed parking near these rail stations. This will make it even more advantageous to develop much of the almost 1 million square feet of land used solely for surface parking within a ½ mile radius of each of our commuter rail stations.

Without intervention, these spaces could become large expanses of unused, unproductive, and simply ugly asphalt. But if municipalities work together with developers, these lots provide an unprecedented opportunity to create approximately 263,000 new homes housing 662,000 people throughout the 26 counties outside of New York City.

Focusing development in these places can help preserve the essential suburban character of single-family neighborhoods by providing the additional homes, jobs, amenities and tax base needed to support thriving towns and villages.

Of course, transit-oriented development means more than housing. It means everything that comes with a good neighborhood – parks and playgrounds, shops and schools, community centers and houses of worship. In addition to homes, these lots could also house over 2,300 acres of open space, 82 million square feet of space for job-supporting uses such as stores and offices, and almost 50 million square feet of space for needed community spaces such as schools, libraries, and arts, senior, and community centers. If just half of this community space were used for schools, it would be enough room to educate 128,600 children – more than the 112,600 school-aged children likely to live in the new homes that would be built.

As with any increase in homes and people, new transit improvements would be necessary to support this added growth. Long Island Rail Road's Third Track and East Side Access are necessary start, but more will need to be made. But because transit-oriented development brings not just people but also jobs, many of the new residents can be counted on to work within walking distance of their homes, or use reverse commuting patterns to get to jobs.

Methodology

Different communities have different needs and scales appropriate for development. In order to arrive at the figures for parking lot redevelopment, we did not assume the same type and scale of development of our regional rail stations. Instead, we used three different types of transit-oriented development possibilities and determined the proportion of open space, community facilities, commercial space, and homes that would be particular to different types of TOD. We called these three typologies Job Centers, Village Centers and Neighborhood Multifamily. It should be noted that these typologies are broad, and that development around rail stations will necessarily be specific and unique to the different communities.

New Jersey Transit, the Long Island Rail Road, and Metro-North have a combined 349 rail stations in the 31 county region which lie outside of the five boroughs of New York. We assumed most of the rail stations in the region (200 out of the 349) would be "Village Center" type developments, indicative of the usual scale of development around suburban transit hubs in the region. We assumed 99 would be "Neighborhood Multifamily," mostly to account for the stations without existing sewer capacity or that might have other infrastructural impediments to larger scale development. 50 we assumed would be the larger "Job Centers." These would likely be distributed most heavily in areas with denser surrounding development already. This would place a total of 3 jobs centers for each of the 14 suburban counties with 500,000 people or more, with another 8 throughout the remaining 12 counties.

1 http://library.rpa.org/pdf/RPA-New-Mobility-Autonomous-Vehicles-and-the-Region.pdf

Photo: Lou Vaccaro / LouVac Photography

Photo: Doug Kerr

Different Types of TOD

Jobs Centers

While not at the scale of the major urban downtowns of the non-New York City areas, such as Newark or Stamford, jobs centers are mixed office-residential areas, with not only homes and shops, but also employers who draw in commuters and contribute to economic activity, and a major cultural, health or educational anchor as well. In addition, there are often signature structures, with traditional multistory office buildings, hotels, or sometimes apartment buildings.

Places such as New Brunswick, NJ or White Plains, NY would be current examples of jobs centers.

Village Centers

Village Centers usually consist of smaller mixed-use developments, with the largest usually being 4 or 5 story apartment or condominium buildings with a commercial ground floor. In addition to homes and storefronts, some office space for neighborhood professional service businesses such as legal offices, doctors and dentists, and accountants are often also part of a good village center, along with smaller cultural, arts, or community spaces.

Great Neck Plaza, NY or Montclair, NJ are two examples of a typical Village Center.

Neighborhood Multifamily

Even in areas where infrastructure does not support larger-scale development, neighborhood multifamily developments can still be feasible. These would include garden apartments, townhouses, or other smaller scale development, usually two or possibly three floors at most. While there is usually not enough density to support a significant retail component, small businesses such as a corner store or coffee shop are often present.

Getting to Affordability: The Need for Equitable Transit-Oriented Development

Our neighborhoods simply work better when people of all means and walks of life can afford to live there. Every community needs opportunities for nurses, teachers, barbers, health care aides, day care workers, firefighters, landscapers, construction workers, and EMT's to be able to get to and from their jobs quickly and easily. We are all safer and healthier when this is the case. New TOD needs to serve everyone, not just new upper-income residents. Every neighborhood should have genuine housing choices for people of all incomes.

As transit-oriented development has become more desirable, housing prices have risen accordingly, causing these areas to become increasingly inaccessible to low-income households. In RPA's report "Pushed Out," we found that the number of low-income households is dropping in walkable areas with good access to jobs, while increasing in less walkable, less job-accessible areas[1]. Unless we design and incentivize Transit-Oriented Development to be inclusive of a wide range of households and families with a wide range of incomes and economic power, we will only continue along the path to a more economically segregated region, and one in which low-income households are doubly burdened by the need to spend more time and money on transportation.

Beyond this economic function, there are fundamental issues of fairness and community. Senior citizens on fixed incomes should be able to continue to live near their families and support systems. Younger people and families with less income should be allowed to find homes they can afford without having to leave their neighborhoods or towns altogether. When done right, TOD has the effect of increasing property values in high-access, desirable locations. Without explicitly targeting equity, TOD can result in rising housing costs in these areas and the resulting displacement of existing residents, especially if the nearby neighborhoods house predominantly low-income tenants without rental protections.

1 Reference Pushed Out

The Value of Walkable Neighborhoods

George Washington University's Center for Real Estate and Urban Analysis, in conjunction with RPA, quantified both the economic and social value of walkable urban places throughout the 31-county region. The results were unmistakable – walkability had a major & positive effect both economically and socially. Even though just 2.4% of the land in the 31 county region was in walkable urban areas, this land accounted for over half of the both the region's real estate market value and gross regional product. Real estate in walkable commercial areas was, on average, two and a half times as valuable as comparable suburban commercial areas. A premium for walkable areas held true in all areas throughout the region, in the suburban counties as well as in New York City.

And the walkable areas of the region weren't just more productive economically. Walkable areas also had greater income diversity, racial diversity, and less segregation. And walkable areas were also more affordable, mostly due to the savings in transportation costs. In particular, low-income households paid 18% less on average in combined housing and transportation costs in walkable areas.

But because of the growing desirability of walkable neighborhoods with good access to transit, we run the risk of these areas becoming unavailable to people of varied means. In analyzing population trends, walkable urban places are increasingly becoming home to high-income residents. Building substantially more walkable urban areas that are mixed-use, mixed-income, and higher density is the best way of not just creating more housing, but more socially equitable neighborhoods throughout the region.

Examples of Equitable TOD

LA Metro's Joint Development Program is an example of a transit agency being proactive in enabling TOD development. On the transit agency's property adjacent to transit, the agency collaborates directly with developers to advance community development goals—including building housing and attracting more riders to transit. The transit agency also demonstrates a commitment to community outreach and developing a community wide vision for new development sites. Finally, but perhaps most importantly, the agency has a goal that over 1/3 or new housing units build through the Joint Development Program be affordable to households earning below 60 percent of the Area Median Income. [1]

Portland, Oregon has also seen a transit agency taking the lead in affordable housing development. In the early 2000s, with the arrival of Portland's yellow line, the neighborhood of Overlook was experiencing rapid housing cost increases and residential displacement: less affluent families were pushed out, wealthier households moved in. The local transportation agency decided to develop housing focused on bringing these displaced families back to the neighborhood. With the collaboration of a local community development corporation, the 54-unit project was built and the majority of tenants were former residents of the neighborhood.[2]

1 https://www.metro.net/projects/joint_dev_pgm/
2 http://prrac.org/pdf/EquitableTOD.pdf

Today, there simply are not enough homes in our region. We must build significantly more in a cost effective and transit-oriented way to bend the overall cost curve and move toward a more affordable region. This needs to be the base strategy for developing a rational and affordable housing market.

At the same time, we must ensure that there are specific requirements for affordable housing in all our communities, to provide housing opportunities for different types of residents in all neighborhoods, leading to better-functioning neighborhoods and reducing income segregation. Because of the region's history of racial segregation, redlining, predatory lending and disinvestment, income segregation is highly correlated with racial segregation as well. We need to take proactive steps to address this when putting in place policies for new development. Otherwise, we will simply further our pattern of an inequitable and divided region.

Costs and Benefits

Requirements including height and bulk restrictions, property taxes, construction and environmental standards, and many others can add cost or dampen revenue for developers. Developers factor these in as they decide whether or not to acquire a new parcel or take on a new project, and too many restrictions can throttle the development of much needed new homes. However, certain standards are essential if we are to maximize public benefit and create the types of neighborhoods we desire and need.

Affordable housing requirements are an absolutely vital requirement for new developments in our region today. They help create diversity of homes leading to better neighborhoods, as well as help to rectify a history of segregation and exclusion in many communities.

Affordable housing requirements can be, and generally are, instituted in a way which does not dampen production, by coupling them with the added density needed to offset the requirement not to build exclusively for the top of the market. In cases of suburban TOD, where zoning changes to allow density consistent with TOD will likely be needed, this leaves the ability to institute both the densities needed to incentivize development and the affordability requirements needed to create mixed-income and integrated neighborhoods in the hands of local municipalities. In addition, states, counties, and municipalities can, and often do, further incentivize TOD through tax exemptions or other direct subsidies. And by applying affordable housing requirements across the region, we can avoid the phenomenon of developers looking to skirt regulations by simply building one town over or just outside the boundaries where these requirements currently apply.

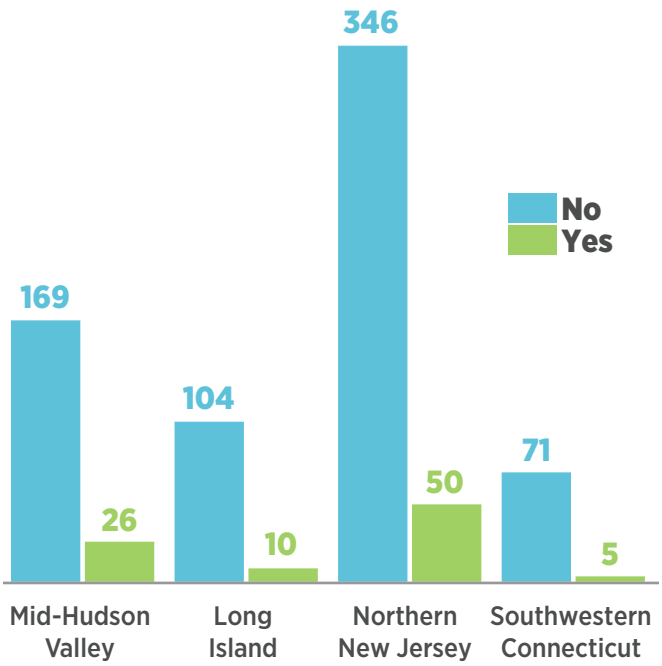
The current state of affordable multifamily requirements

Provisions requiring affordable housing in new developments differ greatly by state and municipality. Two states in the region, Connecticut and New Jersey, both have provisions for municipalities to provide certain amounts of affordable housing overall. In Connecticut, this is through article 8-30g of the state code. In New Jersey, this is through the state constitution as interpreted by the Mt. Laurel decisions of the New Jersey Supreme Court in 1975 and 1983 and overseen by the Council on Affordable Housing (COAH) created by the New Jersey Fair Housing Act of 1985. New York State is notable in its absence of a statewide requirement that municipalities provide affordable housing options in their community.

Both New Jersey's and Connecticut's approach allows for a 'builders remedy," allowing builders to petition the court to override local zoning restrictions to allow for affordable housing development in communities which do not meet state mandated thresholds for affordable housing. New York State should adopt a similar approach, which would allow for both the density and affordability needed to better address our housing crisis.

In addition to state requirements, municipalities also have the ability to require affordable housing through their zoning code. While the most high-profile of these is New York City's Inclusionary Zoning (IZ) and Mandatory Inclusionary Housing (MIH) laws, almost 100 municipalities throughout the region have also opted to institute requirements to set aside a certain portion of at least some newly constructed housing as affordable, although often as a reaction to previous lawsuits or state challenges to zoning policies. In addition, often times municipalities will not have the underlying density to make mixed-income development feasible, even with these affordability requirements. New York State has also implemented affordable housing requirements for new developments on Long Island specifically, called the Long Island Workforce Housing Act.

