



The New Jersey State Development and Redevelopment Plan

*New Jersey State Planning Commission
Adopted March 1, 2001*



Citizens of New Jersey

Nearly a million more people will call New Jersey home by the year 2020. And over 800,000 more people will work in the state by the year 2020. That means over 9 million of us will live in a state already known today as the most densely populated.

So where will we all live? How will we get anywhere and back? How about our cities and towns—will they be high-energy centers or in need of life support? How will trees and grass fit into the mix of bricks and mortar? What about our drinking water? Our air? And what about our children... Will a child born today have a quality of life in 2020 that makes her want to stay in New Jersey?

Soon these questions will be moot, because growth is occurring at a pace that has led the Impact Assessment of the State Plan (conducted by the Center for Urban Policy Research at Rutgers University) to predict that New Jersey could be fully developed in 50 years. Conversations about planning New Jersey's future will soon be academic.

The future needs a blueprint—now.

And we in New Jersey are fortunate to have one and with it a unique opportunity to guide our growth and protect our resources. The blueprint was designed over many years by many people who treasure the air and water, our cities and towns and our rural countrysides.

Officially known as the *New Jersey State Development and Redevelopment Plan*, we refer to it as the “Way to Grow.” The State Plan crosses political, ethnic and socioeconomic barriers to unite the citizens of New Jersey under a common goal: to ensure a positive future for all of us, a future bright with dynamic economic opportunities, maximized human potential enhanced environmental, historical and cultural resources and revitalized cities and towns.

The “Way to Grow” blueprint also has universal economic rewards. It is estimated that implementation of the plan would save towns, counties and school districts in New Jersey \$160 million **annually**.

Over the next 20 years, that means statewide savings of some \$870 million in roads and \$1.5 billion in water and sewer infrastructure—savings that could lower taxes or be put toward our schools, parks and other initiatives that improve our communities.

Thank you for taking the time to learn about New Jersey's “Way to Grow” State Plan. To learn more, please visit our web site at www.nj.stateplan.com.

Sincerely,

Joseph J. Maraziti, Jr., Esq., Chairman, New Jersey State Planning Commission
Charles M. Kuperus, Chairman, Plan Development Committee
Herbert Simmens, Secretary and Principal Executive Officer

New Jersey State Planning Commission

Joseph J. Maraziti, Jr. Esq., *Chairman*

Partner, Maraziti, Falcon & Healey

Michele S. Byers, *Vice Chair*

Executive Director, New Jersey Conservation Foundation

Dianne R. Brake

President, The Regional Planning Partnership

Arthur R. Brown, Jr.

Secretary, Department of Agriculture

David B. Fisher, AICP, PP

Vice President, The Matzel & Mumford Organization

Charles E. Hance

Secretary, Commerce and Economic Growth Commission

Connie O. Hughes

Chief, Governor's Office of Management and Policy

Jerrold L. Jacobs

Chairman, New Jersey Pinelands Commission

Jane M. Kenny

Commissioner, Department of Community Affairs

Charles M. Kuperus

Director, Sussex County Board of Chosen Freeholders

Peter Lawrance

Acting State Treasurer, Department of Treasury

Anthony L. Marchetta, PP

Vice President, LCOR, Inc.

Margaret Nordstrom

Member, Morris County Board of Chosen Freeholders

Douglas H. Palmer

Mayor, City of Trenton

Robert C. Shinn, Jr.

Commissioner, Department of Environmental Protection

James Weinstein

Commissioner, Department of Transportation

Barry H. Zagnit

Mayor, Borough of Spotswood

Herbert Simmens, PP

Secretary and Principal Executive Officer

Daniel J. Reynolds, Esq.

Deputy Attorney General, Department of Law and Public Safety

Sections of the State Plan

Introduction: Overview of the State Plan..... 1–21

Statewide Goals, Strategies and Policies 23–180

State Plan Policy Map..... 181–254

The Role of the State Plan..... 255–282

Appendices 283–351

Contents

Maps	vii
Tables and Charts	viii
Preface	ix

INTRODUCTION I

OVERVIEW OF THE STATE PLAN I

The State Planning Act	3
Key Concepts	4
State Planning Goals	7
Statewide Policies	7
State Plan Policy Map	8
Role of the State Development and Redevelopment Plan	11
Plan Endorsement	13

2020 VISION—LIVABLE COMMUNITIES AND NATURAL LANDSCAPES 15

Vision of New Jersey in the Year 2020	15
Livable Communities	19
Back to the Present	21

STATEWIDE GOALS, STRATEGIES AND POLICIES 23

STATEWIDE GOALS AND STRATEGIES 23

Goal #1: Revitalize the State’s Cities and Towns	25
Goal #2: Conserve the State’s Natural Resources and Systems	36
Goal #3: Promote Beneficial Economic Growth, Development and Renewal for All Residents of New Jersey	51
Goal #4: Protect the Environment, Prevent and Clean Up Pollution	62
Goal #5: Provide Adequate Public Facilities and Services at a Reasonable Cost	70
Goal #6: Provide Adequate Housing at a Reasonable Cost	79
Goal #7: Preserve and Enhance Areas with Historic, Cultural, Scenic, Open Space and Recreational Value	87
Goal #8: Ensure Sound and Integrated Planning and Implementation Statewide	96

STATEWIDE POLICIES 110

Equity	110
Comprehensive Planning	111
Public Investment Priorities	116
Infrastructure Investments	119
Economic Development	125
Urban Revitalization	129
Housing	136
Transportation	140
Historic, Cultural and Scenic Resources	144

Air Resources	146
Water Resources	147
Open Lands and Natural Systems	151
Energy Resources	156
Waste Management, Recycling and Brownfields	158
Agriculture	159
Coastal Resources	163
Planning Regions Established by Statute	167
Special Resource Areas	171
Design	174
STATE PLAN POLICY MAP	181
INTRODUCTION	181
Policy Map of the New Jersey State Development and Redevelopment Plan	182
PLANNING AREAS	186
Geographic Framework for Livable Communities	186
Metropolitan Planning Area (PA1)	187
Suburban Planning Area (PA2)	194
Fringe Planning Area (PA3)	200
Rural Planning Area (PA4)	205
Rural/Environmentally Sensitive Planning Area (PA4B)	214
Environmentally Sensitive Planning Area (PA5)	215
Environmentally Sensitive/Barrier Islands Planning Area (PA5B)	221
Critical Environmental Sites (CES) and Historic and Cultural Sites (HCS)	224
Parks and Natural Areas	227
Military Installations	228
Policies for Planning Areas	228
CENTERS	230
Planning for Centers	232
Components of Centers	235
Types of Centers	237
Policies for Centers	249
ENVIRONS	252
Linkages Within the Environs	253
Tools to Protect the Environs	254
Policies for Environs	254
THE ROLE OF THE STATE PLAN	255
THE STATE PLANNING ACT	255
MONITORING, EVALUATION AND ASSESSMENTS	257
Analyzing Alternative Growth Patterns	257
Impact Assessment	258

Infrastructure Needs Assessment	259
Indicators and Targets	262
RELATIONSHIP OF THE STATE PLAN TO OTHER PLANS	276
The Citizens of New Jersey	277
State Agencies	278
Planning Regions Established by Statute	279
New Jersey Council on Affordable Housing	279
Counties	280
Municipalities	280
APPENDICES	283
SELECTED POPULATION, EMPLOYMENT AND HOUSEHOLD PROJECTIONS TO THE YEAR 2020	283
LIST OF CENTERS	287
Designated Centers and Endorsed Plans	287
Proposed Centers	290
Identified Centers	297
PUBLICATIONS	309
GLOSSARY	317
STATE PLANNING ACT TEXT	339
STATE AGENCY USE OF THE STATE PLAN	348
HIGHLANDS MUNICIPALITIES	349
URBAN COORDINATING COUNCIL MUNICIPALITIES	350
Credits	353
Map Notes	357

Color Section: Development and Redevelopment Scenarios

Central New Jersey Region, Looking Northeast	Community Revitalization
Rural Village	Neighborhood Traffic Calming
Rapidly Developing Suburban Fringe	Urban Adaptive Reuse
Beltway Interchange	Warehouse Area Redevelopment
Suburban Highway and Rail Corridor	Urban Infill, corner situation
Suburban Commercial Strip	Urban Redevelopment
Urban Center	Suburban Road Conversion
Urban Industrial Riverfront	Transit Village Redevelopment
Rail Suburb	Shopping Center Redevelopment
Urban Neighborhood	Neighborhood Revitalization
Rural Valley	

Maps

Population by Municipality	30
Employment by Municipality	31
Waters of New Jersey	39
Drinking Water Supply Surface Sources	40
Surface Water Quality Designations	41
Watershed Management Areas	42
Developed Flood Hazard Areas	43
Groundwater	44
Agricultural Soils	46
Habitats	47
Freight Rail System	57
Commuter Rail System	74
Major Roads and Congestion	75
Approved Sewer Service Areas	76
Dwelling Units Authorized by Building Permits	83
Public Open Space and Preserved Farmland	90
Unprotected and Undeveloped Land in Approved Sewer Service Areas	91
New Jersey Trails Plan	92
Future Land Utilization—A Preliminary Study in Primary Distribution, 1934	100
State Development Guide Plan Concept Map, 1980	101
Counties and Municipalities	102
Planning Regions Established by Statute	167
The Highlands Special Resource Area	172
Policy Map of the New Jersey State Development and Redevelopment Plan	182
Developed Land	184
Unprotected and Undeveloped Land	185
Metropolitan Planning Area	188
Suburban Planning Area	195
Fringe Planning Area	202
Rural Planning Area	206
Rural/Environmentally Sensitive Planning Area	214
Environmentally Sensitive Planning Area	215
Environmentally Sensitive/Barrier Islands Planning Area	221
Critical Environmental Sites, Historic & Cultural Sites	225
Designated Centers	230
Population and Employment of Urban Centers	239
Urban Coordinating Council Municipalities	351

Tables and Charts

Strategic Revitalization Plans	34
Land in Farms, 1980–1999	59
Summary of Public Investment Priorities	117
Acres in Planning Areas	183
Policies for Nodes	229
Criteria for Center Designation/Planning for the Year 2020	231
Center Core Planning Guidelines	236
Population and Employment of Urban Centers	239
Summary of Estimated Infrastructure Costs, 2000–2020	261
New Jersey Open Space and Farmland	265
Proportion of the State’s Water Bodies that Support Aquatic Life	266
Estimated Infrastructure Costs, 2000–2020	267
New Jersey Municipal Revitalization Index	268
Number of Municipalities with Centers or Plans Endorsed by the State Planning Commission 1992–2000	269
Population Projections	283
Employment Projections	284
Household Projections	285

Preface

STATUS OF THE PLAN

This first major update and revision of New Jersey's June 12, 1992 *State Development and Redevelopment Plan* (the State Plan) was formulated in response to the mandates of the New Jersey Legislature contained in the New Jersey State Planning Act. The act was signed into law on January 2, 1986. It created the New Jersey State Planning Commission and required the Commission to prepare and adopt the State Plan, and to revise and readopt at least every three years thereafter.

New Jersey's State Plan, including its State Plan Policy Map (Policy Map), is used to guide municipal, county and regional planning, state agency functional planning and infrastructure investment decisions. It is not appropriate to use the State Plan directly to formulate codes, ordinances, administrative rules or other regulations. Such regulations should be formulated to carry out the master and functional plans of the responsible agencies.