Municipalities with Incentive Zoning by Subregion



Source: RPA Analysis of Local Zoning Codes

These policies vary considerably, with different levels of affordability , geography or zoning districts it applies to, amount of affordable housing, and mechanisms to meet these requirements, which could include building the affordable housing within the new development, in another location, or paying into a general fund to construct affordable housing in the future.

Different municipalities have different markets and economies, and specific policies will continue to vary. However, some requirement for a mixed-income component to new multifamily developments should be applied across the board, in addition to overall affordability targets and the ability to build multifamily development in general. Because of the need for mixed-income communities, onsite affordable housing should be the primary focus of any inclusionary housing policy, and required or incentivized over offsite or payment in-lieu policies. Without this, high-income and high-market municipalities will continue to remain so, as the increasing desirability and high-market conditions of walkable Transit-Oriented Development will likely lead to the construction of exclusively high-income multifamily development, continuing to keep our region segregated by income even as our housing typologies become more diverse.

TOD Principles for Designing a Great Place

It is not enough to simply allow for higher density. Transit-oriented development needs to look at a complete neighborhood, and identify how density can be attractive and bring value to an area. It needs to be done in conjunction with community input and address larger community needs. It's not enough to simply encourage private development. The public sector needs to be a full partner in creating the streets, infrastructure, and public spaces needed to make great neighborhoods.

At its heart, Transit-Oriented Development is more than just one project or zoning change. It's a new vision for an area, and a district-wide model for growth. And many municipalities are embracing this vision, even as the technical barriers such as zoning still exist. For instance, our 2013 report "Halfway There" found over half of Connecticut Municipalities had an overall vision for TOD.

TOD design principles have one fundamental goal: to create great people-centered places connected to transit. While every place is different, there are a number of design and use principles that apply to the vast majority TOD.

Design for all forms of mobility

Transit oriented places celebrate walking by ensuring that people can safely and comfortably move around on sidewalks. Strong pedestrian connections between new development and the transit station are key. But it is also important to design walkability broadly throughout the transit district. This means ensuring sidewalks are adequately sized; crosswalks are safe and accessible to wheelchair users; and the entire street—from building to building—considers pedestrian comfort, safety and a sense of openness.

At its core, transit-oriented and walkable places make automobile ownership a choice rather than a requirement. And with good design, more people choose bicycle, foot, or transit trips rather than automobile trips. Including bicycle infrastructure is critical to make last-mile connections for people who do not live adjacent to transit.

Build and manage parking in new, creative ways

While private cars and parking will be needed less with TOD, especially with more and more people using on-demand, shared, and autonomous vehicles which will not need to be stored near transit during non-peak hours, they will still be needed. But by managing parking in news ways, with a district-wide eye toward solutions, it can easily coexist with a vibrant, walkable neighborhood.

In all cases TOD parking design requirements should focus on removing parking from the street front. Ideally, parking is structured, built below-grade, or incorporated into a mixed-use building to maximize building or public space. Any surface parking should be behind buildings, and not break up the built fabric on the street. Below-grade or structured parking does add cost to a development. The greater density and larger variety of possible uses in TOD can often help make up for this cost difference, but a strong market or additional subsidy may also be needed.

Strategies such as shared parking can also be used. Parking spaces during the day can be used by commuters who leave in the evening, when local residents can use those parking spaces. Since TOD has both a commercial and residential component to it, it is the most efficient place to have shared parking, with workers using spots in the day, and residents at night.

Orient buildings to attractive streets

An important aspect of TOD design guidelines is ensuring that streets are active, public places. To achieve this, buildings should face the street and have consistent setbacks. Exact design dimensions will vary by individual place, but main streets are generally most successful when buildings meet the sidewalk and create an attractive street wall. Streets should include trees or shrubs where possible, sidewalk seating, and attractive lighting.

Allow a mix of uses and housing types

Traditional suburban planning requires stark separation of land uses—residential neighborhoods, perhaps with open space amenities, separate from commercial or industrial parks. Connecting these single-use zones are auto-oriented streets and highways where transit is limited or non-existent and walking and biking is rendered uncomfortable or outright dangerous.

TOD shifts this paradigm by building places that blend residential and commercial space with services and amenities. When planning TOD with community members, consider the full range of uses needed or desired by a community. Possibilities include:

- Housing: workforce and market rate; senior housing
- Commercial uses: office, retail, restaurant and café, light manufacturing space
- Service retail: cleaners, child care, banks
- Civic uses: libraries, schools, community space, post office
- Entertainment: cinema, theater, art space
- Open space: parks, playgrounds, plazas

Local agencies must ensure that zoning codes do not prevent these different uses in adjacent buildings or within a single building.

Another aspect of successful mixed-use neighborhoods is ensuring a variety of housing types, costs, and tenure. Housing size, cost, and tenure diversity means people of different means or different stages of life can all be part of the community and help it thrive. Increasingly, cities and towns are seeing unmet demand from a variety of groups, including seniors who want to downsize from a single-family home into a stress-free apartment or condominium and working people who want to buy a starter home, but can't afford the increasing costs of homeownership. In many communities needed, lower-income, professionals such as daycare providers and medical assistants find themselves completely shut out of the housing market. And in many places even middle-income professionals such as teachers and firefighters find themselves without opportunities for an affordable home. Ensuring that some of new housing is affordable to a broad income range is critical to creating long term economic and community sustainability for both the transit-oriented development and the larger community.

Manage transitions in density and scale, and link the area to the surrounding neighborhood

Density can, and should, increase in proximity to the station area. Very often when TOD is being proposed, existing neighborhood residents often express concern with regard to the impact that the new development may have on the existing architectural character of the community. Design guidelines are an important tool for addressing this concern and should require that that new development reinforce the character of the existing district overall, even if there are changes in the scale and building type. They can also ensure that increases in the built form transition smoothly into the context of the existing community by providing recommendations for building orientation, materials, and other design elements. In some cases, design guidelines are aiming for future neighborhood character or fabric. Consider what aspects of the existing neighborhood character are important to the community, and what new design elements can be promoted.

Street connectivity is critical to TOD, especially in suburban contexts. New development should either connect to or introduce a connected grid of through streets connecting existing neighborhoods, new development, and transit stations.

Give developers peace of mind

Often, TOD is a longer-term investment for both private and public actors. Cities and towns can make TOD development more attractive for private partners by establishing clear expectations. This especially includes establishing TOD friendly zoning before projects begin; having a predictable development approvals process with clear timelines; and providing incentives that encourage development without sacrificing community needs. Even with a vision for TOD in place, the quick and legal ability to build to this vision, through proper zoning and permitting practices, is imperative. And because both certainty and the ability to build quickly means less cost for developers, communities are often able to realize more community benefits if builders are confident in their ability to realize their plans in a timely manner.

Design an inclusive process

Great transit-oriented developments start with a comprehensive and equitable planning process. This process should aim towards a broad and shared community vision of what the future of the area will be. In addition to design preferences, community members should be asked to weigh in on how TOD can address larger community needs, such as workforce housing and small business development. In some cases, TOD can put housing cost pressure on existing residents. These concerns should be addressed early in the planning process, and policies put in place to avoid displacing existing residents.

It is important that the engagement process include a variety of stakeholders in a meaningful way. The best TOD projects engage residents early and are shaped by their feedback. Ensuring that a range of people can participate in meetings or otherwise share their ideas and concerns with the development and their local government is critical. The best transit communities are those with broad buy-in from residents that meet the needs of a people of a variety of ages and backgrounds.

It is important that this process not just address the physical scale of new developments, but the overall neighborhood. Without an inclusive process that provides space for collaborative and productive conversation, opposition can stymie the process and block development that could potentially be beneficial to a community overall. A well-designed process where residents have input from the start can instead create opportunities for better building design, good placemaking, and improved neighborhood amenities and feel.

Case Study

New Rochelle: Downtown Development Done Right

New Rochelle is a case study of a municipality that streamlined its planning and approvals process to enable TOD and successfully stimulate economic investment. In 2011, as part of the New York & Connecticut Sustainable Communities Consortium, New Rochelle issued an RFP for a TOD Smart Growth Study to develop a framework for creating an active, pedestrian-oriented mixed use district around its downtown intermodal transit hub. The study identified districts within the downtown with significant development potential and opportunities to improve connectivity to the transit hub. It also provided zoning recommendations and outlined next steps for advancing the study recommendations, including initiation of a master plan development process and simultaneous update of the city's comprehensive plan.

Following through on these recommendations, New Rochelle issued a request for proposals for a master developer for the downtown and the City Council unanimously designated a master developer in 2014. The city then worked with the developer and the community to create a recommended action plan, which envisions a complete city center, with a mix of homes, offices, shops, hotel space and community and cultural facilities. The public engagement effort employed to create the action plan was one of the most robust ever undertaken by New Rochelle. Hundreds of community members were engaged in person at dozens of meetings across the city, and thousands more engaged online.

After preparing the required generic environmental impact statement pursuant to New York State's Environmental Quality Review Act (SEQR), in December 2015 the City Council immediately moved forward and adopted a form-based Downtown Overlay Zone as well as a corresponding Community Benefits Policy, paving the way for both significant economic development in the city's downtown and specific benefits to its residents. The new zoning provides a clear and transparent roadmap for developers, and sets design standards and community benefit requirements for creating a sustainable and attractive city center. The new zoning allows for up to 12 million square feet of new development, including 2.4 million square feet of prime office space, 1 million square feet of commercial space, 6,370 housing units and 1,200 hotel rooms.

New Rochelle's efforts to enable and encourage development are already showing dramatic results. More than ten projects with over 1,000 new homes have received site plan approval in the two years since the new zoning was adopted. Current development projects approved in the downtown range from a 28-story mixed use building with 280 apartments, commercial space, and a theater; to an 80-room hotel, to a six-story building for live-work artist space. With these projects and others in the pipeline, the vibrant, transit-oriented, pedestrian friendly downtown envisioned during New Rochelle's planning process is becoming reality.

Benefits of TOD

Financial

By taking advantage of the economy of scale, multifamily buildings are less expensive to produce than single-family homes. According to the National Home Builders Association, the average American single-family home costs $289,415 to build in 2015[1]. This excludes land, financing, marketing, overhead, and profit. With the median value of a single-family home at just $201,000, and the median list pricing at $254,000 according to Zillow, this means that construction costs of single-family homes make it prohibitive to build at all but the higher end of the market. Average household incomes in the United States are still below $60,000[2], and even with today's low interest rates and FHA financing, this is only enough for a first-time homebuyer to afford about a $175,000 home[3] if they paid 35% of their income in mortgage, taxes, and insurance.

While lower construction costs do not necessarily by themselves result in lower costs for the end consumer, which are set by local markets, they do allow for construction in lower market areas with lower land costs. Lower construction costs also mean capital can go further and more homes can be built overall, helping increase our supply of housing and keeping down housing cost pressures in the region overall. And by providing less expensive development opportunities, more small developers and contractors are able to grow, increasing competition & lowering costs.

For the consumer, Transit-Oriented Development directly translates into reduced transportation costs. This is especially important for low-income households. In the tristate region, households living in walkable areas have 35% less transportation costs than those in non-walkable areas[4]. Other research has born out these cost savings on a nationwide basis. "When we locate housing in walkable, transit-served communities, the percentage of household income spent on transportation drops from approximately 30 percent to approximately 9 percent, freeing the remainder for other uses, such as education, healthcare, and savings[5]"

And for municipalities, compact, transit-oriented development can also translate into lower costs to provide municipal services, such as refuse and recycling collection, firefighting, and emergency medical services..

Environmental

Transit-Oriented Development concentrates development near rail stations and in turn helps preserve and protect limited remaining open space in the region which is critical for preservation of natural habitats and storm water retention and also provides much needed recreational space. Compact development is also more energy efficient and requires less dispersed wastewater treatment facilities.

By concentrating these multifamily homes around mass transit, we can also take advantage of the existing transit infrastructure and reduce carbon emissions through the reduction of heavy automotive use, both for transportation and goods delivery.