Just as there are many ways that regulations can be formulated to carry out master and functional plans effectively, there are many ways that these master and functional plans can be formulated to be consistent with the State Plan. All New Jersey governments, and appropriate agencies thereof, are encouraged to review their plans with the goal of bringing them into consistency with the provisions of the State Plan. Using the State Plan in this manner assures that:

- the integrity of existing planning and regulatory processes is maintained;
- planning is coordinated and integrated statewide;
- the State Plan does not interfere with the prerogatives of governments and agencies in carrying out their responsibilities; and
- the State Plan does not delay regulatory or other processes.

For further discussion of these issues, the reader is referred to the section, The Role of the State Plan, on page 255.

CROSS-ACCEPTANCE

The State Planning Act also created a statewide planning process, called Cross-acceptance, to ensure that governments at all levels and the public participated in preparing the State Plan and in its periodic revision. The act describes Cross-acceptance as:

... a process of comparison of planning policies among governmental levels with the purpose of attaining compatibility between local, county and State plans. The process is designed to result in a written statement specifying areas of agreement or disagreement and areas requiring modification by parties to the cross-acceptance. (N.J.S.A. 18A-202b.)

The Cross-acceptance process for this second State Plan began when the Preliminary Plan was released in September 1997. All 21 counties prepared Comparison Reports that highlighted

areas of agreement and disagreement, commented on the consistency of municipal and county plans with the State Plan, and recommended issues for negotiation with the State Planning Commission.

In September 1998, public negotiations with all counties started and continued to the release of a Draft Final Plan in October 2000. In this process, 947 policy issues and map changes were negotiated with over 76 percent resulting in agreement between the State Planning Commission and counties and municipalities.

The Draft Final Plan, along with the Infrastructure Needs Assessment, the Impact Assessment and the Statement of Agreements and Disagreements were subjected to public hearings in each county. Based upon the findings of these hearings, and any written comments submitted to the Commission, the Commission adopted the *State Development and Redevelopment Plan* on March 1, 2001.

Introduction: Overview of The State Plan

The State Plan

Inspires

With a vision of New Jersey's future that can be shared by all citizens and by all levels of government.



Leads

By identifying the paths we must follow and the tools we will need in our journey to this future.

Balances

By recommending fair and equitable ways to spread the benefits and costs of growth to meet the special needs and interests of all groups.

Coordinates

By providing a single text to which we all can turn for guidance in making growth and conservation decisions.



Plan Structure

Vision Statement

Describes New Jersey in 2020 when the Goals of the State Plan are achieved.

Goals and Strategies

Describe the eight Goals that come from the State Planning Act and Strategies for achieving each Goal.

Statewide Policies

Provide specific guidance to state and local officials on a broad range of issues in 19 categories.

State Plan Policy Map

Identifies areas for growth, limited growth, agriculture, open space, conservation and other appropriate designations as required by the State Planning Act.

- **Planning Areas**

Identify areas with common characteristics and provide policy direction for each area.

- **Centers and Environs**

Promote the preferred forms for future development and redevelopment, designing and locating compact, mixed-use communities surrounded by protected natural landscapes.



Monitoring and Evaluation

Identify key indicators and targets for achieving State Plan Goals and summarize the findings of the Infrastructure Needs Assessment and Impact Assessment.



New Jersey is a state of abundant resources and a highly desirable quality of life. It has been blessed with a strong economy, and is well positioned to share in the benefits of national growth and prosperity. However, the state's resources and its quality of life are sensitive to the impacts of uncoordinated growth and development. There are increasing signs that New Jersey's resources and quality of life are under siege. There is evidence in many parts of the state of a deterioration in the quality of life: traffic congestion, loss of agricultural lands, polluted streams, loss of wetlands, deteriorating cities and towns, fiscal stress, and other impacts of uncoordinated growth.

In recent decades, shifts in the state's development pattern and the aging of its urban infrastructure have led to decay and decline in many of the state's urban areas. Since 1950, hundreds of thousands of acres of rural and agricultural lands have been converted to sprawling subdivisions, a pattern of development that destroys the character of the cultural landscape, is inefficient in terms of public facilities and services and is devoid of the sense of place that has long defined the character of life in New Jersey. In turn, this sprawling, consumptive pattern of development has contributed to increased housing prices. Worse still, sprawl generates more vehicle miles of travel than more compact forms of development. Though New Jersey has more miles of highway per square mile than any other state, most of the state's interstate system is operating at, or above, capacity during peak periods of use. To continue as a place of opportunity, we must increase the range of choices available for residents of New Jersey to live, work and raise a family.

New Jersey's plan articulates a bold vision for the future and provides the policy directives to attain this vision. It presents new concepts such as sustainable development, new urbanism, strong connections between transportation and land use, and capacity-based planning.

The State Planning Act

If New Jersey wants to preserve and maintain its abundant natural, cultural, economic and social resources and its quality of life, it must plan for its future. In 1985, the Legislature of the state of New Jersey adopted the State Planning Act (N.J.S.A. 52:18A-196 et seq.). In the act, the Legislature declared that the state of New Jersey needs sound and integrated "statewide planning" to:

...conserve its natural resources, revitalize its urban centers, protect the quality of its environment, and provide needed housing and adequate public services at a reasonable cost while promoting beneficial economic growth, development and renewal....

Under the act, the *State Development and Redevelopment Plan* is to establish "statewide planning objectives" regarding land use, housing, economic development, transportation, natural resource conservation, agriculture and farmland retention, recreation, urban and suburban redevelopment, historic preservation, public facilities and services and intergovernmental coordination. Sound and integrated statewide planning is the anticipated result of a statewide planning process that involves the active participation of state agencies, local governments, and the private sector.

The State Planning Act recognizes, and is based on, the following principles:

- I. The future well-being of the state of New Jersey depends on equal and shared social and economic opportunity among all its citizens.

2. A reasonable balance between public- and private-sector investment in infrastructure is key to the fiscal health, economic prosperity and environmental integrity of the state.

3. Coordinated planning among the state and local governments can ensure that “economies, efficiencies and savings” are achieved regarding public- and private-sector investment in the state.

4. The revitalization of the state’s urban centers is necessary if all New Jersey’s citizens are to benefit from growth and economic prosperity.

5. The provision of adequate and affordable housing in reasonable proximity to places of employment is necessary to ensure equal social and economic opportunity in the state; achieving this end requires sound planning to ensure an adequate supply of available land that can be developed in an efficient growth pattern.

6. The conservation of natural resources and the protection of environmental qualities are vital to the quality of life and economic prosperity of New Jersey.



The *State Development and Redevelopment Plan* responds to these principles and establishes a vision and a plan for the future of New Jersey. It is intended to serve as a guide for how public policy decisions should be made at all levels of government to achieve the goals of the State Planning Act. The State Plan identifies these goals as well as strategies and public policy measures that, when applied flexibly by all levels of government, will shape growth in ways that will help achieve the intent and purpose of the State Planning Act.

Key Concepts

The State Planning Commission recognizes the importance of the idea of sustainable development as a unifying theme for addressing development and redevelopment in New Jersey. The concept of sustainable development presents fundamental opportunities to rethink and reshape our business practices and our use of land, energy, technology and the environment, to design the kinds of places that will offer an exemplary quality of life.

Planning has a great deal to offer toward creating sustainable communities—places of enduring value. While many of the goals and policies discussed in the State Plan are not new or unique, the State Planning Commission believes that the vision of sustainable development has the potential to connect them in compelling ways. The following Key Concepts provide an overview of the most important ideas in the State Plan.

Planning Process

- I. Planning that is comprehensive, citizen-based, collaborative, coordinated, equitable and based on capacity analysis is essential to achieving the goals of the State Plan, and
 - creates clear intentions and expectations for the future to guide citizens, business and government;

- allows for harmonizing differing visions for the future held by various individuals and interests;
 - helps ensure that our community, region and state’s environmental, infrastructure and fiscal capacities are balanced;
 - allows communities, regions and the state to monitor progress and reassess plans at regular intervals;
 - guides public investment;
 - reduces the need for detailed regulatory processes;
 - encourages public and private interests to share information and work together in partnerships; and
 - ensures that citizens are treated fairly and justly.
2. Planning should be undertaken at a variety of scales and should focus on physical or functional features that do not necessarily correspond to political jurisdictions.
 - Transportation corridors, watersheds, airsheds, economic regions and neighborhoods are among the appropriate and desirable ways to organize planning efforts.
 3. Planning should be closely coordinated with, and supported by, investments, programs and regulatory actions.
 - Through the Plan Endorsement process, master plans, functional plans, development regulations and capital plans should be coordinated and supportive of each other.
 4. Planning should create, harness and build on the power of market forces and pricing mechanisms while accounting for full costs of public and private actions.
 - Density transfers, emissions trading and peak and off-peak period pricing are examples of techniques that use market principles to achieve public policy goals at lower cost and with greater efficiency.
 - Life-cycle costs and indirect and external costs such as pollution, environmental degradation and resource depletion should be fully integrated into the planning process.



New infill housing located within walking distance of a train station supports transit and revitalizes communities.

Planning Outcomes

1. Prevention—of pollution, of excessive traffic congestion, of excess land consumption—should be a basis of our planning, investment and regulatory policies.
 - Substantial efficiencies occur when we design systems to prevent problems rather than react later to attempt to fix problems.
2. Maintenance and revitalization of existing communities—especially Urban Centers and urban, suburban and rural municipalities experiencing distress—should be our first priority after mitigating life threatening and emergent threats to public health and safety.
 - Our existing communities have physical assets, human resources and social traditions that are irreplaceable.
 - Our social responsibility and fiscal resources do not allow us to continue to abandon land, buildings, neighborhoods and communities.

- Revitalizing our existing communities reduces pressures to develop farmland and environmentally sensitive lands.
3. Development and redevelopment—be it residential, commercial, industrial or institutional—should be planned, designed and constructed to contribute to the restoration and creation of healthy, diverse, environmentally integrated, compact, mixed-use, human-scale communities—livable communities.
 - Organizing development and redevelopment into Centers, with neighborhoods and mixed-use Cores and downtowns, results in lower public service costs, greater community and civic cohesion and identity; and reduces the consumption of land, energy and other natural resources.
 - Civic, institutional and commercial uses should be integrated into the physical fabric of the community and not be isolated in enclaves.
 - Schools should be located to enable children to walk or bicycle to them safely.
 - Centers should be planned to achieve balance between jobs and housing, and to accommodate old and young, peoples of diverse incomes and cultures, and a broad range of housing types and costs.
 - Greenbelts surrounding Centers and networks of greenways should help define and connect neighborhoods, communities and regions.
 - Automobile-oriented, single-use shopping, office and institutional developments should be redesigned and retrofitted into more diverse places with a mix of uses.
 4. The preferred approaches for managing growth to achieve the Goals of the State Plan are through the mapping of Center Boundaries to identify areas for development and redevelopment and Environs protection in suburban and rural New Jersey and the identification of Cores and Nodes as places for more intensive redevelopment in metropolitan New Jersey.
 - These locations should be planned and mapped in ways that achieve the Intent and Policy Objectives of the Planning Area in which they are located.
 5. Citizen choice through access to information, services, jobs, education, housing and community life should be supported by physical design, public investment and government policy.
 - Opportunities should be available to all people be they in rural Centers, inner-city neighborhoods or suburbs; and whether they are young, old or have disabilities.
 - Transit, pedestrian and bicycle systems should maximize access and mobility within and between communities, accommodating—not promoting—the automobile.
 - Access to information can substitute for activities and processes that are more expensive and environmentally harmful (for example, telecommuting versus automobile commuting).
 6. The protection, restoration and integration of nature and natural systems enriches our lives, conserves our resources and protects the health of our citizens and biological resources.



- Designing with nature and providing Green Infrastructure can reduce the need for more costly conventional infrastructure (for example, river and stream corridors can provide for flood control; constructed wetlands can substitute for capital intensive wastewater systems; and trees and solar architecture and design can reduce energy use in cities).
- Using ecological design principles to guide the development of industrial products and the built environment will reduce environmental damage.
- Incorporating elements such as solar orientation, deconstruction, demanufacturing and recyclability into our buildings and products will reduce virgin extraction as well as fossil fuel emissions, and nuclear and solid waste.

State Planning Goals

General Plan Strategy: Achieve all the State Planning Goals by coordinating public and private actions to guide future growth into compact, ecologically designed forms of development and redevelopment and to protect the Environs, consistent with the Statewide Policies and the State Plan Policy Map.

The following Goals are derived from the State Planning Act:

Goal #1: Revitalize the State's Cities and Towns

Goal #2: Conserve the State's Natural Resources and Systems

Goal #3: Promote Beneficial Economic Growth, Development and Renewal for All Residents of New Jersey

Goal #4: Protect the Environment, Prevent and Clean Up Pollution

Goal #5: Provide Adequate Public Facilities and Services at a Reasonable Cost

Goal #6: Provide Adequate Housing at a Reasonable Cost

Goal #7: Preserve and Enhance Areas with Historic, Cultural, Scenic, Open Space and Recreational Value

Goal #8: Ensure Sound and Integrated Planning and Implementation Statewide

Statewide Policies

Statewide coordination of planning will be achieved through the flexible application of the plan's Statewide Policies. These policies are designed to improve both the planning and the coordination of public policy among all levels of government so that we can overcome existing problems and avoid new problems in the future. The Statewide Policies address 19 substantive areas of concern (see shaded box on page 8).

Statewide Policies are designed to improve intergovernmental coordination of planning in a complex, highly diverse state. They will not, in and of themselves, lead to the patterns of development necessary to achieve the goals of the State Planning Act. They need to be applied to

public and private decisions through the State Plan Policy Map that accounts for the geographic diversity of the state and the unique opportunities and constraints that this diversity presents in terms of achieving the goals of the State Planning Act.

State Plan Policy Map

The State Plan Policy Map (Policy Map) identifies the types of ecologically designed compact forms of development and redevelopment that are necessary to assure efficient infrastructure and protection of natural resources in the various regions of the state. It also identifies the regions of the state within which there are critical natural and built resources that should be either protected or enhanced in order to achieve the goals of the State Planning Act. The compact forms are called Centers; the areas outside of Centers are called the Environs; and the regions in which they are found in are called Planning Areas. The Policy Map includes policies and a map whose boundaries and criteria were negotiated during the Cross-acceptance phase of the current State Plan.

The official State Plan Policy Map is prepared at a scale of 1 inch = 2,000 feet (1 to 24,000). The Policy Map has been mapped according to national map accuracy standards. Lines mapped at a scale of 1:24,000 are accurate to within 45 feet. These lines are not explicitly correlated with or based on property lines, zoning lines or political boundaries.

Planning Areas

Planning Areas are large masses of land (more than one square mile in extent) that share a common set of conditions (specified in the Policy Map), such as population density, infrastructure systems, level of development or natural systems. They serve a pivotal role in the State Plan by setting forth Policy Objectives that guide the application of the State Plan's Statewide Policies within each area, guide local planning and decisions on the location and size of Centers and Cores within Planning Areas and protect or enhance the Environs of these Centers, primarily in Planning Areas 3 through 5. In all cases, the application of Planning Area Policy Objectives serves to achieve the goals of the State Planning Act. However, in no case do Planning Areas function in any way as analogous to zoning classifications.

The Planning Areas are:

- Metropolitan Planning Area (PA 1)
- Suburban Planning Area (PA 2)

Statewide Policy Categories

1. Equity
2. Comprehensive Planning
3. Public Investment Priorities
4. Infrastructure Investments
5. Economic Development
6. Urban Revitalization
7. Housing
8. Transportation
9. Historic, Cultural and Scenic Resources
10. Air Resources
11. Water Resources
12. Open Lands and Natural Systems
13. Energy Resources
14. Waste Management, Recycling and Brownfields
15. Agriculture
16. Coastal Resources
17. Planning Regions Established by Statute
18. Special Resource Areas
19. Design

- Fringe Planning Area (PA 3)
- Rural Planning Area and (PA 4) and Rural/Environmentally Sensitive Planning Area (PA 4B)
- Environmentally Sensitive Planning Area (PA 5) and Environmentally Sensitive/Barrier Islands Planning Area (PA 5B)

The Planning Areas (for example, the Environmentally Sensitive Planning Area) are geographically delineated in the State Plan Policy Map to reflect the conditions (for example, environmentally sensitive natural resources) that the act requires the plan to address through policies (for example, Statewide Policies on Open Lands and Natural Systems). Because each Planning Area has different characteristics, it is unique and requires a unique set of Policy Objectives. These Policy Objectives orient the application of Statewide Policies to assure proper development and redevelopment of the Centers and Cores and adequate protection of their Environs where appropriate, all within the context of each Planning Area's unique conditions. The capacities of infrastructure, natural resource and other systems should be major considerations in planning the location and intensity of development and redevelopment in each Planning Area.

Nodes

Within Planning Areas, the State Plan also recognizes two different types of Nodes—

concentrations of employment and economic activity that are not organized in compact, mixed-use forms. These may be Commercial-Manufacturing Nodes or Heavy Industry-Transportation-Utility Nodes. Where appropriate, these places should be retrofitted over time to reduce automobile dependency, diversify land uses, and enhance linkages to communities.

Benefits of Density

The State Plan promotes the benefits of higher density in development in Centers, recommending a minimum average density of 5,000 people per square mile for Regional Centers, Towns and Villages. This could translate into a neighborhood of single-family homes on 1/4-acre lots. Good planning and design create higher-density neighborhoods that are convenient, healthy and livable, offering an excellent quality of life. Children can walk or bicycle to school and parents can walk to town. Well-designed housing provides private yards, reasonable setbacks, detached or attached garages and private gardens.

Some Urban Centers, such as the Hudson River waterfront, have developed at densities of up to 150 dwelling units per acre. These are transit- and amenity-rich locations with very high land costs and strong market demand. Excellence in urban design—of streets, apartments, offices and public spaces—makes these attractive and vibrant communities with diversity in activities, attractions, cultures and housing types.



Washington Town Center

Critical Environmental Sites and Historic and Cultural Sites

The State Plan Policy Map relies upon the Environmentally Sensitive Planning Area as a primary means of protecting and managing the state's natural and environmental resources. Yet the State Plan recognizes that there are important natural and environmental resources found throughout the state. The Plan refers to these sites as Critical Environmental Sites, and it recommends that, in addition to the application of appropriate Statewide Policies, other relevant provisions of the Environmentally Sensitive Planning Area apply to these sites in all Planning Areas.

The State Plan also recognizes that there are many historic, cultural and scenic sites throughout the state which need to be identified in order to apply the Historic, Cultural and Scenic Statewide Policies. To apply these policies, the State Planning Commission has created, within the State Plan Policy Map, Historic and Cultural Sites.

Centers and Environs

The State Plan contemplates the following five types of Centers:

- Urban Centers
- Regional Centers
- Towns
- Villages
- Hamlets

Centers are compact forms of development that—compared to sprawl development—consume less land, deplete fewer natural resources and are more efficient in the delivery of public services. The concept of Centers is the key organizing principle for development and redevelopment. Centers have a Core of public and private services and a development area surrounding the Core defined by a Center Boundary. The Center Boundary defines the geographic limit of planning for development of the Center. In the Fringe, Rural and Environmentally Sensitive Planning Areas, and where appropriate in the Metropolitan and Suburban Planning Areas, the boundary should be drawn to delineate the limit of future extension of a Center's capital facility services and, therefore, the geographical extent of its development and redevelopment.

Areas outside of Center Boundaries are the Environs, and should be protected from the impacts of development and redevelopment within the Centers and from other sources. Growth otherwise planned for the Environs should be focused in Centers to help ensure the maintenance of large contiguous areas of farmland, environmentally sensitive land and other open lands. Wherever possible, Centers should be surrounded by greenbelts where appropriate, to contain growth and provide opportunities for agriculture, recreation and other natural resource needs.

The amount of growth that should occur in any particular Center and its Environs depends upon its capacity characteristics, and the unique opportunities and constraints presented by the Planning Area in which it exists. Centers and their Environs should be planned and maintained so that they develop a unique character and "sense of place." These are attributes of desirable communities described as livable communities in the section "2020 Vision—Livable Communities and Natural Landscapes," which starts on page 15.

Role of the State Development and Redevelopment Plan

Tracking Progress in Meeting State Planning Goals

The State Planning Act requires that the State Plan contain indicators and targets to monitor progress in meeting State Plan Goals. Six key indicators and targets and 27 additional indicators and targets are proposed for this purpose.

How the State Plan Should Be Used

The State Plan is different from functional state agency plans and municipal and county master plans. The State Plan is not a regulation but a policy guide for state, regional and local agencies to use when they exercise their delegated authority. For example, the State Plan does not automatically change the criteria for the issuance of a state permit, but it does contemplate that the agency responsible for issuing permits should review its plans and regulations in light of the State Plan and make appropriate modifications to reflect the provisions of the Plan, if such modifications are within the scope of the agency's authority. If the necessary modifications would exceed the agency's authority, it should seek to obtain the authority through normal legislative or rule-making processes. Similarly, when county and municipal master plans are updated, they should be modified to reflect the provisions of the State Plan. In these ways, the intent of the State Planning Act is achieved through existing lines of delegated authority and through existing implementation processes.

The State Plan and Endorsed Plans at all levels will be important when the State of New Jersey makes infrastructure and other investment decisions. The State Plan will serve as a guide to when and where available state funds should be expended to achieve the goals of the State Planning Act. The principal source of this guidance is provided by the State Plan's Statewide Policies, including but not limited to the policies on Public Investment Priorities as they are applied in accordance with the State Plan Policy Map.

It is the position of the State Planning Commission that a basic policy in implementation of the State Plan is to achieve the public-interest goals of the State Planning Act while protecting and maintaining the equity of all citizens. It is the intent of the State Planning Commission that the benefits and burdens of implementing the State Plan should be equitably distributed among all citizens of the state. Where implementation of the goals, policies and objectives of the State Plan



affects the reasonable development expectations of property owners or disproportionately affects the equity of other citizens, agencies at all appropriate levels of government should employ programs, including, for example, compensation, that mitigate such impacts to ensure that the benefits and burdens flowing from implementation of the State Plan are borne on an equitable basis.