Lifestyle

Increasingly, people throughout the region and the country are looking at walkability – the ability to access shops, amenities, and transit by foot – as the main driver of neighborhood desirability. This is especially true among the younger generation. According to the Urban Land Institute's survey of views on housing,[6] 52% of Americans, and 63% of Millennials would like to live in a place where they do not need to use a car very often. Among senior citizens, the ability to get to and from health care, services, and especially their community in a safe and easy way which doesn't necessi-

1 https://www.nahbclassic.org/generic.aspx?genericContentID=248306
2 https://www.census.gov/newsroom/press-releases/2017/income-povery.html
3 FHA first time homebuyer calculator https://www.fha.com/calculator_afford
4 The Walk Up Wake Up Call: New York http://walkups.org/metrony/pdf/WalkUPWakeupNY_ExecSum.pdf
5 Ross, Benjamin. "Affordable Housing in an Ownership Society." In Suburban Sprawl and the Rebirth of American Urbanism, 189–98. New York: Oxford University Press 2014.
6 Urban Land Institute – "America in 2015: A ULI Survey on Views on Housing, Transportation, and Community. http://uli.org/wp-content/uploads/ULI-Documents/America-in-2015.pdf

tate driving will be increasingly important as our population ages. According to the AARP, lack of accessible and affordable transportation options is a main contributor to prolonged social isolation among seniors, which can have a negative health effects equivalent to smoking 15 cigarettes a day[7].

The desirability of walkable communities in the tristate region is borne out by recent research done by George Washington University and RPA, and outlined in "The Walk Up Wake Up Call." Walkable communities had significantly higher retail, commercial, and residential value per-square-foot than non-walkable communities, with the average square foot of real estate in a walkable area valued at 2 ½ times that of a non-walkable area[8]. And because walkability is dependent on a variety of jobs, amenities and retail options within walking distance, transit-oriented development and walkable communities also lead to more economic development and job opportunities.

Health

Walkable Neighborhoods have a significant positive impact on health. In addition to greater physical activity through the everyday environment, walking just 25 minutes a day can add up to seven years to the average person's lifespan[9]. Less auto usage leads to less deaths and injuries, as well as less air pollution and the resulting impacts on asthma and other respiratory illnesses. Health care providers, hospitals, gyms, and other institutions which contribute to healthy living are also more accessible. The social cohesion and community that walkable neighborhoods provide also have been shown to have positive health effects. Recently, researches in Oxford and the University of Hong Kong found that residents of walkable, high-density areas are more active and socially engaged than those in suburban areas[10].

7 https://connect2affect.org/about-isolation/
8 http://walkups.org/metrony/ page 8
9 http://www.independent.co.uk/life-style/health-and-families/health-news/a-daily-walk-can-add-seven-years-to-your-life-10478821.html
10 https://www.theguardian.com/society/2017/oct/06/inner-city-living-makes-for-healthier-happier-people-study-finds *(Strategies from Reconnecting America and the Center for Transit-Oriented Development)*

Barriers to TOD

Zoning

Zoning is a municipality's way of regulating the type and size of development on property under its jurisdiction, and is typically the greatest obstacle to Transit-Oriented Development. Zoning regulates what type of use a parcel can feature (generally residential, commercial, industrial, or a mix) and how 'bulky' that development can be—how tall, how large of a footprint, how close to the street, and other physical restrictions.

In order for transit oriented development to occur around transit stations, the underlying zoning must allow for the uses and density that such developments require. While there are paths to TOD development which do not require conforming to the underlying zoning, they are generally longer, more costly, engender more community opposition, and have no guarantee of success.

As such, while zoning can enable and encourage transit-oriented development, it is more commonly a barrier. Common zoning regulations that present a barrier to TOD include:

- Preventing multifamily buildings altogether
- Preventing mixed-use neighborhoods by not allowing ground floor storefront retail or commercial space.
- Regulations which limit a building's size to a degree that impedes development feasibility or fails to provide a significant amount of homes. These can include Floor Area Ratios (FAR), dwelling units per acre, height, lot coverage, and other restrictions on the physical size of the building, as well as requiring overly-large apartments within a building by imposing high minimum unit size or bedroom requirements.

In some cases, these barriers are not by design, but due to a lack of coordination between regulations. For instance, a 50 foot height limits can be enough to allow a four or even five story building large enough to encourage multifamily development, but if the number of stories in the same building is limited to three, the height cannot be utilized effectively.

Preventing multifamily residential uses

The most basic zoning barrier to TOD is the exclusion of multifamily housing. Along with commercial uses and proximity to transportation, multifamily housing is a fundamental component of TOD. Zoning around transit hubs must allow these types of developments, and at densities that can support local retail and commercial services.

Preventing mixed-use buildings and neighborhoods

Multifamily housing is only one component of good transit oriented development. In order to gain the most value, other components of everyday life – shops, restaurants, parks, schools – need to be accessible by foot or public transportation. Allowing a mix of uses means residents can live close to jobs, transportation, and services, allowing them to travel more by foot.

Restricting this by not permitting a mix of uses either within a single building or among adjacent buildings, and/or not permitting the ground floor storefronts necessary to support both these businesses and a vibrant neighborhood overall, prevents good TOD. Older zoning codes often strictly separate housing from commercial and retail, leading to suburban-type development that makes walking and transit use difficult.

Density caps

Zoning usually expresses limits on the size of total development in one of two ways – by Floor Area Ratio (FAR) or Dwelling Units per Acre. Floor Area Ratio is obtained by dividing the building size by the lot size. For instance, if a lot is 10,000 square feet, and the FAR is 2.0, a two-story building could be built on the entire lot, a four-story building built on half the lot, a 6-story building built one-third of the lot, and so on. Dwelling Units per Acre is a ratio of the number of homes allowed per acre of lot site. Zoning codes generally limit one or both of these in new buildings. Transit oriented development requires a certain level of residential density to be successful. Even if multifamily development is allowed, the size of these developments can be limited to a degree which prohibits enough density to make TOD feasible and vibrant.

There are often valid reasons to restrict density, most notably when an area is not sewered and cannot support denser development environmentally. However, care must

be taken to update zoning when sewer or other infrastructure is put in place, and the density needed to support lively, successful TOD must be allowed in the underlying zoning. And even if enough density is allowed, height, story, and bulk requirements must also be synchronized to allow for proper development, and apartment size requirements should be flexible enough to allow for enough apartments within the development as well.

Excessive parking requirements

Even when height and bulk regulations allow for proper TOD, parking regulations can often get in the way. In RPA's 2013 report "Halfway There" one major finding was that while half of existing Metro North stations in Connecticut allowed for the proper density and mix of uses to encourage TOD, only 19% allowed for the proper parking ratios[1].

By its nature, well-designed TOD will reduce the percentage of trips taken in single-occupant vehicles; more people will take transit or walk for more of their trips. If a development is near a regional rail station, work trips will shift from auto to rail. If a grocery store is in the same complex, shopping trips will shift from auto to pedestrian.

This decline in auto trips also translates in to less auto ownership per household. Families with three cars may only need two, couples with two cars may only need one. As for-hire vehicle services, such as Uber and Lyft, become more ubiquitous, owning fewer cars will become even more feasible, with on-hire services and/or autonomous vehicles easily available to accommodate unanticipated or occasional situations where point-to-point transportation is not provided by public transit or easily accessible by foot.

This is born out by the declining rate of auto ownership across American cities, as car sharing and more active transportation by foot or bicycles continue to grow. These shifts mean that traditional parking requirements are generally excessive. These excessive requirements have one of two effects: they either waste valuable space that could be used for residential or commercial development, or they require the construction of structured or underground parking, increasing the expense of development considerably.

At approximately 325 square feet of space required per parking spot, parking has a major effect on development. For instance, a 10,000 square foot lot could house 16 apartments at the moderate densities typical of suburban TOD. However, if each of the apartments required two separate parking spots – a typical ratio for low-density residential development – the area required for parking would be 10,400 square feet - greater than the entire lot. Proper TOD zoning should require a minimum of off-street parking, and reflect current and future trends in auto ownership and shared parking.

When assessing impacts, parking and transit need to be addressed and mitigated at the scale of the district, instead of just a small, site-specific area at a particular intersection. Because TOD is denser and its retail uses are more likely to attract more trips, TOD may appear to exacerbate traffic congestion on a small local level. However, when examined across an entire district, the picture changes. TOD's increased walkability and decreased need for parking and auto usage means that often times congestion is reduced overall and the parking and transit needs of a community improves with TOD.

Sewage treatment and other environmental impacts

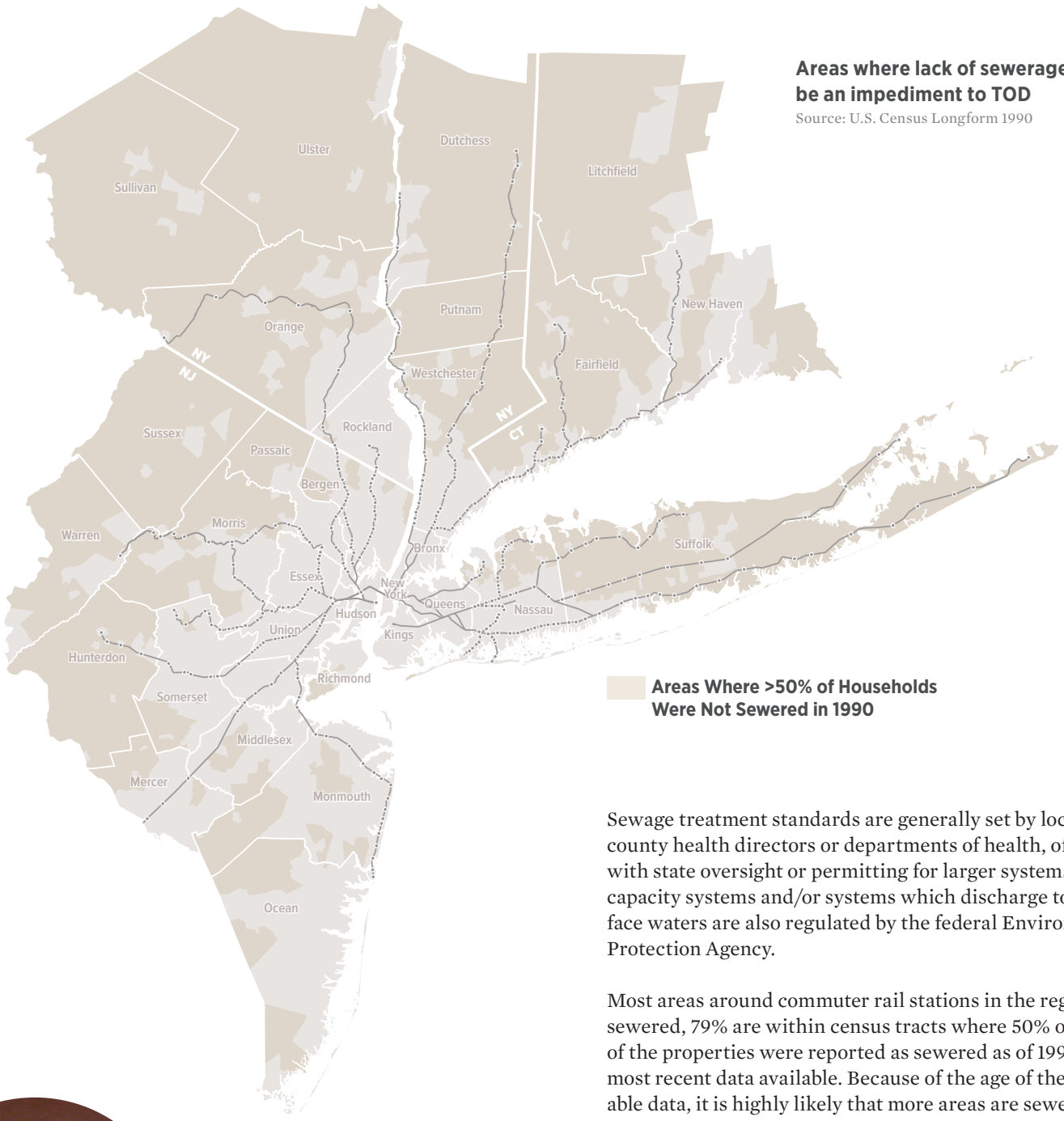
The main environmental impact of new development is the generation of wastewater. Without proper treatment and standards, wastewater will cause severe environmental and health impacts. The correct disposal and treatment of wastewater is key to the urban form – prior to advances in sewer technology, outbreaks of cholera and other sewage-born epidemics could be expected on a regular basis. It is not an exaggeration to say that millions of lives have been saved by proper wastewater treatment, and the modern cities could simply not exist without it.