AREA TO BE EVALUATED	STATE PLAN INDICATORS AND TARGETS
ECONOMIC	
Key Indicator:	<p>New development, population and employment located in the Metropolitan and Suburban Planning Areas or within Centers in the Fringe, Rural and Environmentally Sensitive Planning Areas.</p>
	<p>TARGET: <i>The percent of the acres converted to development that are located in the Metropolitan and Suburban Planning Areas or within Centers in the Fringe, Rural and Environmentally Sensitive Planning Areas is 70 percent from 1995 to 2005 and 90 percent from 2005 to 2020.</i></p>
	<p><i>The percent of the state’s population growth locating in the Metropolitan and Suburban Planning Areas or within Centers in the Fringe, Rural and Environmentally Sensitive Planning Areas is 85 percent from 2001 to 2020.</i></p>
	<p><i>The percent of the state’s new employment growth locating in the Metropolitan and Suburban Planning Areas or within Centers in the Fringe, Rural and Environmentally Sensitive Planning Areas is 90 percent from 2001 to 2020.</i></p>
Additional Indicators	<ul style="list-style-type: none"> ● Average annual disposable income among New Jerseyans. ● Unemployment. ● Conversion of farmland for development. ● Percent of brownfield sites redeveloped. ● Agricultural output. ● Percent of jobs located in Urban Coordinating Council municipalities.
ENVIRONMENTAL	
Key Indicator:	<p>The amount of land permanently dedicated to open space and farmland preservation.</p>
	<p>TARGET: <i>The amount of land permanently dedicated to open space is 1,004,000 acres by 2002 and 1,354,000 acres by 2010. The amount of land preserved for farmland is 200,993 acres by 2002 and 550,993 acres by 2010.</i></p>
Key Indicator:	<p>Percent of New Jersey’s streams that support aquatic life.</p>
	<p>TARGET: <i>50 percent of stream miles assessed fully supporting aquatic life by 2005. 95 percent of stream miles assessed fully supporting aquatic life by 2020.</i></p>
Additional Indicators	<ul style="list-style-type: none"> ● Economic output per unit of energy consumed. ● The generation of solid waste on a per capita and per job basis. ● Number of unhealthful days annually caused by ground-level ozone, particulate matter and carbon monoxide. ● Greenhouse gas emissions. ● Conversion of wetlands for development. ● Conversion of land per person. ● Changes in toxic chemical use and waste generation (non-product output) by New Jersey’s manufacturing sector.

AREA TO BE EVALUATED

STATE PLAN INDICATORS AND TARGETS (continued)

INFRASTRUCTURE

Key Indicator:

Meet present and prospective needs for public infrastructure systems.

TARGET: Meet 25 percent of Present Costs (backlog) by 2005 and 100 percent by 2020, while meeting all Prospective Costs as they become necessary.

Additional Indicators

- The percent of all trips to work made by carpool, public transportation, bicycle, walking or working at home.
- Vehicle miles traveled per capita.
- Number of pedestrian fatalities in vehicular accidents on state roads.
- Increase in transit ridership.
- Percent of potable water supplies that meet all standards.
- Percent of development on individual septic systems.

COMMUNITY LIFE

Key Indicator:

Progress in socioeconomic revitalization for the 68 municipalities eligible for Urban Coordinating Council assistance.

TARGET: The Urban Coordinating Council Communities have demonstrated progress in reducing the gap between their revitalization needs and those of other municipalities to 1.50 by 2005 and 1.10 by 2020.

Additional Indicators

- Percent of New Jersey households paying more than 30 percent of their pre-tax household income towards housing.
- Municipalities with median household incomes of less than \$30,000 per year (in 1990 dollars).
- Number of census tracts with more than 40 percent of the population living under the poverty level.
- Percent of building permits issued in Urban Coordinating Council municipalities.
- Annual production of affordable housing units.

INTERGOVERNMENTAL COORDINATION

Key Indicator:

The degree to which local plans and state agency plans are consistent with the State Plan.

TARGET: By 2005, 50 percent of local plans are consistent with the State Plan and 100 percent of state agency plans are consistent with the State Plan. By 2020, 100 percent of local plans are consistent with the State Plan and 100 percent of state agency plans are consistent with the State Plan.

Additional Indicators

- Municipalities participating in comprehensive, multi-jurisdictional regional planning processes consistent with the State Plan.
- Percent of land in New Jersey covered by adopted watershed management plans.
- Number of Neighborhood Empowerment Plans approved by the Urban Coordinating Council.

Plan Endorsement

A municipal, county or regional plan and accompanying development regulations will be reviewed for consistency with the guidelines for Plan Endorsement adopted by the State Planning Commission. If the Commission finds the plan consistent, it will be endorsed and therefore eligible for priority assistance and incentives that flow from such endorsement. The designation of Centers is part of the Plan Endorsement process.

The purpose of Plan Endorsement is to increase the degree of consistency among municipal, county, regional and state agency plans, and the State Plan, and to facilitate the implementation of these plans. The State Plan outlines six objectives that derive from this purpose:

1. To encourage municipal, county, regional and state agency plans to be coordinated and support each other to achieve the goals of the State Plan;
2. To encourage counties and municipalities to plan on a regional basis while recognizing the fundamental role of the municipal master plan and development regulations;
3. To consider the entire municipality, including Centers, Cores, Nodes and Environs, within the context of regional systems;
4. To provide an opportunity for all government entities and the public to discuss and resolve common planning issues;
5. To provide a framework to guide and support state investment programs and permitting assistance in the implementation of municipal, county and regional plans that meet statewide objectives; and
6. To learn new planning approaches and techniques from municipal, county and regional governments for dissemination throughout the state and possible incorporation into the State Plan.

ISSUE	PLAN ENDORSEMENT
Center Designation	Centers are delineated in Endorsed Plans and designated as part of Plan Endorsement.
Eligibility	<p>Any municipal, county or regional agency may petition for Plan Endorsement.</p> <p>Plans eligible for endorsement are:</p> <ul style="list-style-type: none"> ● Master plans of municipalities and counties, ● Municipal strategic revitalization plans, ● Urban complex strategic revitalization plans, and ● Regional strategic plans.
Delineation of Center Boundaries	<p>Optional in Metropolitan and Environmentally Sensitive/Barrier Islands Planning Areas.</p> <p>Optional and encouraged in Suburban Planning Areas.</p> <p>Required in Fringe, Rural, Rural/Environmentally Sensitive and Environmentally Sensitive Planning Areas.</p>
Identification of Environs	<p>Optional in Metropolitan, Suburban and Environmentally Sensitive/Barrier Islands Planning Areas.</p> <p>Required in Fringe, Rural, Rural/Environmentally Sensitive and Environmentally Sensitive Planning Areas.</p>
Identification of Cores	Encouraged statewide.
Identification of Nodes	<p>Existing Nodes are recognized in Endorsed Plans.</p> <p>Only Heavy Industrial-Transportation-Utility Nodes may be recognized as new Nodes.</p>

2020 Vision—Livable Communities and Natural Landscapes

New Jersey, the nation's most densely populated state, requires sound and integrated statewide planning and the coordination of statewide planning with local and regional planning in order to conserve its natural resources, revitalize its urban centers, protect the quality of its environment, and provide needed housing and adequate public services at a reasonable cost while promoting beneficial economic growth, development and renewal....—State Planning Act

What will New Jersey look like and how will New Jersey function 20 years into the 21st century? There are choices to be made now that will affect New Jersey for decades to come. Although many positive steps have been taken in recent years to set the state on a steady course towards a vibrant, prosperous and sustainable future, much still needs to be done to ensure that outcome. A course of action is needed, a long-range comprehensive plan—the State Plan.

What would New Jersey be like in 2020 with the goals and strategies of the State Plan carried out in partnership between government and the citizens of our state?

Vision of New Jersey in the Year 2020

In the Year 2020, decisions regarding the location, type and scale of development, redevelopment and conservation efforts will be made with the understanding that all aspects of life in New Jersey are interconnected and interdependent. No one geographic area or population is immune or untouched by the problems affecting another.

Developing and maintaining our communities and our natural resources with due regard for the needs of present and future generations is a new social ethic. This perspective has engendered new ways of looking at both problems and solutions, with new tools for measuring progress that take into account our capital assets of land, air, water, and biodiversity, as well as the creation of incentives to prevent problems before they get out of hand. The public and stakeholders participate in the creation of indicators and targets and vigorously debate and collectively implement ways to more effectively attain these targets.



Vision of New Jersey in the Year 2020 (continued)

This striving to create greater sustainability has had a powerful and positive impact on New Jersey's cities and towns. Strategically located, brimming with cultural diversity, human talent and potential, supplied with and served by concentrations of plentiful and efficient transportation systems and plentiful diversity of housing, our cities are livable and healthy. They have new energy, and a renewed commitment to creating a better quality of life. We have invested in a new generation of public schools that provide community services and capitalize on opportunities for economic development in resource efficient ways. Building strong partnerships and creating strategic plans among government agencies, private companies, nonprofit organizations and community groups to maximize the advantages of our cities has been key.

New Jersey's communities are healthy, active communities where adults and children are living active, healthy lives because exercise and walking are a vital part of their daily lives. Communities are designed to promote walking and cycling for transportation and recreation,

and older suburban communities have been redesigned to provide the same advantages. Schools are central features of every community and a majority of children live within walking or cycling distance, and most of them use this opportunity. Through a combination of recreational and utilitarian activities most New Jersey residents meet or exceed recommended levels of physical activity. As a result, they live longer and are healthier; medical costs have declined; and prevalence of obesity and diabetes is declining. Older citizens are more



independent and less reliant on automobiles. They are stronger and better able to move about. Because children are walking to school, they are healthier, more independent, and more aware of their community and their natural surroundings. Because of reduced automobile use, the air is cleaner and asthma is less common.

The opportunities presented by available brownfields sites have led businesses to return to these areas, creating well paying jobs, revitalizing neighborhoods and enhancing tax bases. Community-based organizations have built housing; incubated and managed businesses; and provided education and human services in cooperation with city hall. Daily amenities have improved, with the rehabilitation of parks; the opening up of waterfronts and creeks to public use, the redesigning of streets and neighborhoods to improve traffic and public safety; a renewed commitment to the pedestrian environment and public transit; and the flourishing of the arts and culture. Our urban areas are green—trees purify the air, cool the hot summers, and help conserve millions of dollars otherwise spent on energy. These public and private partnerships have also led to reductions in crime and safer streets, based on community policing, and to dramatic improvements in public schools, and school facilities, allowing our youngsters to receive a quality education. For the first time in many years, people of all economic and education levels are choosing to live in New Jersey's cities.

Vision of New Jersey in the Year 2020 (continued)

The re-energizing of New Jersey's cities has had a dramatic ripple effect on the rest of the state. Stronger tax bases created by a more prosperous urban population have benefited the entire state fiscally.

The State Plan has significantly changed the look of New Jersey's suburban landscape. Shopping and office complexes have been retrofitted or redeveloped over time to make them more accessible and more pleasant places. Housing has been added, transit brought in, and pedestrian walkways created. Developers and towns realized that this transformation of the suburban landscape was advantageous for both the public and private bottom lines. These areas have evolved in a much more positive direction while maintaining the character and values that led many to seek out suburbia—privacy, security, beauty and convenience.

Our historic and new rural Centers have accommodated growth and achieved new vitality while maintaining the rural character and large contiguous areas of farmland so important to all the citizens of New Jersey. This has been achieved through cooperative planning between farmers, land owners, local governments and the development community. The development of higher value-added specialty crops, increased technical assistance, and programs to support

In the Year 2020, decisions regarding the location, type, and scale of development, redevelopment and conservation efforts will be made with the understanding that all aspects of life in New Jersey are interconnected and interdependent.



Vision of New Jersey in the Year 2020 (continued)

farming as a profitable and productive enterprise benefiting all of New Jersey has led to an increase in the number of young farmers and in the cultivation of agricultural lands abandoned in earlier decades. Rural development and redevelopment has been channeled largely to our existing Hamlets, Villages, Towns and Regional Centers while compact, carefully planned and designed new Centers are located in areas that minimize disturbance to agricultural lands and lands with environmentally sensitive resources. Large contiguous areas of farmland and other open lands have been preserved to ensure the future viability of agriculture and maintain a rural environment. Tourism in our farming, Highlands and shore regions has flourished while impacts on our natural landscapes have been minimized through careful design.