There are two different sources of sewage treatment – decentralized and centralized systems. Centralized systems are those where wastewater is connected to a sewer system and piped to a centralized treatment plant, and areas with this infrastructure are generally referred to as "sewered." Decentralized systems those where sewage treatment is handled locally, usually in the form of septic tanks or latrines. Both have environmental standards to meet, however centralized systems are able to handle a great deal more wastewater.

While decentralized systems do not necessarily preclude smaller multifamily development, a connection to a sewage treatment plant is generally a vital component of being able to build transit-oriented development, and offsite sewage treatment in almost all cases will lead to significantly more ability to build dense development. In Patchogue, Long Island, for example, the upgrading of a municipal sewage treatment plant has been credited as being key to the ability of the town to build multifamily housing and revitalize its downtown[2].

1 Proper parking rations necessary for TOD vary depending on the size of the homes, availability of shared parking, amount and type of commercial space, and other considerations. Generally a parking range with a maximum of 1.5 cars per household for the largest units was used as a threshold for determining of a municipality has the proper parking ratios for TOD.

2 http://www.27east.com/news/article.cfm/East-End/468631/When-It-Comes-To-Sewers-Municipalities-Look-To-Patchogue-Village-For-Inspiration



Areas where lack of sewerage may be an impediment to TOD

Source: U.S. Census Longform 1990

Areas Where >50% of Households Were Not Sewered in 1990

By constructing over 1000 miles of sewers for the Metropolitan Board of Works, Chief Engineer Joseph Bazalgette was able to eliminate cholera epidemics in Victorian London.

Sewage treatment standards are generally set by local or county health directors or departments of health, often with state oversight or permitting for larger systems. Large capacity systems and/or systems which discharge to surface waters are also regulated by the federal Environmental Protection Agency.

Most areas around commuter rail stations in the region are sewered, 79% are within census tracts where 50% or more of the properties were reported as sewered as of 1990, the most recent data available. Because of the age of the available data, it is highly likely that more areas are sewered now or due to be sewered in the near future. Most of the ones that are not sewered are in areas far from the region's core.

However, even in sewered areas which can support multifamily development, the high cost of impact fees, hook-up fees, and sometimes costs of upgrading the overall system can make a development non cost-effective[3]. Municipalities should recognize the value that TOD brings, as well as the environmental value of developing in areas already served by centralized systems, and reduce the financial impact associated with connecting multifamily development to the system.

3 https://www.sacrt.com/realestate/Real%20Estate%20Docs/Transit%20for%20Livable%20Communities/Section%207.pdf

Case study

The Village of Patchogue: a successful transit-oriented community

A once thriving industrial center, by the early 2000s Patchogue had fallen on hard times and its future was uncertain. In 2002, 18% of the storefronts downtown were vacant, and in some areas blight was even worse, with vacancy rates over 40%. A downtown study recommended that the Village encourage retail and destination uses through modification to the zoning code. It further recommended that Patchogue market and encourage development of its entertainment assets. The Village has done these things, and more, and over the last 15 years thoughtful planning combined with housing and arts investment has led to a dramatic shift in Patchogue's outlook.

Located just a quarter mile from the Long Island Railroad station, the downtown has been the locus of the major redevelopment. Patchogue has harnessed this transit proximity with a focus on mixed-use, mixed-income residential development and quality urban design. In 2006 Copper Beech Village transformed five acres of parking lots in dozens of mixed-income units one block from the LIRR stop. In 2014 the New Village Project brought 291 apartments, 17,000 square feet of office space, and 46,000 square feet of retail to Main Street—just a 10 minute walk from the train station.

A variety of forces have contributed to Patchogue's successful downtown redevelopment. First, by proactive planning and zoning efforts to promote mixed use development, encourage ground-floor retail and storefront transparency, and promote a community identity around arts and entertainment, Patchogue laid the foundation for the projects emerging today. Importantly, a visionary sewer plant upgrade in 2011 enabled considerable residential and commercial growth.

An eye toward providing options for a broad range of residents is another key to the downtown revitalization. Development is successfully meeting growing housing demand for students as well as an older generation looking to downsize into apartments or condominiums. And the city has been committed to a strong affordable and workforce housing component to its development. Half of the homes in the Copper Beech development were reserved for moderate-income families at below-market rates, as were almost a quarter of the New Village apartments.

And finally, a major catalyst has been commitment to local arts and culture as well housing and development. Reopened in 1998, the village-owned Patchogue Theater for Preforming Arts has served as a community anchor, and now hosts over 150,000 people a year. And in 2011, 45 affordable live/work loft spaces for local artists were opened.

The Village has had to make some creative and at times difficult decisions to encourage the transit-oriented development. Historic buildings in the downtown—including the Neoclassical Carnegie Library—posed a barrier to creating the necessary density on Main Street. Rather than demolish this historic landmark, the Village relocated the library to West Main Street. After undergoing a $1.5 million renovation, the library re-opened in the fall of 2016 and now includes a teen center.

Most importantly, Patchogue has shown surrounding communities how valuable and enjoyable village centers can be, and the energy around Transit Oriented Development on Long Island has continued to grow. This has resulted in more programs to support it. This year, the Suffolk County Economic Development Corporation began offering a First-Generation Transit-Oriented Development Retail Loan Fund to encourage even more downtown growth in places like Patchogue. This fund offers considerable loans with low annual interest rates to help small businesses get started in transit-oriented districts.

Construction costs and techniques

Construction costs are high and continue to rise. In the United States, construction costs for all types of multifamily housing have risen every year since 2013.[4]

This is complicated by the fact that there are inflection points at which multifamily construction becomes significantly more expensive due to the type of construction techniques and fire code requirements for buildings above certain thresholds. Large buildings requiring construction techniques like cranes and poured concrete are more expensive on a square foot basis than smaller ones built with wood framing. This means that when a developer decides to utilize a more expensive construction technique, it must result in a significantly larger building in order to take advantage of the economy of scale brought about by the larger buildings made possible by these techniques.

The International Building Code, which generally serves as the basis for local building codes, identifies different grades of multifamily construction, with different fire resistance standards and different height and story limits. Type 1A allows for the largest and tallest buildings and also requires the highest fire resistance, while type V has the most restrictive height and size limits and requires the least fire resistance. In addition to required fire resistance and allowable height limits, per-square-foot expense also increase from Type 5B (lowest construction costs) to Type 1A (highest construction costs)[5]. Sometimes construction types are combined, most notably when type I is used for a non-residential ground floor, and type III or V wood frame is used for the residences above it. In addition to the building code, construction standards are governed by several other state codes, such as the fuel and gas code, plumbing code, and mechanical code.

Because of these two circumstances, it is important that zoning guidelines are written with an eye toward the current building code, in order to allow for developers to maximize the most economical type of development. It is common, for instance, for building codes to limit mixed concrete/wood frame construction to four stories of wood frame above one story of concrete, for an effective five story building limit. If the zoning code allows for a seven story building, but the building code still restricts this more economical mixed wood/concrete type of development to five stories, a seven story building will likely not be economically feasible. Greater height would be required once a developer reaches this threshold and needs to switch to the more expensive type 1B concrete construction for the entire building.

4 http://www.fanniemae.com/resources/file/research/emma/pdf/MF_Market_Commentary_031517.pdf

5 https://cdn-web.iccsafe.org/wp-content/uploads/BVD-0217.pdf This is excepting Type 4 (Heavy Timber) construction which is rarely used today.

Financing

As detailed in RPA's report "The Unintended Consequence of Housing Finance," multifamily mixed-use developments need to not only be feasible to construct, they also need to be feasible to finance. Most financing for multifamily development is ultimately issued or insured by a government agency, such as the Department of Housing and Urban Development (HUD) or Federal Housing Administration (FHA) or sponsored enterprise such as the Federal Home Loan Mortgage Corporation (Freddie Mac) or the Federal National Mortgage Association (Fannie Mae).

Various insurance or loan products have various standards in terms of the type and use of a development. Often times, these standards do not fit with good mixed-use development, mostly by limiting the amount of commercial space in a building. Because of the higher perceived risk of commercial lending, government agencies and GSEs put limits on the amounts of commercial space and income allowed in buildings that they will finance or insure.

This limits the ability of developers to build mixed-use buildings, especially smaller scale infill or rehabilitation products where the percentage of commercial space and income is relatively high. However, recently agencies and GSEs, most notably Freddie Mac, have taken a more flexible approach to financing these type of mixed-use buildings, specifically through Freddie's Small Balance Loan (SBL) program, which allows for more flexible financing options for smaller mixed-use buildings with as few as five residential units.[6]

6 http://www.freddiemac.com/multifamily/product/pdf/small_balance_loan.pdf

Methodology

Multifamily Friendliness

In determining how multifamily friendly a station is, we examined the underlying zoning within ½ mile of the region's rail stations. A scale from zero to three, with zero being no multifamily housing allowed in the underlying zoning, and three allowing the most dense development possibilities, was used to numerically determine how multifamily friendly a station is. Research was conducted utilizing municipal ordinances, zoning codes and zoning maps to gather the information from each station. Out of 349 rail stations in the region, 328 were analyzed and categorized on the multifamily friendliness scale. This excludes any regional rail stations located within New York City, which accounts for 39 stations. It also excludes 21 stations for which zoning codes or maps were not accessible.

Once the zoning within the ½ mile buffer was determined, only multifamily zoning was categorized and scaled. If as-of-right multifamily zoning did not occur within the half-mile buffer, then a zero was automatically assigned to that station, but if multifamily zoning did occur, further criteria determined how much density the multifamily zoning allowed for. Scores were assigned according to the highest density zoning district within 1/2 mile of the rail station, regardless of its size or location. It should be noted that multifamily developments may exist in areas deemed to be a zero - either due to development which predates current zoning, or due to developments which overrode the local zoning through including affordable housing or other allowed mechanism. In some case an overlay or floating district not in the underlying zoning may have also allowed for multifamily development near train stations as well.

Zoning codes are not uniform, and various codes utilize different standards and regulations to shape the built environment. Accounting for these differences, the methodology for determining stations' multifamily friendliness was referenced in a hierarchical structure as follows:

1. Floor Area Ration (FAR). The floor area ratio (FAR) was the first criterion measured. This is a measure of the allowable building size as compared to the size of the lot. For instance, a building with a 2.0 FAR allows for a building with twice the floor area of the underlying lot, such as a two-story building which covers the entire lot, a 4-story building which covers half the lot, or a 6-story building which covers one-third of the lot. Zoning which allowed FARs of .5 or less were assigned a 1, zoning which allowed FARs of .51 – 1.25 were assigned a two, and buildings which allowed FARs in excess of 1.25 were assigned a 3.
2. Dwelling units per acre: If FARs were not part of the zoning code, we next looked at allowed dwelling units per acre (DU/acre). Assuming a standard of 1000 Gross Square Feet (GSF) per apartment, a building with a .5 FAR would likely have 22 apartments per acre if it were entirely residential and a building with a 1.25 FAR would likely have 54 apartments. Cutoffs were set, with zoning allowing 22 DU/acre or less assigned a 1, zoning allowing between 23 and 54 DU/acre assigned a 2, and zoning allowing 55 DU/acre of more assigned a 3.
3. Stories: If neither FAR nor DU/acre information was available, allowable stories were used. Zoning allowing up to 3.5 stories were assigned a 1, up to 5 stories assigned a 2, and above 5 stories assigned a 3.
4. Building Height: Finally, if none of the above three sources were available, allowable height was used. Height limits of less than 40 feet were assigned a 1, height limits of less than 60 feet assigned a 2, and height limits above 60 feet assigned a 3.

These last two sources are the least reliable source, since allowable stories and height depend on other factors such as lot coverage and yard requirements in order to determine how large of a building is permitted in practicality. Each regional rail station was evaluated based on these criteria. The table below shows exact densities on how multifamily friendliness was determined by scale.

There were three exceptions to these categorizations. First, if a village participated in the New Jersey Transit "Transit Village" initiative (see call out box), it was assumed to have at least a 2 on the multifamily friendliness scale, regardless of what was found in the underlying zoning. Second, RPA referenced its "Halfway There" report on Transit Oriented Development in Connecticut from 2013. If a municipality in Connecticut had a comprehensive Transit Oriented Development vision and framework as part of its Plan of Conservation and Development, , they were assumed to have

at least a 1 on the multifamily friendliness scale. Third, if a major recent transit-oriented development which was supported by the municipality's government was found, the development itself was assessed utilizing the method above and used to determine the multifamily friendliness, regardless of the underlying zoning.

Multifamily Friendliness Scale

Score	Floor Area Ratio (FAR)	Dwelling Units Per Acre	Building Height (stories)	Building Height (feet)
0	No multifamily housing allowed			
1	Up to .5	up to 22	Up to 3.5	Up to 39
2	.51 to 1.25	23-54	4.0-5.0	40-59
3	1.26 and Above	55 and above	Above 5.0	60 and above

Once each station was given a score on the multifamily friendliness scale, we then also determined "TOD friendliness" scores for each municipality in the region by averaging and prorating the scores for each rail station in their boundaries.

It is important to note that underlying zoning serves only as a proxy for the willingness of a municipality to encourage TOD. The total amount of land or developable parcels zoned for TOD varies between different stations assigned the same ranking. Some municipalities have enabled TOD development as part of a specific development proposal which may not be in the underlying zoning. Many municipalities, particularly in Connecticut, allow multifamily development only by special permit, even when in the underlying zoning. Floating and overlay zones can also be used to enable TOD.. And in New Jersey and Connecticut, local zoning restrictions may be overridden through the courts in municipalities that are not meeting state mandated affordable housing requirements. In addition, other zoning requirements, most notably parking requirements, can have the effect of inhibiting TOD, even if density requirements are sufficient to incentivize it.

Neighborhood Build-Out Methodology

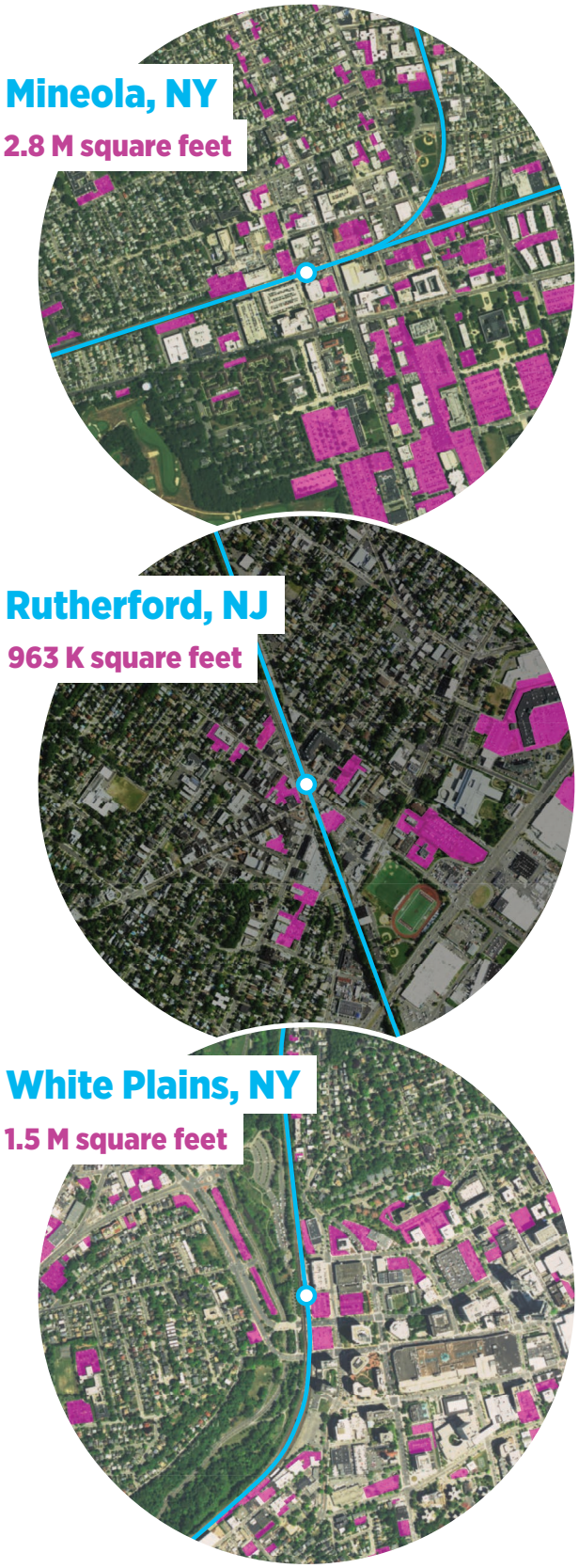
For each of these typologies we assumed that 75% of the parking lots would eventually become unneeded due to advances in alternative transportation methods, especially on-demand, shared and autonomous vehicles. While these vehicles will still need storage space, they will be able to do so in less valuable space further from the city center, and away from residential neighborhoods.

We then did a build out scenario for each of the typologies, using the average of 935,742 square feet of surface parking, or about 21½ Acres. This average represents all types

Example Parking Highlighed within 1/2 mile of the station

Source: Regional Plan Association

Parking Lots



of surface parking found within 1/2 mile of all suburban stations within a current 45-minute commute from New York, or 97 stations total. We then assigned this average to the rest of the commuter rail stations. We assumed that the smaller and more irregular lots would be the ones kept as parking or transformed into open space, leaving the larger lots for development. We then examined what percentage of these lots were over 10,000 Square Feet large enough for development. In every rail station we examined at least 75% of the lot area was made up of these large developable lots.

In all typologies we reserved 10% of this land for needed community facilities such as schools and libraries which would be needed to support the additional population, as well as add value for the surrounding neighborhood. While schools and other community facilities often have different height and bulk standards than residential or mixed-use developments, we assumed that they would generally be at the scale of the surrounding developments. This produced 48.3 million square feet of space for these community uses. We assumed half of this space would be used for schools, with the reminder for amenities such as libraries and community centers. At the national average of 188 square feet of space needed per child,[1] this would provide enough room to educate 128,600 children. It should be noted this is more space per student than in required by New York and New Jersey and on the higher end of required space for Connecticut[2], and that many school districts already have excess capacity and could easily educate more children in their existing schools.

RPA projects that 17% of the region's population in 2040 will consist of people aged 5-19, or about 112,000 out of the 662,000 people in these new developments. This is not considering the fact that households that choose to live near rail stations have substantially fewer children attending public schools than those living further away[3]. This not only leaves enough space to educate these children, but also leaves sufficient additional space to relieve overcrowding if needed, or make up for other growth in the surrounding community.

After accounting for this community space, we then assigned the remaining land for mixed-use development and open space. A typical suburban building, even a large multifamily one, typically covers only 20-35% of the area of its building lot. This leaves ample room for parks, paths, plazas, playgrounds, outdoor seating and other recreation, even if some of the new space may continue to be used for parking. As such, we reserved 35% of this developable area for public open space, assuming the remaining area would be reserved as private space for the building and its occupants. This public open space could be owned by the development with an easement for public access, or deeded to the municipality. This creates approximately 6.77 acres of new open space at each station - an area about the size of Union Square or Madison Square parks, or enough room to easily house four little league baseball diamonds or high school soccer fields.

We then looked at development based on our three different TOD typologies: Jobs Centers, Village Centers, and Neighborhood Multifamily.

Jobs Centers

For job center development, we assumed that development would be approximately 5.5 Floor Area Ratio in total, reflecting the larger-scale development of this typology. This would likely mean a variety of building types, from signature towers, to four or five story mixed used development, to stand-alone facilities such as libraries and schools. We assumed 65% of the remaining area would be used for homes, with 35% for the shops, offices, and other commercial uses typical to these types of places. This does not necessarily mean these uses would be separate, and there would likely be several buildings with retail space on the ground floor, and homes or offices above.

The exact scale of this development would depend on how much unused space there is. But at the average of 935,742 square feet of surface parking space within ½ mile of a rail station, this would mean approximately 2250 new homes & about 1.2 million square feet of retail and office space. For this scale of development, there would need to provide parking below grade or in structures wrapped by buildings. While underground parking adds expense to development, the scale enable by these developments should allow for their construction.

Village Centers

For Village Center Development, we assumed that development would be at 1.25 FAR in total, representing a typical village center development of 5 stories covering 25% of a lot. While there would likely be some variety in building types and sizes, this variety would be significantly less than in jobs centers, and it would be unlikely that buildings would be built higher than six stories due to restrictions in the building code.

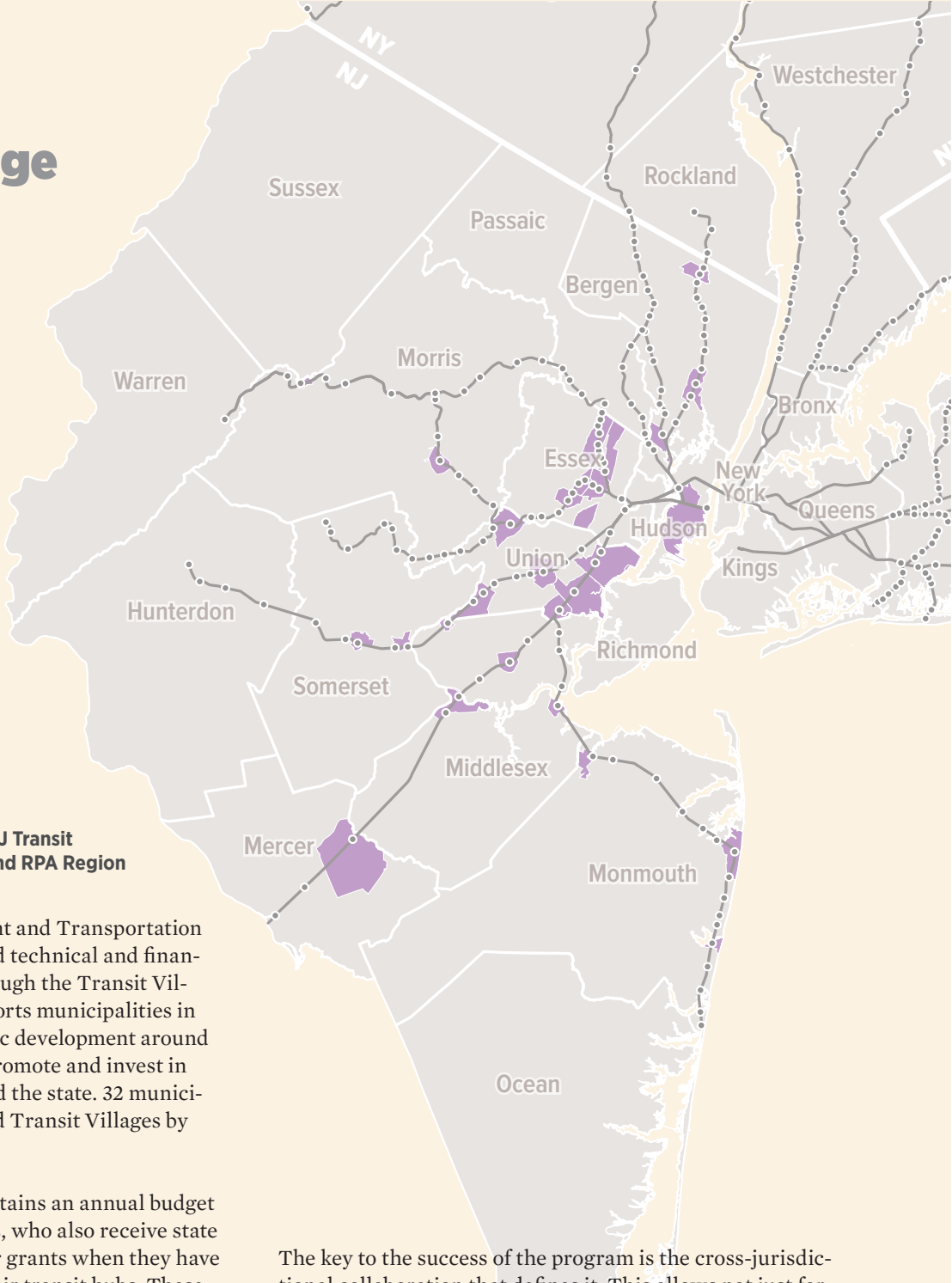
Because Village Centers wouldn't be large commercial centers with stand-alone office buildings, we reserved 85% of the development for homes, and 15% for commercial space, most likely representing ground-floor shops and restaurants, with perhaps some small offices as well.