Commuter- and light-rail systems are fully integrated, enabling more people to travel with maximum convenience and minimum delay. Transportation authorities have strategically targeted communities with substantial need for improved services, and built or rebuilt bus and/or rail lines in those areas. Residents are able to get needed and affordable services and are able to conveniently reach a wide variety of destinations. Fewer New Jersey residents are choosing to use private vehicles as their main mode of transportation. Our communities are being designed to accommodate pedestrians and bicyclists, as well as cars, through the use of traffic-calming devices, better repair of road and walkways, and better signage. New Jersey's once-large backlog of infrastructure needing repair has been virtually eliminated.

The state's public-use airports are an integral part of the transportation system. They are helping communities to energize business development and are significant economic generators. Many have been developed as inter-modal transportation facilities.

Both national and regional business have taken notice of improvements in the state's facilities and services. More and more companies are starting up in New Jersey or are choosing to make New Jersey their home. A sound business climate, a streamlined land-use regulatory process, an enhanced quality of life, and the lowering of costs through the provision of cost-effective public services, has led New Jersey to become the most prosperous state in the union.

Many of the above-mentioned changes have had a powerful and positive effect on the environment. Compact growth helps curtail the destruction of natural resources. Throughout the state, we all have a much greater understanding and appreciation of how interdependent our economy, communities, and quality of life, are with natural resource systems. We have learned how to design with nature—to match our needs with natural processes—so that we both benefit and thrive. In addition, financial incentives and regulatory reform have resulted in



Vision of New Jersey in the Year 2020 (continued)

the development of green businesses that provide jobs and profits while improving the environment.

We have made the transition from a system of strict regulations to one of cooperative goal-setting and flexible means of achieving those goals. Conservation incentives and regulatory strategies to increase competition and harness private markets for the public good reduce energy costs, while emissions trading—on land and water—reduces the cost of restoring and maintaining air and water quality. Cooperative planning, often based on watersheds, has led to the more effective protection of environmental resources and the maintenance of large contiguous tracts of open lands so essential to healthy ecosystems. As a result, many of New Jersey's indigenous species have rebounded from previous population lows and are flourishing. New Jersey's waterways and coastal areas are prospering, and careful planning has helped prevent damage to the delicate beach environment.

Livable Communities

Throughout the state, you find livable communities. We know when we enter them, and we know when we leave them. Whether they are located in our most densely populated metropolitan suburbs or in our most sparsely settled rural areas, they are distinct from their Environs. They have evolved and been maintained at a human scale, with an easily accessible central core of commercial and community services. They have recognizable natural and built landmarks that provide a sense of place and orientation. Livable communities are:

Dynamic

Offering a variety of lifestyles, job opportunities, cultural and recreational activities, and shopping conveniences;

Diverse

Where residents of varying incomes and races can choose among reasonably priced single-family homes, townhouses, apartments and condominiums;

Compact

With employment, residential, shopping and recreational opportunities; group or public transportation nearby; and Environs, with clear edges, that define the community;

Efficient

Because they are in municipalities and counties that maintain up-to-date master plans and cooperate with other governments in the provision of water, wastewater, recycling, solid waste, transportation, safety and other public services;



Ecological

Because they seek to integrate their built environment and businesses with natural systems through design for renewable energy use, waste prevention, recycling and habitat enhancement; and

Healthy

Because they are designed to promote exercise and walking as a vital part of daily life for all residents.

Livable communities exist everywhere. They are unique sections of a city, a suburban neighborhood or a town or village in a rural municipality. They have a Core of public, private and cultural services, a well-designed neighborhood service area and Environs or edges that help define and support them. Regardless of their size, livable communities function as social and economic units and have a vibrant community life. In metropolitan areas where development is continuous, they are distinguishable by a change in the urban fabric, street layout and housing design, type and age. In suburban and rural areas, they often are surrounded by open land.

Livable communities are not just ideal communities. They are thoughtfully planned, wisely managed and carefully nurtured communities that emerge from the everyday decisions of concerned citizens and public officials at every level of government. They are sustainable communities that grow and change without sacrificing their future quality of life. Livable communities in New Jersey will give us vital urban areas, reasonably priced housing and public services, a clean environment and a strong economy that benefits all the state's citizens. They do not just happen. They are the result of planning ahead, investing public resources strategically, and cooperating with other governments to achieve shared goals.

By implementing the State Plan, New Jersey has been confirmed as a state whose citizens enjoy a wealth of opportunities and choices, who are involved with the planning process and have a say in the growth of their state.

Public opinion polls suggest that New Jerseyans strongly support the idea of livable communities. New Jerseyans believe that the cities and towns can be revitalized, and they want as much future development as possible to occur there. They want patterns of development and redevelopment in suburban areas that will produce less congestion, more affordable housing and reasonable access to public transportation. They support compact development and redevelopment instead of sprawl in the state's major transportation corridors, and they are least supportive of development of the rural countryside.

New Jerseyans want their communities to be free of crime, to have a clean and healthful environment, to provide good schools for their children and to have a pleasing physical appearance. They believe having access to public transportation close to their homes is important. They support economic growth, but not at the expense of more traffic congestion, pollution and higher taxes. To accomplish these objectives, they recognize, and support, the need for the state to play a more active role in coordinating and managing growth.

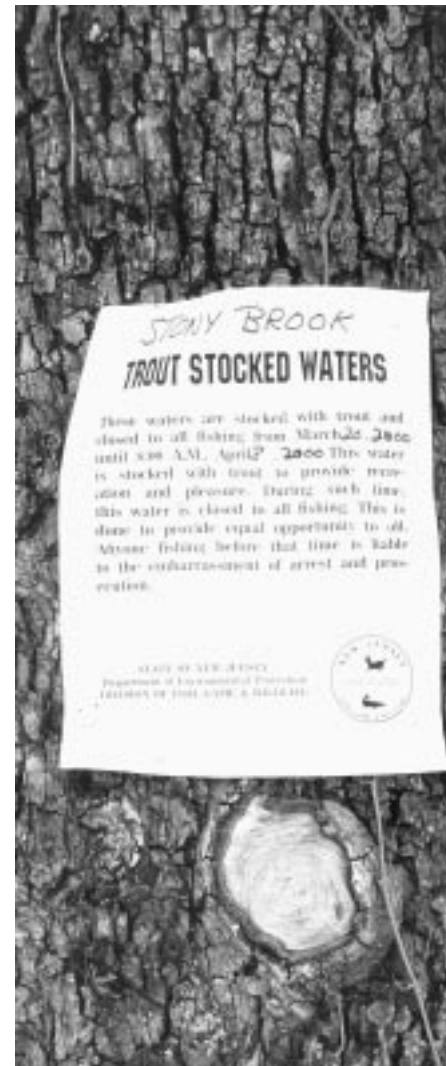
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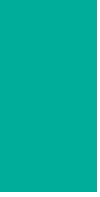
say in the growth of their state. As a result, growth is planned, predictable, viable and sustainable, and in the long run, benefits the state as a whole.

Back to the Present

What will New Jersey look like in 2020? It is up to us, and the choices we make today. Creating a plan based on extensive research, sound planning methodologies and engaged public input assures New Jersey and its people of a positive future, one bright with dynamic economic opportunities; maximized human potential; and healthy environmental, historical and cultural resources.

In the pages that follow, you will see more specifically how the *New Jersey State Development and Redevelopment Plan* will achieve the goals set by the State Planning Act.





Statewide Goals, Strategies and Policies

General Plan Strategy: Achieve all the State Planning Goals by coordinating public and private actions to guide future growth into compact, ecologically designed forms of development and redevelopment and to protect the Environs, consistent with the Statewide Policies and the State Plan Policy Map.

STATEWIDE GOALS AND STRATEGIES

The State Plan responds directly to legislative mandates of the State Planning Act. These mandates are presented below as State Planning Goals. Strategies for each Goal set forth the general approach taken by the State Plan to achieve the Goal, and provide the policy context for the Plan. The General Plan Strategy sets forth the pattern of development necessary to achieve all the Goals. Each Goal has a Vision describing what conditions would be in 2020 with the goal achieved. The Visions are written in the present tense but refer to conditions as they could be in the future. Each Goal also gives Background on the area covered by the goal and a list of Related Plans that should be used to achieve the Goal.



The State Planning Act contains three key provisions that mandate the approaches the Plan must use in achieving State Planning Goals. The Plan must:

- encourage development, redevelopment and economic growth in locations that are well situated with respect to present or anticipated public services or facilities and to discourage development where it may impair or destroy natural resources or environmental qualities.
- reduce sprawl
- promote development and redevelopment in a manner consistent with sound planning and where infrastructure can be provided at private expense or with reasonable expenditures of public funds. (N.J.S.A. 52:18A-196, et seq.)

Present and anticipated public services and facilities are located in the state's urban and suburban areas and in the many smaller towns and villages existing throughout the rural areas of the state. These services are usually established in a central place and are extended outward. Sprawl occurs when growth is not logically related to existing and planned public services and facilities. Sound planning would encourage patterns of development that are less expensive than sprawl patterns because they can be served more efficiently with infrastructure. A plan that adheres to these three mandates, therefore, should have a general strategy that promotes compact patterns of development adequately served by infrastructure.

Goal #1: Revitalize the State's Cities and Towns

Strategy

Protect, preserve and develop the valuable human and economic assets in cities, towns and other urban areas. Plan to improve their livability and sustainability by investing public resources in accordance with current plans which are consistent with the provisions of the State Plan. Leverage private investments in jobs and housing; provide comprehensive public services at lower costs and higher quality; and improve the natural and built environment. Incorporate ecological design through mechanisms such as solar access for heating and power generation. Level the playing field in such areas as financing services, infrastructure and regulation. Reduce the barriers which limit mobility and access of city residents, particularly the poor and minorities, to jobs, housing, services and open space within the region. Build on the assets of cities and towns such as their labor force, available land and buildings, strategic location and diverse populations.

Vision of New Jersey in the Year 2020

In the Year 2020, “urban” New Jersey has changed. Now the home of more than one-third of the state’s population and half of the state’s employment, urban areas in New Jersey—its cities, towns, older metropolitan suburbs and even its older rural towns—have become vibrant places of prosperity and vitality. More and more people are now choosing to live in urban areas in order to better enjoy the many educational, cultural, economic, social, and recreational benefits derived from an urban lifestyle. We have revitalized our cities and towns in ways that not only meet immediate needs for housing, jobs, education and safety but also in ways that have made them more enjoyable and economically, environmentally and socially sustainable.

Planning and Governance

This sustainability has evolved and taken root through new forms of interdependent partnerships that foster learning and innovation. Guided by local and regional revitalization plans they have prepared by consensus, local city and town governments are combining their efforts with neighboring communities, the county, the larger region and the state, creating and implementing viable, accountable and cost-effective strategies to resolve common problems and concerns. Community development corporations are increasingly involved in providing housing, human services, jobs and training for neighborhood residents from diverse cultural backgrounds, empowering residents to get involved in the rejuvenation of their own communities.

Economic Development

Unemployment has declined and significant numbers of new jobs have been created. The climate for business has improved, as city governments provide better services at lower costs, and as derelict land and buildings are recycled quickly and inexpensively for reuse by other businesses. New businesses, many providing environmentally preferable goods and services and started by city residents with diverse ethnic and cultural needs form to tap into the substantial purchasing power of the region’s residents. A well-trained labor force of city and regional

Vision of New Jersey in the Year 2020 (continued)

residents continues to be created through targeted public/private training and educational partnerships.