Again, the exact scale of this development would depend on how much unused space there is. For the average station area, this would mean approximately 670 new homes & about 120,000 square feet of retail and office space. For this scale of development, there would likely need to be some below grade or structured parking, although not at the

1 http://www.haddonfield.k12.nj.us/Attachments/AnnualSchoolConstructionReport2015.pdf
2 http://www.state.nj.us/education/facilities/lrfp/fes.pdf
http://www.p12.nysed.gov/facplan/publicat/building_aid_guidelines_072804.html
3 Eliminating Barriers to Transit-Oriented Development, NJDOT http://www.nj.gov/transportation/refdata/research/reports/FHWA-NJ-2010-002.pdf

Case Study

NJ Transit Village Initiative



Municipalities in NJ Transit Village Program and RPA Region

Since 1999, New Jersey's Department and Transportation and New Jersey Transit have offered technical and financial support to cities and towns through the Transit Villages Initiative. This initiative supports municipalities in their plans for housing and economic development around transit stations, and is an effort to promote and invest in transit oriented development around the state. 32 municipalities to date have been designated Transit Villages by the program.

The Transit Villages Initiative maintains an annual budget given out as grants to municipalities, who also receive state technical assistance. Cities apply for grants when they have a plan for redevelopment around their transit hubs. These plans must be specific and identify exact locations where development can occur, as well as provide design guidelines for how to redevelop streets to maximize walking, biking, and transit use.

Showing that transit-oriented development does not need to be limited to larger municipalities, the cities in the program range from under 8,000 residents (South Amboy) to over 264,000 residents (Jersey City). Different communities have different contexts, and TOD will necessarily have different design and scale in different places.

The key to the success of the program is the cross-jurisdictional collaboration that defines it. This allows not just for development, but for a comprehensive community vision to take place. NJ Transit Village Initiative is supported by a multiagency taskforce that reviews proposals and grants funds. These agencies focus on a range of issues, from housing (the Housing and Mortgage Finance Agency) to the environment (Department of Environmental Protection) to the arts (Council of the Arts.) This enables early buy-in from multiple facets of government needed to realize a comprehensive development vision, and reflects the broad range of positive impacts TOD has on New Jersey cities and town.

scale of Job Center developments. Depending on the exact building structure, uses, parking requirements, and rise of on-demand, shared and utonomous vehicles as well as alternative transportation, some developments may be able to avoid needing to construct below grade or structured parking.

Neighborhood Multifamily

Some stations may not be able to host development at the scale of Village Centers, either because of infrastructure or market challenges. But they will still face the challenge of what to do with unused surface parking. For these stations we developed a "Neighborhood Multifamily" typology. These would likely be townhomes or garden apartments, each with private yards in addition to community open space. Because neither the existing surrounding population nor the scale of development would likely be large enough to support a walkable downtown-like area, we assigned 95% of the area to homes, and 5% to commercial uses. On average, this type of development would produce a new neighborhood of 300 homes, and about 16,000 square feet of commercial space, enough for a few shops or cafes, or even a small neighborhood grocery store. Parking would not need to be buried or structured as long as parking requirements were not overly burdensome. With a requirement of 1.5 parking spaces per residence, there would be sufficient space to house the new development, parks, and community facilities, and still retain enough room for surface parking and private yards for residents.

Appendix: Municipality Scores

Station Name	Station Score	Municipality	Zoning Examined within 1/2 Mile of Station or Other Parameters Considered
LIRR			
Albertson	0	North Hempstead town, Nassau County, New York	No multifamily found
Amagansett	0	East Hampton town, Suffolk County, New York	No multifamily found
Amityville	2	Amityville village, New York	Based on recent development
Babylon	0	Babylon village, New York	No multifamily found
Baldwin	2	Hempstead town, Nassau County, New York	Res-CA (2)
Bay Shore	3	Islip town, Suffolk County, New York	DDD-Garden (3), DDD-Apt (2), RRD (1), CA (1)
Bellerose	0	Floral Park village, New York	No multifamily found
Bellmore	2	Hempstead town, Nassau County, New York	Res-CA
Bellport	0	Bellport village, New York	No multifamily found
Bethpage	2	Oyster Bay town, Nassau County, New York	RSC-25 (2), NB (1), GB (1)
Brentwood	1	Islip town, Suffolk County, New York	RRD (1), CA (1)
Bridgehampton	0	Southampton town, Suffolk County, New York	No multifamily found
Carle Place	0	North Hempstead town, Nassau County, New York	No multifamily found
Cedarhurst	1	Cedarhurst village, New York	Apartments
Central Islip	0	Islip town, Suffolk County, New York	No multifamily found
Centre Avenue	1	East Rockaway village, New York	Apartments
Cold Spring Harbor	0	Huntington town, Suffolk County, New York	No multifamily found
Copiague	0	Babylon village, New York	No multifamily found
Country Life Press	1	Garden City village, New York	R-A (1), R-M (1)
Deer Park	—	Islip town, Suffolk County, New York	Zoning Unavailable
East Hampton	1	East Hampton village, New York	Manufacturing (1), Commercial (1), Core Commercial (1), Limited Office (1), R-20 (1),R-40 (1), R-80 (1)
East Rockaway	3	East Rockaway village, New York	Apartments (1)
		North Hempstead town, Nassau County, New York	Res.-CAS (3), Res.-CA (2)
East Williston	2	East Williston village, New York	General zoning code
		Williston Park village, New York	General zoning code
Farmingdale	0	Farmingdale village, New York	No multifamily found
Floral Park	1	Floral Park village, New York	R-A (1)
Freeport	1	Freeport village, New York	Apartment
Garden City	1	Garden City village, New York	R-A
Gibson	1	Valley Stream village, New York	C-1
Glen Cove	0	Glen Cove city, Nassau County, New York	No multifamily found
Glen Head	1	Oyster Bay town, Nassau County, New York	NB (1), GB (1)
Glen Street	0	Glen Cove city, Nassau County, New York	No multifamily found
Great Neck	2	Great Neck Plaza village, New York	C-2 (2), RD (2), B (1)
Great River	1	Islip town, Suffolk County, New York	CA
Greenlawn	1	Huntington town, Suffolk County, New York	C6
Greenport	0	Greenport village, New York	No multifamily found
Greenvale	0	North Hempstead town, Nassau County, New York	No multifamily found
		Roslyn Harbor village, New York	No multifamily found
Hampton Bays	1	Southampton town, Suffolk County, New York	MUPDD (1), MF44 (1)
Hempstead	3	Hempstead village, New York	Residence-E (3), Residence-B (2)
Hempstead Gardens	0	Hempstead town, Nassau County, New York	No multifamily found
Hewlett	2	Hempstead town, Nassau County, New York	Res-CA
Hicksville	2	Oyster Bay town, Nassau County, New York	CB (2), NB (1), GB (1)
Huntington	1	Huntington town, Suffolk County, New York	R3M (1), C6 (1)
Inwood	2	Lawrence village, New York	Business-K
Island Park	—	Island Park village, New York	Zoning Unavailable
Islip	1	Islip town, Suffolk County, New York	RRD (1), CA (1)

Station Name	Station Score	Municipality	Zoning Examined within 1/2 Mile of Station or Other Parameters Considered
Kings Park	1	Smithtown town, Suffolk County, New York	RMGA (1), R-6 (1)
Lakeview	0	Hempstead town, Nassau County, New York	No multifamily found
Lawrence	2	Hempstead town, Nassau County, New York	Zoning Unavailable
		Lawrence village, New York	Business-K (2), Residence-E (1), Residence-F-F (1)
Lindenhurst	2	Lindenhurst village, New York	Downtown Floating Zone
Locust Valley	1	Matinecock village, New York	Zoning Unavailable
		Oyster Bay town, Nassau County, New York	NB (1), GB (1)
Long Beach	3	Long Beach city, Nassau County, New York	Res-L (3), Res/Bus A (3), Res-H (1)
Lynbrook	0	Lynbrook village, New York	No multifamily found
Malverne	0	Malverne village, New York	No multifamily found
Manhasset	2	North Hempstead town, Nassau County, New York	R-M
Massapequa	0	Oyster Bay town, Nassau County, New York	No multifamily found
Massapequa Park	0	Massapequa Park village, New York	No multifamily found
Mastic Shirley		Brookhaven town, Suffolk County, New York	Zoning Unavailable
Mattituck	2	Southold town, Suffolk County, New York	AHD
Medford		Brookhaven town, Suffolk County, New York	Zoning Unavailable
Merillon Avenue	1	North Hempstead town, Nassau County, New York	Zoning Unavailable
		Garden City village, New York	R-A (1)
Merrick	2	Hempstead town, Nassau County, New York	Res-CA
Mineola	3	Mineola village, New York	Based on recent development
Montauk	0	East Hampton town, Suffolk County, New York	No multifamily found
Nassau Boulevard	0	Garden City village, New York	No multifamily found
New Hyde Park	1	New Hyde Park village, New York	Residential
Northport	1	Huntington town, Suffolk County, New York	C6
Oakdale	1	Islip town, Suffolk County, New York	CA
Oceanside	2	Hempstead town, Nassau County, New York	Res-CA
Oyster Bay	1	Oyster Bay town, Nassau County, New York	RMF-16 (1), RPH20 (1), GB (1)
Patchogue	3	Patchogue village, New York	General zoning code
Pinelawn	0	Farmingdale village, New York	No multifamily found
Plandome	0	Plandome Manor village, New York	No multifamily found
Port Jefferson	1	Port Jefferson village, New York	General zoning code
Port Washington	0	North Hempstead town, Nassau County, New York	No multifamily found
Riverhead	0	Riverhead town, Suffolk County, New York	No multifamily found
Rockville Centre	1	Rockville Centre village, New York	Residential
Ronkonkoma	0	Islip town, Suffolk County, New York	No multifamily found
Roslyn	0	North Hempstead town, Nassau County, New York	No multifamily found
Sayville	1	Islip town, Suffolk County, New York	CA
Sea Cliff	1	Glen Cove city, Nassau County, New York	R-5
Seaford	2	Hempstead town, Nassau County, New York	Res-CA
Smithtown	1	Smithtown town, Suffolk County, New York	RMGA (1), R-6 (1)
Southampton	1	Southampton village, New York	MF-20
Southold	2	Southold town, Suffolk County, New York	AHD (2), HD (1)
Speonk	1	Southampton town, Suffolk County, New York	MF 44
St. James	0	Smithtown town, Suffolk County, New York	No multifamily found
Stewart Manor	0	Garden City village, New York	No multifamily found
Stony Brook	—	Brookhaven town, Suffolk County, New York	Zoning Unavailable
Syosset	1	Oyster Bay town, Nassau County, New York	RPH20 (1), NB (1), GB (1)
Valley Stream	1	Valley Stream village, New York	C-1 (1), C-1 (1), C-1 (1)
Wantagh	2	Hempstead town, Nassau County, New York	Res-CA
West Hempstead	3	Hempstead town, Nassau County, New York	Res-CAS (3), URD-C (2), Res.-CA (2)
Westbury	2	Westbury village, New York	BA
Westhampton	1	Westhampton Beach village, New York	MF-20
Westwood	0	Lynbrook village, New York	No multifamily found
Woodmere	2	Hempstead town, Nassau County, New York	Res-CA
Wyandanch	2	Islip town, Suffolk County, New York	Based on recent development
Yaphank		Brookhaven town, Suffolk County, New York	Zoning Unavailable

Metro North

Ansonia	1	Ansonia town, New Haven County, Connecticut	GA (1), C (1)
Appalachian Trail	0	Pawling town, Dutchess County, New York	No multifamily found
Ardsley-on-Hudson	0	Irvington village, New York	No multifamily found
Beacon	0	Beacon city, Dutchess County, New York	No multifamily found
Beacon Falls	1	Beacon Falls town, New Haven County, Connecticut	Plan of Conservation and Development
Bedford Hills	1	Bedford town, Westchester County, New York	R1A
Bethel	1	Bethel town, Fairfield County, Connecticut	Plan of Conservation and Development
Branchville	0	Ridgefield town, Fairfield County, Connecticut	No multifamily found

Station Name	Station Score	Municipality	Zoning Examined within 1/2 Mile of Station or Other Parameters Considered
Breakneck Ridge	0	Fishkill town, Dutchess County, New York	No multifamily found
Brewster	2	Brewster village, New York	B1
Bridgeport	3	Bridgeport town, Fairfield County, Connecticut	DVD-TOD (3), DVD-WF (3), DVD-Core (3), DVD-Civic (3)
Bronxville	2	Bronxville village, New York	Res-D (2), Res-C (2), Res-B (1)
Cannondale	0	Wilton town, Fairfield County, Connecticut	No multifamily found
Chappaqua	1	New Castle town, Westchester County, New York	R-.25 Acre
Cold Spring	1	Cold Spring village, New York	R-3
Cortlandt	1	Cortlandt town, Westchester County, New York	HC-9A
Cos Cob	2	Greenwich town, Fairfield County, Connecticut	R-6 (2), GBO (1)
Crestwood	2	Tuckahoe village, New York	Apartment 3
Croton Falls	0	North Salem town, Westchester County, New York	No multifamily found
Croton-Harmon	0	Croton-on-Hudson village, New York	No multifamily found
Danbury	3	Danbury town, Fairfield County, Connecticut	C-CBD (3), RH-3 (3), RMF-4 (2)
Darien	1	Darien town, Fairfield County, Connecticut	DBR (1), PR (1), SB (1), CBD (1)
Derby-Shelton	1	Derby town, New Haven County, Connecticut	CDD (1), B-2 (1)
Dobbs Ferry	1	Dobbs Ferry village, New York	MF-1 (1), MDR-2 (1)
Dover Plains	1	Dover town, Dutchess County, New York	HM (1), HR (1)
East Norwalk	2	Norwalk town, Fairfield County, Connecticut	D: over 6 dwelling units (2), NB (2), D: 3-6 dwelling units (1)
Fairfield	3	Fairfield town, Fairfield County, Connecticut	CDBD (3), DCD (3)
Fairfield Metro	3	Fairfield town, Fairfield County, Connecticut	CDBD (3), DCD (3), NDD (2)
Fleetwood	1	Mount Vernon city, Westchester County, New York	RMF-10
Garrison	0	Philipstown town, Putnam County, New York	No multifamily found
Glenbrook	3	Stamford town, Fairfield County, Connecticut	V-C (3), R-5 (1), RM-1 (1), C-N (1)
Glenwood	3	Yonkers city, Westchester County, New York	A
Golden's Bridge	0	Lewisboro town, Westchester County, New York	No multifamily found
Green's Farms	0	Westport town, Fairfield County, Connecticut	No multifamily found
Greenwich	2	Greenwich town, Fairfield County, Connecticut	R-MF (2), R-6 (2), CGB (1), CGBR (1),GBO (1),LBR-2 (1)
Greystone	3	Yonkers city, Westchester County, New York	A
Harlem Valley-Wingdale	1	Dover town, Dutchess County, New York	HR
Harrison	2	Harrison village, New York	MF (2), MFR (2), GA (1)
Hartsdale	3	Greenburgh town, Westchester County, New York	M-174
Hastings-on-Hudson	1	Hastings-on-Hudson village, New York	MR-1.5 (1), MR-O (1), MR-C (1)
Hawthorne	0	Mount Pleasant town, Westchester County, New York	No multifamily found
Irvington	1	Irvington village, New York	MF
Katonah	0	Bedford town, Westchester County, New York	No multifamily found
Larchmont	1	Larchmont village, New York	MF
Ludlow	3	Yonkers city, Westchester County, New York	BA
Mamaroneck	3	Mamaroneck village, New York	RM/SC (3), RM-3 (2), R-4F (2)
Manitou	0	Philipstown town, Putnam County, New York	No multifamily found
Merritt 7	3	Norwalk town, Fairfield County, Connecticut	EO (3), B2 (2)
Milford	3	Milford town, New Haven County, Connecticut	MCDD (3), CDD-4 (2), RMF-16 (1), RO (1)
Mount Kisco	1	Mount Kisco village, New York	RM-10 (1), RM-12 (1)
Mount Pleasant	0	Mount Pleasant town, Westchester County, New York	No multifamily found
Mount Vernon East	3	Mount Vernon city, Westchester County, New York	RMF-15 (3), RMF-SC-25 (3), RMF-10 (1)
Mount Vernon West	3	Mount Vernon city, Westchester County, New York	RMF-15 (3), RMF-10 (1)
Naugatuck	1	Naugatuck town, New Haven County, Connecticut	Plan of Conservation and Development
New Canaan	2	New Canaan town, Fairfield County, Connecticut	Business C (2), MF (1), Apt Zone (1)
New Hamburg	—	Wappinger town, Dutchess County, New York	Zoning Unavailable
New Haven State Street	3	New Haven town, New Haven County, Connecticut	BA (3), BD (3), BD-1 (3), BD-3 (3), RM-2 (2)
New Haven Union Station	3	New Haven town, New Haven County, Connecticut	RO (3), BA (3), BD-1 (3), BD-3 (3), RM-2 (1)
New Rochelle	3	New Rochelle city, Westchester County, New York	RMF-1.3 (3), RMF-SC 4.0 (3), RMF-0.7 (2), RMF-0.4 (1), RMF-0.5 (1)
Noroton Heights	1	Darien town, Fairfield County, Connecticut	DMR (1), PR (1), SB (1)
North White Plains	3	White Plains city, Westchester County, New York	RM-.4 (3), RM-1.5 (1), RM-2.5 (1)
Old Greenwich	1	Greenwich town, Fairfield County, Connecticut	GB (1), LBR-2 (1)
Ossining	3	Ossining village, New York	MF-2
Patterson	—	Patterson town, Putnam County, New York	Zoning Unavailable
Pawling	1	Pawling village, New York	R-4
Peekskill	3	Peekskill city, Westchester County, New York	R-6 (3), R-4 (1)
Pelham	2	Pelham village, New York	Res-M-1 (2), Res-M (1)
Philipse Manor	1	Sleepy Hollow village, New York	MF Med Density
Pleasantville	1	Pleasantville village, New York	RPO (1), R-3 (1), R-4 (1)
Port Chester	3	Port Chester village, New York	RA-3
Poughkeepsie	2	Poughkeepsie city, Dutchess County, New York	R-4A (2), R-4 (1)
Purdy's	0	North Salem town, Westchester County, New York	No multifamily found

Station Name	Station Score	Municipality	Zoning Examined within 1/2 Mile of Station or Other Parameters Considered
Redding	0	Redding town, Fairfield County, Connecticut	No multifamily found
Riverside	0	Greenwich town, Fairfield County, Connecticut	No multifamily found
Rowayton	0	Norwalk town, Fairfield County, Connecticut	No multifamily found
Rye	1	Rye city, Westchester County, New York	RA-1 (1), RA-4 (1)
Scarborough	0	Briarcliff Manor village, New York	No multifamily found
Scarsdale	3	Scarsdale village, New York	PUD-1.4 (3), Res-C (2), PUD-1.0 (2)
Seymour	1	Seymour town, New Haven County, Connecticut	Plan of Conservation and Development
South Norwalk	3	Norwalk town, Fairfield County, Connecticut	SNBD (3), SSDD (3), WSDD (2), D: over 6 dwelling units (2),NB (2), D: 3-6 dwelling units (1)
Southeast	1	Brewster village, New York	RMF
Southport	3	Fairfield town, Fairfield County, Connecticut	DCD
Springdale	3	Stamford town, Fairfield County, Connecticut	V-C (3), R-5 (1)
Stamford	3	Stamford town, Fairfield County, Connecticut	CC-N (3), TCDD (3), C-I (2), R-MF (2), SRD-N (2)
Stratford	1	Stratford town, Fairfield County, Connecticut	LB (1), CA (1)
Talmadge Hill	0	New Canaan town, Fairfield County, Connecticut	No multifamily found
Tarrytown	1	Tarrytown village, New York	M-2 (1), M-3 (1), M-1.5 (1)
Tenmile River	0	Amenia town, Dutchess County, New York	No multifamily found
Tuckahoe	2	Tuckahoe village, New York	Apartment 3
Valhalla	1	Mount Pleasant town, Westchester County, New York	PRDT-8
Wassaic	0	Amenia town, Dutchess County, New York	No multifamily found
Waterbury	2	Waterbury town, New Haven County, Connecticut	RH (2), RM (2), RO (1)
West Haven	2	West Haven town, New Haven County, Connecticut	CBD (2), Zoning Unavailable (0)
Westport	1	Westport town, Fairfield County, Connecticut	RORD2 (1), GBD/S (1)
White Plains	3	White Plains city, Westchester County, New York	RM-.4 (3), RM-2 (1), RM-2.5 (1), RM-1.5 (1),RM-1.0 (1), RM-.7 (1)
Wilton	1	Wilton town, Fairfield County, Connecticut	DRD
Yonkers	3	Yonkers city, Westchester County, New York	BA

New Jersey Transit

Aberdeen-Matawan	2	Aberdeen township, Monmouth County, New Jersey	NJ Transit Village (2)
Allendale	1	Allendale borough, Bergen County, New Jersey	ML-1
Allenhurst	—	Allenhurst borough, Monmouth County, New Jersey	Zoning Unavailable
Anderson Street-Hackensack	3	Hackensack city, Bergen County, New Jersey	B-1 (3), B-2 (3), R2B (2), R-3B (2),R2A (1), R-3A (1)
Annandale	1	Clinton township, Hunterdon County, New Jersey	PND
Asbury Park	1	Asbury Park city, Monmouth County, New Jersey	R-3
Avenel	0	Woodbridge township, Middlesex County, New Jersey	No multifamily found
Basking Ridge	0	Bernards township, Somerset County, New Jersey	No multifamily found
Bay Head	1	Bay Head borough, Ocean County, New Jersey	Zoning Unavailable
		Point Pleasant Beach borough, Ocean County, New Jersey	HR (1)
Bay Street-Montclair	3	Montclair township, Essex County, New Jersey	C-1 (3), R-4 (2), NC (2)
Belmar	2	Belmar borough, Monmouth County, New Jersey	NJ Transit Village (2)
Berkeley Heights	1	Berkeley Heights township, Union County, New Jersey	DD (1), HB-3 (1), DH-12 (1)
Bernardsville	1	Bernardsville borough, Somerset County, New Jersey	C-1 (1), B-1 (1)
Bloomfield	3	Bloomfield township, Essex County, New Jersey	R-H-12 Stories and above (3), R-G-Mid Rise (2), R-G-Garden (2), R-H-6-11 stories (2)
Boonton	0	Boonton town, Morris County, New Jersey	No multifamily found
Bound Brook	2	Bound Brook borough, Somerset County, New Jersey	R-6 (1), NJ Transit Village (2)
Bradley Beach	2	Bradley Beach borough, Monmouth County, New Jersey	GBW (2), OP (1)
Brick Church	3	East Orange city, Essex County, New Jersey	TR-4 (3), TR-O (3), TR-3 (2)
Bridgewater	0	Bridgewater township, Somerset County, New Jersey	No multifamily found
Broadway	1	Fair Lawn borough, Bergen County, New Jersey	B-2
Campbell Hl	0	Hamptonburgh town, Orange County, New York	No multifamily found
Chatham	1	Chatham borough, Morris County, New Jersey	B-4 (1), B-2 (1), B-1 (1)
Clifton	—	Clifton city, Passaic County, New Jersey	Zoning Unavailable
Convent Station	0	Morris township, Morris County, New Jersey	No multifamily found
Cranford	2	Cranford township, Union County, New Jersey	R-7 (1), NJ Transit Village (2)
Delawanna	—	Clifton city, Passaic County, New Jersey	Zoning Unavailable
Denville	1	Denville township, Morris County, New Jersey	A-1
Dover	1	Dover town, Morris County, New Jersey	D1 (1), D4 (1)
Dunellen	2	Dunellen borough, Middlesex County, New Jersey	NJ Transit Village (2)
East Orange	3	East Orange city, Essex County, New Jersey	R-4 (3), R-3 (2)
Edison	0	Edison township, Middlesex County, New Jersey	No multifamily found
Elberon	2	Long Branch city, Monmouth County, New Jersey	NJ Transit Village (2)
Elizabeth	3	Elizabeth city, Union County, New Jersey	C-5 (3), C-2 (1), R-3 (1)
Emerson	0	Emerson borough, Bergen County, New Jersey	No multifamily found