Job opportunities are created for city residents in mixed-use Centers throughout the region by providing convenient and affordable transit connections. Cities and towns are once again central places for the arts, education, culture, entertainment and specialty shopping. The accessibility and concentrated purchasing power



of New Jersey's urban areas has led to a revival of theater, museums and galleries, concerts, professional and amateur sports, and other forms of entertainment.

Housing

Areas that had high crime rates, pollution, poor infrastructure, segregation and concentrated poverty are now safe, vital, growing, racially integrated neighborhoods with new and rehabilitated housing; improved community-based schools; and effective community policing programs. In cities and towns, housing is ecologically designed and is available for individuals and families of diverse ages, incomes, cultures and lifestyles.

Public Facilities and Services

New partnerships among government and public and private organizations are combining efforts and resources, and sharing facilities and equipment, to provide public services at lower cost and higher quality. Bus and rail lines, shuttle vans, advanced-technology vehicles, and bicycles provide economical and ecologically beneficial alternatives to conventional automobiles; and provide transportation hubs with convenient and affordable access to regional jobs, education and training opportunities, shopping and tourism. By strategically targeting infrastructure investments, backlogs in maintenance and rehabilitation of roads, bridges, transit lines, wastewater treatment facilities, parks, schools and other public buildings have been eliminated. Joint-use investment in public infrastructure serves as a catalyst for generation of other public benefits. Twenty-four-hour access to information and ideas through enhanced telecommunication services provides a viable alternative to physical transportation when only the exchange of information or ideas is required, and has helped to increase citizen involvement in government.

Human Resource Development

New forms of education and training have been created in response to the diverse needs of urban residents. Schools integrated into community centers, charter schools, effective distance learning and other collaborative programs provide a thorough, efficient and equal education opportunity for all students as well as vocational training for the whole community. Human services are provided in ways that respect and respond to the whole person or family. Prevention replaces crisis management.

Natural Resource Conservation and Environmental Protection

Improved water quality and safe and convenient access to waterfronts have made seasonal activities like fishing, boating and swimming even more popular among urban residents. Marshes have been restored; and trails, walkways and greenways connect neighborhoods and surrounding communities. Community gardening projects have enhanced property values, rejuvenated the soil, and strengthened community bonds. By planting and maintaining trees and shrubs, neighborhoods are as much as three- to five-degrees cooler, reducing energy use, cleaning the air and stimulating neighborhood revitalization. New technologies are creating energy with zero harmful emissions and are integrating natural systems into infrastructure design. In addition, resource efficiency is being accomplished through techniques such as enabling rooftops and old factory sites to grow crops and support aquaculture.

Urban Design

It is no accident that New Jersey's cities and towns are among the most attractive places in which to live and work in the 21st century. By applying new design criteria, waterfront areas, corridors, neighborhoods and gateways are improved with each new development, brownfields redevelopment, and infrastructure project, thereby creating memorable vistas and focal points. Streets are full of appropriate lights, benches, plazas, parks, public art and public spaces in which people meet, talk and build a strong sense of community.

Revitalization for Sustainability

New Jersey's urban areas are thriving, growing and working—in other words, becoming more sustainable. They have become more economically and fiscally sustainable due to increases in jobs and incomes, and the strengthening of the tax base. They have become more environmentally sustainable due to increases in the use of ecological design and technology, energy efficiency, greenery, and air and water quality. They have become more socially sustainable because neighborhoods have been strengthened through improved education, health and safety, as well as through closer connections with neighborhoods and communities throughout the region.

Background

The State Planning Act acknowledges the essential role of our urban areas, our cities and towns, in the general prosperity of our state.

The State Planning Act, 52:18A-196. Legislative findings and declarations

g. An increasing concentration of the poor and minorities in older urban areas jeopardizes the future well-being of this State, and a sound and comprehensive planning process will facilitate the provision of equal social and economic opportunity so that all of New Jersey's citizens can benefit from growth, development and redevelopment....

Historically, New Jersey's cities and towns, like urban centers throughout the United States, have been the focal points of commerce, industry, government, culture and education. Each New Jersey city and town was developed as a result of a particular location, market niche or a set of public decisions, leading to a different economic and social profile. Such communities as Long Branch, Asbury Park and

Case Study: Newark

There is genuine opportunity for revitalization in Newark, New Jersey's largest city. Its competitive advantages fall into four areas:

- **Strategic Location:** Accessible to a world-class port, an international airport and interstate highways.
- **Local Market Demand:** Inner-city markets, with a total family income of over \$2 billion annually, are wide open, being currently poorly served—especially in retailing, financial and personal services.
- **Integration with Regional Clusters:** Surrounded by world-class clusters in such areas as transportation, pharmaceuticals, academics and research, communications, and the arts.
- **Human Resources:** To take full advantage of its resources, Newark and all inner cities, must overcome deeply entrenched myths about the nature of its residents—one, that inner-city residents do not want to work and opt for welfare over gainful

employment; and two, that the inner city lacks entrepreneurs. Newark's inner city has numerous social services providers, social, fraternal and religious organizations through which significant opportunities for entrepreneurship are channeled.

— Michael E. Porter
C. Roland Christensen Professor of
Business Administration
Harvard Business School.
“Inner-city Newark has advantages;
let's use them.”
The Star-Ledger, April 9, 1996, p. 13.



Atlantic City thrived as a result of their dual role as shore tourism magnets and central cities. Communities such as Vineland and Newton were centers of services for surrounding farming and rural uses. Paterson developed an extensive manufacturing base as a result of its access to power generated from the Great Falls of the Passaic River. Elizabeth and Newark became major manufacturing and distribution centers given their central location in the northeast corridor. On the Delaware River, Trenton and Camden developed diversified manufacturing bases.

Today, the precipitous decline in manufacturing employment and the movement of office and service employment to suburban—and even rural—areas in New Jersey and throughout the country, has substantially eroded the population, tax and employment base of many of our cities and towns. This erosion has been accompanied, in many cases, by levels of crime and a quality of public education perceived by many to be less attractive than in suburban New Jersey. The loss of both private and public sector resources has placed disproportionate burdens on the ability of many cities and towns to revitalize themselves.

The challenge facing New Jersey cities, towns and, indeed, state government, counties and all sectors of our society, is threefold: we must redefine the role of our cities and towns in the emerging regional and world economies; we must provide the right mix of public incentives, private investment and municipal and community-based initiatives that capitalize on the traditional strengths of cities; and we must develop and identify new opportunities for revitalization.

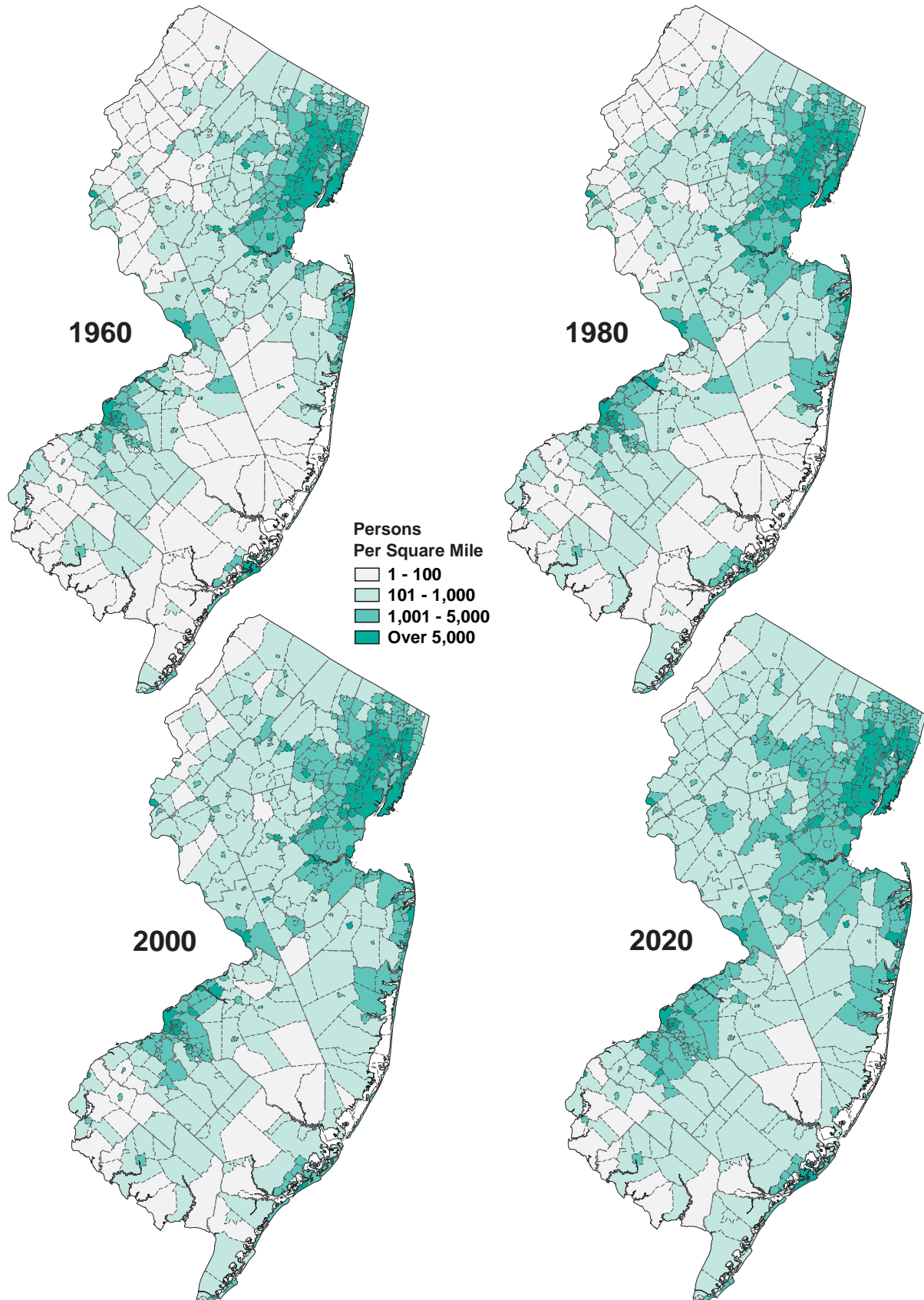
New Jersey cities and towns have already responded with a variety of strategies and approaches toward revitalization, frequently establishing partnerships with local businesses, faith-based and nonprofit organizations, with county, state and federal government agencies and with the initiatives of individual local civic leaders. Main Street programs, Urban Enterprise Zones, housing rehabilitation and community gardens are examples of such programs. While the strategies may vary widely in their emphasis on particular economic sectors, they have a number of characteristics in common. These characteristics are recognized and advocated to be the cornerstones of policy at all levels of government for revitalization. The State Plan recognizes that effective urban revitalization policies must be:

- broadly based, integrating social, cultural, economic, fiscal and environmental approaches;
- collaborative, involving all sectors of a local community—citizens, businesses, government, schools, cultural and faith-based groups and community organizations;
- regional, involving linkages between cities and larger regions within the state and across state lines; and
- flexible, recognizing the unique history and characteristics of our cities and towns.