Station Name	Station Score	Municipality	Zoning Examined within 1/2 Mile of Station or Other Parameters Considered
Essex Street-Hackensack	3	Hackensack city, Bergen County, New Jersey	B-1 (3), R-2B (2), R-3B (2)
Fanwood	1	Fanwood borough, Union County, New Jersey	CC (1), CC2 (1)
Far Hills	—	Far Hills borough, Somerset County, New Jersey	Zoning Unavailable
Garfield	1	Garfield city, Bergen County, New Jersey	R-2
Garwood	2	Garwood borough, Union County, New Jersey	C-B
Gillette	0	Long Hill township, Morris County, New Jersey	No multifamily found
Gladstone	0	Peapack and Gladstone borough, Somerset County, New Jersey	No multifamily found
Glen Ridge	0	Glen Ridge borough, Essex County, New Jersey	No multifamily found
Glen Rock-Boro Hall	—	Glen Rock borough, Bergen County, New Jersey	Zoning Unavailable
Glen Rock-Main	—	Glen Rock borough, Bergen County, New Jersey	Zoning Unavailable
Hackettstown	1	Hackettstown town, Warren County, New Jersey	PMU (1), CC (1), APT (1)
Hamilton	0	Hamilton township, Mercer County, New Jersey	No multifamily found
Harriman	—	Woodbury town, Orange County, New York	Zoning Unavailable
Hawthorne	2	Hawthorne borough, Passaic County, New Jersey	R-3
Hazlet	0	Hazlet township, Monmouth County, New Jersey	No multifamily found
High Bridge	0	High Bridge borough, Hunterdon County, New Jersey	No multifamily found
Highland Avenue	2	City of Orange township, Essex County, New Jersey	B-2-Mid Rise (2), B-2-Garden (2)
Hillsdale	0	Hillsdale borough, Bergen County, New Jersey	No multifamily found
Hoboken Terminal	3	Hoboken city, Hudson County, New Jersey	CBD
Ho-Ho-Kus	0	Ho-Ho-Kus borough, Bergen County, New Jersey	No multifamily found
Jersey Avenue	2	New Brunswick city, Middlesex County, New Jersey	R-6 (1), NJ Transit Village (2)
Kingsland	1	Lyndhurst township, Bergen County, New Jersey	R-C
Lake Hopatcong	0	Roxbury township, Morris County, New Jersey	No multifamily found
Lebanon	0	Lebanon borough, Hunterdon County, New Jersey	No multifamily found
Lincoln Park	1	Lincoln Park borough, Morris County, New Jersey	B-1 (1), B-2 (1), GAR (1)
Linden	2	Linden city, Union County, New Jersey	R-3-High Rise (2), R-3-Garden (2)
Little Falls	1	Little Falls township, Passaic County, New Jersey	R-2
Little Silver	1	Little Silver borough, Monmouth County, New Jersey	TH-2 (1), TH-1 (1)
Long Branch	2	Long Branch city, Monmouth County, New Jersey	NJ Transit Village (2)
Lyndhurst	1	Lyndhurst township, Bergen County, New Jersey	R-C
Lyons	0	Bernards township, Somerset County, New Jersey	No multifamily found
Madison	1	Madison borough, Morris County, New Jersey	CBD-1 (1), CBD-2 (1), R-5 (1)
Mahwah	1	Mahwah township, Bergen County, New Jersey	GA-200
Manasquan	1	Manasquan borough, Monmouth County, New Jersey	B-1 (1), BR-1 (1), RM (1), B-3 (1)
Maplewood	3	Maplewood township, Essex County, New Jersey	PS (3), RB (2)
Metropark	0	Woodbridge township, Middlesex County, New Jersey	No multifamily found
Metuchen	2	Metuchen borough, Middlesex County, New Jersey	R-4 (1), NJ Transit Village (2)
Middletown	0	Middletown township, Monmouth County, New Jersey	No multifamily found
		Wallkill town, Orange County, New York	Zoning Unavailable
Millburn	1	Millburn township, Essex County, New Jersey	R-8 (1), B-4 (1)
Millington	0	Long Hill township, Morris County, New Jersey	No multifamily found
Monmouth Park	0	Oceanport borough, Monmouth County, New Jersey	No multifamily found
Montclair Heights	2	Montclair township, Essex County, New Jersey	NJ Transit Village (2)
Montclair St Univ	3	Little Falls township, Passaic County, New Jersey	B-4
Montvale	1	Montvale borough, Bergen County, New Jersey	AH-9A (1), B-1 (1), AHO-16 (1)
Morris Plains	—	Morris Plains borough, Morris County, New Jersey	Zoning Unavailable
Morristown	3	Morristown town, Morris County, New Jersey	M1-6 story (3), TVC (2), M1-5 story (2), RGR (2), M1-4 story (2), M1-3 story (1), M1 (1)
Mount Olive	0	Mount Olive township, Morris County, New Jersey	No multifamily found
Mount Tabor	0	Denville township, Morris County, New Jersey	No multifamily found
Mountain Avenue	2	Montclair township, Essex County, New Jersey	NJ Transit Village (2)
Mountain Lakes	—	Mountain Lakes borough, Morris County, New Jersey	Zoning Unavailable
Mountain Station	2	South Orange Village township, Essex County, New Jersey	NJ Transit Village (2)
Mountain View-Wayne	0	Wayne township, Passaic County, New Jersey	No multifamily found
Mt Arlington	0	Mount Arlington borough, Morris County, New Jersey	No multifamily found
Murray Hill	1	New Providence borough, Union County, New Jersey	R-4
Nanuet	1	Clarkstown town, Rockland County, New York	MF-1
Netcong	2	Netcong borough, Morris County, New Jersey	B-C (1), NJ Transit Village (2)
Netherwood	2	Plainfield city, Union County, New Jersey	TSC (2), TSR (1), PSR2 (1)
New Bridge Landing	1	River Edge borough, Bergen County, New Jersey	R-3
New Brunswick	3	New Brunswick city, Middlesex County, New Jersey	R-6 (1), C-4 Commercial/Office (3), NJ Transit Village
New Providence	1	New Providence borough, Union County, New Jersey	R-4
Newark Airport	0	Newark city, Essex County, New Jersey	No multifamily found
Newark Broad Street	3	Newark city, Essex County, New Jersey	R-5
Newark Penn Station	3	Newark city, Essex County, New Jersey	R-5-Mid Rise (3), R-5-Low Rise (2)
North Branch	0	Branchburg township, Somerset County, New Jersey	No multifamily found
North Elizabeth	3	Elizabeth city, Union County, New Jersey	R-4 (3), C-5 (3), R-3 (1)

Station Name	Station Score	Municipality	Zoning Examined within 1/2 Mile of Station or Other Parameters Considered
Oradell	—	Oradell borough, Bergen County, New Jersey	Zoning Unavailable
Orange	2	City of Orange township, Essex County, New Jersey	B-2-Mid Rise (2), B-2-Garden (2)
Otisville	—	Otisville village, New York	Zoning Unavailable
Park Ridge	2	Park Ridge borough, Bergen County, New Jersey	NB (1), R-GA-1 (1), R-GA-2 (1), AH-2 (1), BUS-1 (1), NJ Transit Village (2)
Passaic	2	Passaic city, Passaic County, New Jersey	R-1A (2), R-3 (2), C-R (2)
Paterson	3	Paterson city, Passaic County, New Jersey	B-4 (3), R-4 (3), R-3 (3), B-2 (3),GFHD (2)
Peapack	0	Peapack and Gladstone borough, Somerset County, New Jersey	No multifamily found
Pearl River	0	Orangetown town, Rockland County, New York	No multifamily found
Perth Amboy	2	Perth Amboy city, Middlesex County, New Jersey	R-M(M)
Plainfield	3	Plainfield city, Union County, New Jersey	R8
Plauderville	1	Garfield city, Bergen County, New Jersey	R-TH (1), R-2 (1)
Point Pleasant	1	Point Pleasant Beach borough, Ocean County, New Jersey	GC
Port Jervis	0	Port Jervis city, Orange County, New York	No multifamily found
Princeton Jct.	2	West Windsor township, Mercer County, New Jersey	RP-1 (2), RP-3 (1), RP-7 (1)
Radburn	1	Fair Lawn borough, Bergen County, New Jersey	CR (1), R-3-2 (1), B-1 (1), B-3 (1)
Rahway	2	Rahway city, Union County, New Jersey	R-4 (2), MX-High Rise (2), B-4 (2), R-3 (1), MX-Low Rise (1)
Ramsey	1	Ramsey borough, Bergen County, New Jersey	R-4 (1), B-1 (1), B-1A (1)
Raritan	0	Raritan borough, Somerset County, New Jersey	No multifamily found
Red Bank	3	Red Bank borough, Monmouth County, New Jersey	BR-2 (3), BR-1 (3), WD (2), RD (1)
Ridgewood	3	Ridgewood village, Bergen County, New Jersey	AH-2 (3), B-3-R (2), C-R (2), R-5 (1),R-4 (1),T* (1),B-1 (1), B-2 (1)
River Edge	0	River Edge borough, Bergen County, New Jersey	No multifamily found
Roselle Park	1	Roselle Park borough, Union County, New Jersey	PD (1), R-4 (1), B-1 (1)
Rte 17 Ramsey	1	Ramsey borough, Bergen County, New Jersey	R-5 (1), R-5A (1)
Rutherford	2	Rutherford borough, Bergen County, New Jersey	R-4 (2), R-3 (1)
Salisbury Mills-Cornwal	0	New Windsor town, Orange County, New York	No multifamily found
Secaucus Junction	2	Secaucus town, Hudson County, New Jersey	Based on recent development
Short Hills	2	Millburn township, Essex County, New Jersey	B-3 (2), R-8 (1)
Sloatsburg	1	Sloatsburg village, New York	VC-2
Somerville	2	Somerville borough, Somerset County, New Jersey	G (1), NJ Transit Village (2)
South Amboy	2	South Amboy city, Middlesex County, New Jersey	NJ Transit Village (2)
South Orange	2	South Orange Village township, Essex County, New Jersey	B-1 (2), PRD (1)
Spring Lake	0	Spring Lake borough, Monmouth County, New Jersey	No multifamily found
Spring Valley	—	Spring Valley village, New York	Zoning Unavailable
Stirling	1	Long Hill township, Morris County, New Jersey	R-MF3
Suffern	—	Suffern village, New York	Zoning Unavailable
Summit	2	Summit city, Union County, New Jersey	GW-1 (2), MFT (2), MF (1)
Teterboro-Williams Ave	0	Hasbrouck Heights borough, Bergen County, New Jersey	No multifamily found
Towaco	1	Montville township, Morris County, New Jersey	TC-2 (1), TC-1 (1)
Trenton	3	Trenton city, Mercer County, New Jersey	Business-A (3), Business-B (2), Residential-B (2), Mixed Use (1)
Tuxedo	0	Tuxedo Park village, New York	No multifamily found
Union	0	Union township, Union County, New Jersey	No multifamily found
Upper Montclair	2	Montclair township, Essex County, New Jersey	R-3
Waldwick	1	Waldwick borough, Bergen County, New Jersey	A-H (1), VC-3 (1)
Walnut Street	2	Montclair township, Essex County, New Jersey	OR-3 (2), NC (2)
Watchung Avenue	2	Montclair township, Essex County, New Jersey	NC
Watsessing	2	Bloomfield township, Essex County, New Jersey	CORD
Wayne Route 23 Transit Center	2	Wayne township, Passaic County, New Jersey	WTZ-R
Wesmont	1	Wood-Ridge borough, Bergen County, New Jersey	R-3
Westfield	1	Westfield town, Union County, New Jersey	RA-3
Westwood	1	Westwood borough, Bergen County, New Jersey	R-3
White House	1	Readington township, Hunterdon County, New Jersey	PND
Woodbridge	0	Woodbridge township, Middlesex County, New Jersey	No multifamily found
Woodcliff Lake	1	Woodcliff Lake borough, Bergen County, New Jersey	AH-2 (1), AH-2 (1)
Wood-Ridge	0	Wood-Ridge borough, Bergen County, New Jersey	No multifamily found

Regional Plan Association

Regional Plan Association is an independent, not-for-profit civic organization that develops and promotes ideas to improve the economic health, environmental resiliency and quality of life of the New York metropolitan area. We conduct research on transportation, land use, housing, good governance and the environment. We advise cities, communities and public agencies. And we advocate for change that will contribute to the prosperity of all residents of the region. Since the 1920s, RPA has produced three landmark plans for the region and is working on a fourth plan due out in 2017. For more information, please visit, **www.rpa.org**.

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