Assets of Cities and Towns

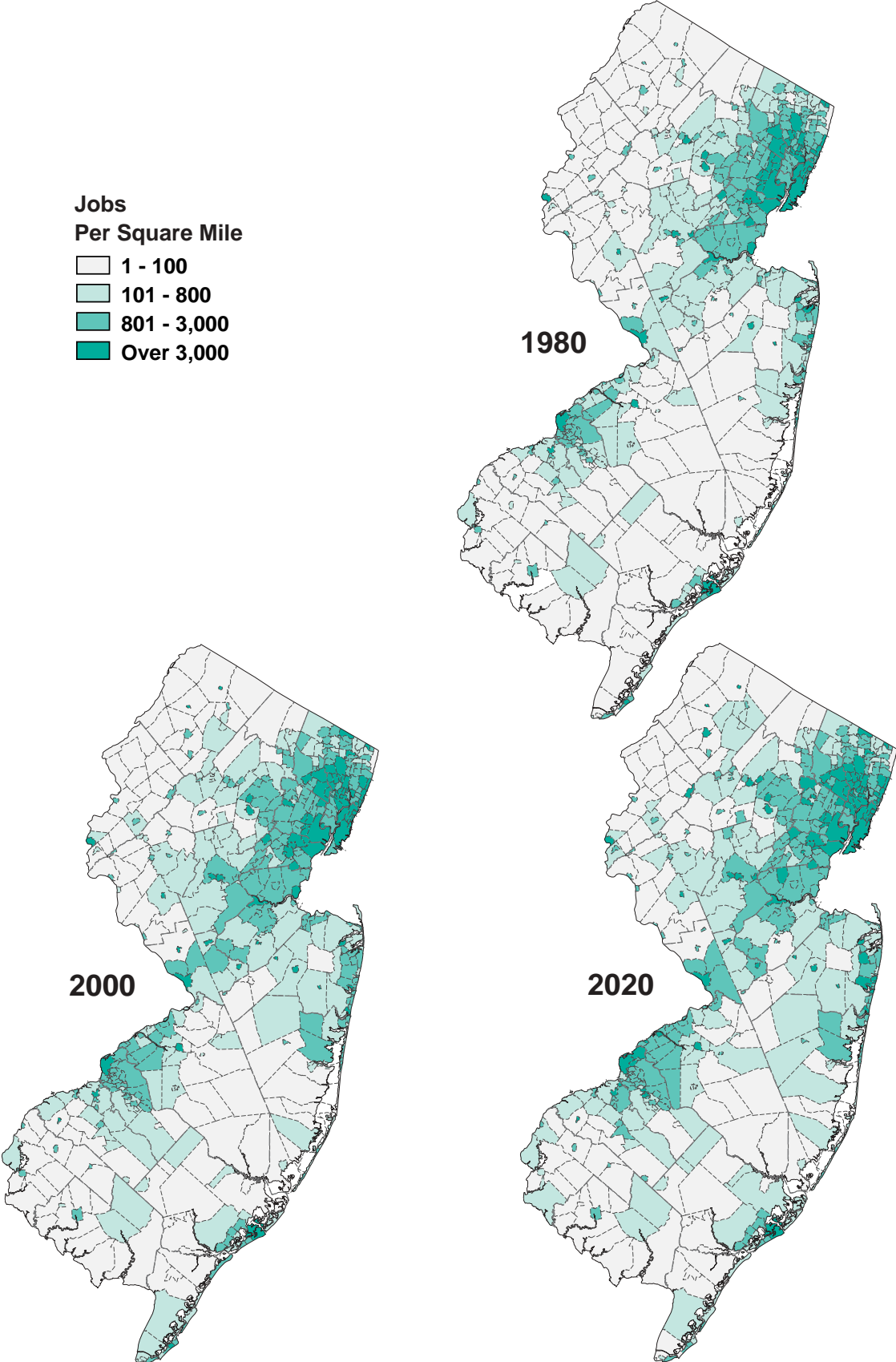
- Strategic location
- Extensive interconnected, intermodal transportation network
- Multi-faceted housing stock, including affordable and rental housing
- Historical, cultural, and scenic resources
- Large purchasing power and market demand
- Skilled, semi-skilled, and unskilled work force
- Positive investment multipliers
- Supportive environment for small business incubation
- Opportunities for synergy through concentration of diverse activities
- Social diversity and inclusivity
- Mature network of private, public and civic institutions
- Opportunities for civic engagement
- Additional unique attributes of specific cities and towns
- Mixed use

Population by Municipality



Source: U.S. Census Bureau, U.S. Department of Commerce. Rutgers University Center for Urban Policy & Research, 2000.

Employment by Municipality



Source: Department of Labor. Rutgers University Center for Urban Policy & Research, 2000.



In Trenton, 150,000 tons of food are grown in community gardens each year.

The State Plan recommends four broad approaches to an effective urban policy:

- leveling the playing field in such areas as financing services, providing adequate infrastructure, reducing the disproportionate effects of regulatory requirements, and insuring a competitive cost structure for private investment;
- supporting place-based revitalization efforts within cities and towns that build upon federal and state neighborhood empowerment strategies and assistance initiatives and spontaneous efforts initiated at local levels, within the context of regional plans and strategies;
- reducing the barriers which limit mobility and access of city residents, particularly the poor and minorities, to jobs, housing and open space within the region; and
- building on assets of cities and towns such as their labor forces, available land and buildings, strategic location, environmental qualities and diverse populations.

More specifically, the State Plan approach to revitalization is based on the following interrelated strategies:

- **Develop, and regularly revisit, plans.** Neighborhood, city and regional plans, created with broad-based public sector, private, profit and nonprofit sectors, should detail the opportunities for revitalization, the techniques to be used, the financial resources to be leveraged and the results to be expected.
- **Link the resources and opportunities of cities and towns to their larger regions.** Improvements to transit services that enable suburban residents to come into work and visit cities more comfortably and more conveniently need to be matched by programs to provide access for city residents to jobs, educational, cultural and other opportunities in the larger region through frequent, convenient and affordable public transportation.
- **Find ways to deliver public services and facilities at lower cost and higher quality.** Partnerships between city hall and community groups and the judicious use of the private sector in reengineering public facilities and services, particularly to those most disadvantaged, is essential to maintaining competitive cost structures with other communities while providing the often higher level services needed by many city residents and sectors.
- **Change the way that land is developed and redeveloped in our cities and towns.** We must capitalize on the enormous opportunities provided by the use of natural systems in urban areas and the reuse of existing facilities, vacant sites and brownfields, while recognizing the costs of restoring aging infrastructure. Legislative and administrative progress in reforming our

Hudson County Urban Complex Strategic Revitalization Plan

In January 1999, the State Planning Commission recognized Hudson County and its 12 municipalities as the first Urban Complex under the State Plan. The blueprint for the future growth of the complex took the form of a strategic revitalization plan prepared through a joint county-municipal multi-year planning process. The plan's 20-year vision foresees over \$3.67 billion of capital improvements in the county ranging from transit systems to schools, over 23,000 new housing units, 17.4 million square feet of new industrial space, 63,000 new residents and 173,000 new jobs. This vision is supported by a detailed implementation agenda that provides specific direction in 23 areas including mass transit, technological infrastructure, port development, labor force and housing. A county Office of Strategic Revitalization has been established to carry out the plan.



brownfields cleanups, providing incentives for redevelopment, and creating opportunities for private entrepreneurs to invest in urban locations can and should lead to new industrial, commercial and office and institutional development at costs comparable to those on suburban or rural greenfields sites. In addition, the design of our facilities, our buildings, and our open spaces is a critical component in attracting people and jobs, keeping neighborhoods safe and secure and providing amenities. Residents and visitors to cities and towns should have the same right and opportunity to experience the riverfront and stream vistas, parks and open spaces, tree-lined streets and plazas, and the finest architecture and urban design available in both public and private settings.

- **Improve educational systems to produce a skilled and flexible work force.** One of the most important features of internationally competitive cities will be the ability to mobilize labor resources quickly and efficiently for new tasks as global business opportunities change. A creative and efficient educational system is essential to protect and develop the large and diverse labor force resources of New Jersey's urban areas.
- **Develop the entrepreneurial and technological capacity of small- and medium-sized businesses.** Small and medium-sized businesses are most likely to exhibit the characteristics of creativity, innovation, flexibility and adaptability needed to respond to rapid changes in products and markets. Public resources aimed at developing the entrepreneurial and technological capacities of small businesses are more productive than incentives designed to lure investment away from other locations.
- **Expand and modernize urban infrastructure.** The strategic location and existing infrastructure of New Jersey's urban areas must be protected and developed through expansion and modernization to facilitate businesses and investment dependent on regional, national and global interconnections. Technological and telecommunications infrastructure augments

STRATEGIC REVITALIZATION PLANS

The State Plan promotes revitalization planning efforts on three scales, each linked to Regional Strategic Plans and with each other, to most effectively identify and address issues involved in revitalizing the state’s urban areas.

TYPE	SCALE
Urban Complex Strategic Revitalization Plans	Inter-municipal (Urban Center and surrounding municipalities)
Municipal Strategic Revitalization Plans	Municipal (municipalities experiencing distress)
Neighborhood Empowerment Plans	Neighborhood

traditional transportation and other physical infrastructure systems that provide an efficient setting for business operations.

- **Recognize and promote local resources and comparative advantage through civic leadership.** “To attract and sustain technology-based manufacturing and services that are internationally competitive, urban leaders must promote a common civic perspective...and a positive attitude about a city’s or metropolitan area’s comparative advantage.”¹
- **Integrate all residents into the urban economy.** An urban resurgence cannot be sustained on the basis of growing income inequality. “Business leaders and policymakers must embrace the view that inequality is bad for business and taking proactive steps to eliminate geographical and socioeconomic disparities in cities is a form of enlightened self-interest...Any city that fails to fully develop its human capital potential and to deal effectively with the problems of inner-city economic disparities will find itself falling further behind in the highly competitive global marketplace.”²

Revitalizing the state’s cities and towns cannot be a simple matter of restoring them to their former glory, but rather of transforming them. To be sustainable, a new vision of the economic, environmental and social role each community will play within a larger region should be developed and pursued collaboratively in the context of a Regional Strategic Plan. The State Plan advocates the creation and coordination of Endorsed Strategic Revitalization Plans for municipalities experiencing distress. Strategic Revitalization Plans include health, social services, education and public safety planning at regional (Urban Complex), municipal and neighborhood scales:

- Urban Complex Strategic Revitalization Plans identify and respond to the interrelationships that exist between an Urban Center and at least two other neighboring municipalities with regard to such conditions as social demographics, natural resources, commerce and employment, social services, cultural and recreational facilities, health services, education, wastewater treatment and water supply, public safety, transportation and housing. Urban Complex Strategic Revitalization Plans should promote regional efficiencies through interjurisdictional coordination and cooperation, and should target public investments within the urban complex to achieve the greatest impact on these conditions. These plans are prepared by the participating municipalities in collaboration with the host county or counties. To the extent that an Endorsed Urban Complex Strategic Revitalization Plan includes the elements of Municipal Strategic Revitalization Plans, it may substitute for individual revitalization plans for its constituent municipalities.

¹ Dennis Rondinelli, James Johnson, Jr., and John Kasarda, 1998, “The Changing Forces of Urban Economic Development: Globalization and City Competitiveness in the 21st Century,” *Cityscape* 3, 71–105.

² *Ibid.*

- Municipal Strategic Revitalization Plans should outline a municipality's problems, capacities and potential opportunities for revitalization and define a specific action program. Strategic Revitalization Plans should be developed by municipalities experiencing distress and seeking to revitalize, and should receive assistance from state, regional and county agencies and school districts in mapping out their strategies and actions for transforming themselves into revitalized communities, and in establishing the vision and economic relationships defined in the Regional Strategic Plan, and provide guidance to community groups in preparing Neighborhood Empowerment Plans.
- Neighborhood Empowerment Plans are prepared by neighborhood councils (with assistance from the Department of Community Affairs, community development corporations, and other state agencies through the Urban Coordinating Council). Neighborhood Empowerment Plans are the place-based, neighborhood-by-neighborhood strategies for urban revitalization in New Jersey's cities advocated by the Urban Redevelopment Act and the State Plan. Like the Strategic Revitalization Plans, Neighborhood Empowerment Plans provide an assessment of the local community's strengths and weaknesses, outline the community's long- and short-term goals, describe how the community will both attain economic development and address quality of life issues, and focus on neighborhood restoration.

Related Plans

Other plans, programs and reports related to revitalization of cities and towns include:

- Federal Empowerment Zone/Enterprise Community plans/programs (various). This program targets federal resources to projects identified in a community-generated plan.
- Strategic Five-Year Unified State Plan for New Jersey's Workforce Investment System (July 1999 to June 2004). Updates the policies and recommendations of the State Employment and Training Commission.
- Urban Enterprise Zone Plans (various). State sales taxes are reduced and remaining revenues are reinvested for capital projects and programs associated with redevelopment in each enterprise zone designated by the state.
- New Jersey Economic Master Plan (New Jersey Economic Master Plan Commission, 1994). This plan identifies approaches to revitalizing the urban core, one of four key strategies to ensure the long-term prosperity of the state. These approaches include fostering local initiatives, promoting job training and providing financing mechanisms to spur new business development.
- Municipal Redevelopment Plans (various). These plans are authorized under the New Jersey Local Redevelopment and Housing Act (N.J.S.A. 40A:12A-1 et seq.) and may be incorporated into land use elements of municipal master plans pursuant to the Municipal Land Use Law (N.J.S.A. 40:55D-89(e)).
- Neighborhood Empowerment Plans (various). These neighborhood-generated plans receive coordinated state agency assistance in their development and implementation through the Urban Coordinating Council, which overlaps membership with the State Planning Commission.

Related Policies

Statewide Policies most closely related to revitalization are found under:

- Urban Revitalization
- Public Investment Priorities
- Comprehensive Planning

Goal #2: Conserve the State's Natural Resources and Systems

Strategy

Conserve the state's natural resources and systems as capital assets of the public by promoting ecologically sound development and redevelopment in the Metropolitan and Suburban Planning Areas, accommodating environmentally designed development and redevelopment in Centers in the Fringe, Rural and Environmentally Sensitive Planning Areas, and by restoring the integrity of natural systems in areas where they have been degraded or damaged. Plan, design, invest in and manage the development and redevelopment of Centers and the use of land, water, soil, plant and animal resources to maintain biodiversity and the viability of ecological systems. Maximize the ability of natural systems to control runoff and flooding, and to improve air and water quality and supply.

Vision of New Jersey in the Year 2020

In the Year 2020, years of environmental education and progressive initiatives have made New Jersey's communities and industries stewards of natural resources and systems, and New Jersey a national model of resource planning and protection. Communities understand the critical relationship between land use and natural systems, and utilize environmental resource inventories prepared by their environmental commissions when preparing and updating local plans and ordinances and when reviewing development proposals. Their goal is to ensure that new growth can be sustained by the natural and built infrastructure. Industries use resource conserving technologies in concert with county and state agencies who use advanced information systems to model natural system capacity for permit programs. The capacity of natural systems to clean the air, prevent erosion, and control nonpoint source pollution and flooding has been maximized, in part, by using natural systems for purifying and channeling stormwater.

Forests, free-flowing streams, rivers and wetlands are fully functioning parts of the natural flood control system in the state. The interdependent connections between land use, water



Vision of New Jersey in the Year 2020 (continued)

quality, water supply and flood control are now expressed in a regulatory climate that relies on integrated and collaborative watershed-level planning that links activities to the sustainable capacity of the natural systems. State and local agencies and the private sector coordinate plans for land use, flood control, water supply, water quality, stormwater and wastewater. The state's



water supplies, headwaters of rivers, collecting areas for reservoirs, aquifer recharge areas and well fields, are protected through coordinated local plans and regulations. Urban Centers and developed areas have also begun incorporating natural systems into their infrastructure, such as their stormwater management plans.

Enabled by public and private acquisition through stable and permanent funding sources, efforts to maintain large contiguous tracts of upland forest, fresh and saltwater wetlands, grassland and farmland have resulted in a record number of preserved acres of habitat. Record sightings of migratory species, particularly songbirds, are reported each year. There are now more nesting pairs of bald eagles and ospreys around the state than in the past 150 years. Communities have come to regard local rivers and estuaries as amenities and have protected them as interconnected blue corridors for the benefit of residents and animal and plant species alike. Similarly, green corridors vein through urban areas and connect even our most dense development to supporting natural areas and to one another.

New Jersey's coastlines and coastal waters are protected from overuse, uncoordinated development and ocean discharges through a cooperative planning and permitting process among state, county and local communities. Barrier island communities have restored primary dunes with renewed respect for their storm protection capability and visual beauty. All citizens enjoy access to public beaches on the ocean, bay and lake shores. Across the state, the loss of identified critical areas, including critical slope areas, aquifer recharge areas and scenic vistas, has decreased dramatically, due to an increased awareness of the multiple economic and ecological roles these sites perform.

Background

Overview

One look at a map of New Jersey and it is obvious that we have an intricate relationship with the natural systems that shaped the state. Ocean, barrier islands, estuaries, rivers shaped the edges of

the land. The state's first cities—Newark, Paterson and Elizabeth, for example—were located to take advantage of water systems for power generation, transport and processing. The utilization of our many natural resources gave us our edge in transportation, agriculture and manufacturing. However, a lack of understanding, concern, education and information has led to inappropriate location of some development and to poor management practices. The results of this are degradation of water quality in our rivers, streams and harbors; increased air quality issues; loss of public access; loss of wetlands that nurture our fishing and shellfish industry; loss of habitat for many species; and a general diminishment of natural system integrity.

Global climate change is an issue that is now being carefully studied worldwide. Global warming could affect New Jersey in the future through wider swings in the drought/rainfall cycle and through changes in patterns of flooding along the coast and inland. Municipalities should start to assess their vulnerability to the potential impacts of climate change and develop action plans to respond to the possibility of more frequent and intense storm events.

Local Environmental Planning

The value of the state's natural resources and systems as capital assets is often overlooked. In response to the increasing stress placed on New Jersey's resource base, the New Jersey Legislature adopted legislation in 1968 which allows the creation of environmental commissions as non-elective, advisory arms of local government (N.J.S.A. 40:56A). Environmental Commissions are authorized to index or inventory natural resources and open spaces and prepare plans for their protection and use. Environmental Resource Inventories (ERI), provides citizens, officials, and decisions-makers with comprehensive information about local conditions and natural resources. Comprehensive ERI's are a necessary, sound and defensible foundation for capacity analyses and planning decisions.

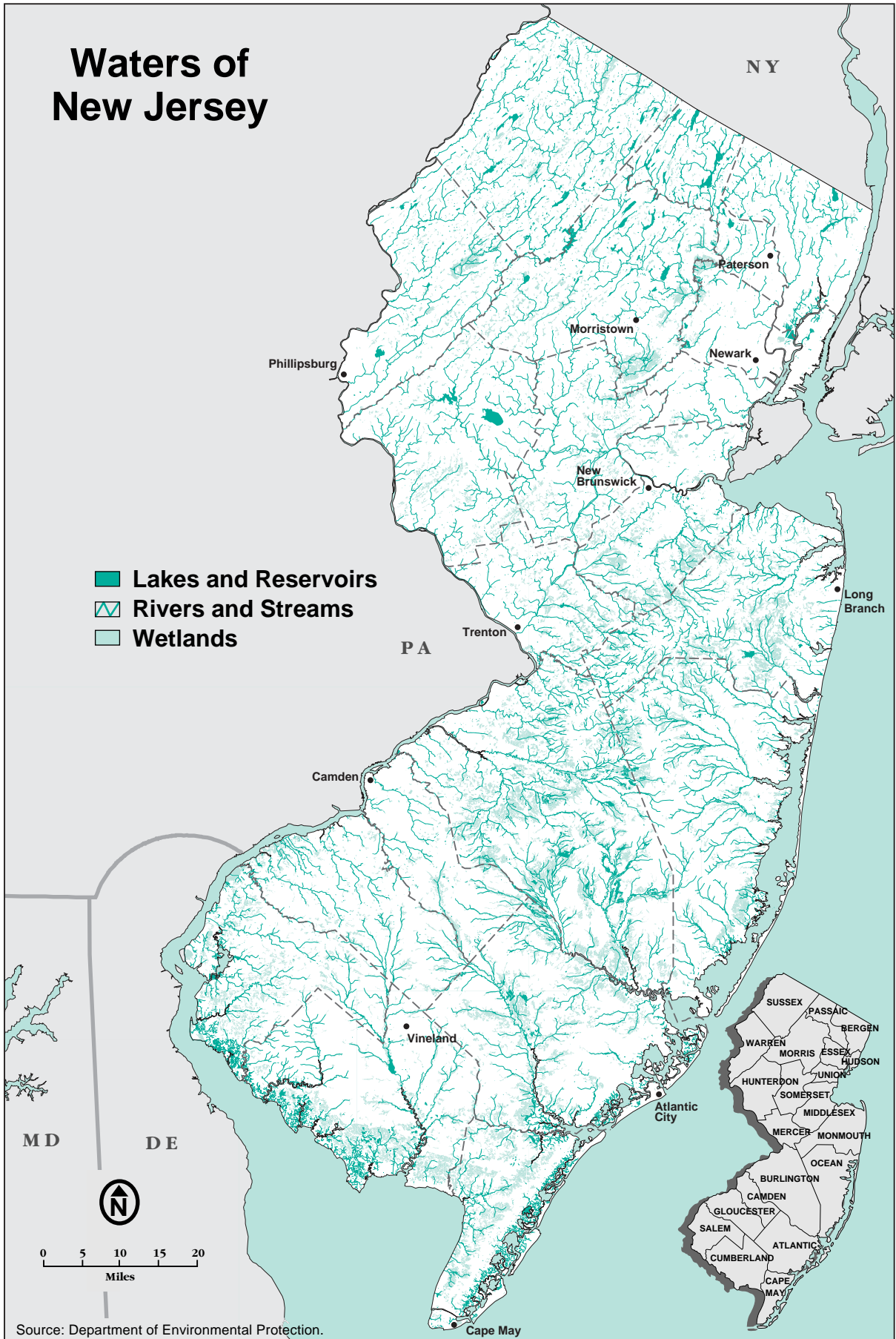
For instance, the ERI for a community which relies on a combination of surface and ground water supplies, should contain the location information on critical slopes and aquifer recharge areas, natural factors which affect sediment control, water quality and water supply. With this information, local officials can determine the capacity for recharge for local water supplies, project the amount of water use to be expected over time, and determine the natural system capacity for sustainability. Changes could be made to land use and development ordinances to minimize effects on water quality and promote sustainable resource use, using the ERI to justify and support the changes.

Comprehensive Environmental Resource Inventories are a necessary, sound and defensible foundation for capacity analyses and planning decisions.

Water and Soil Resources

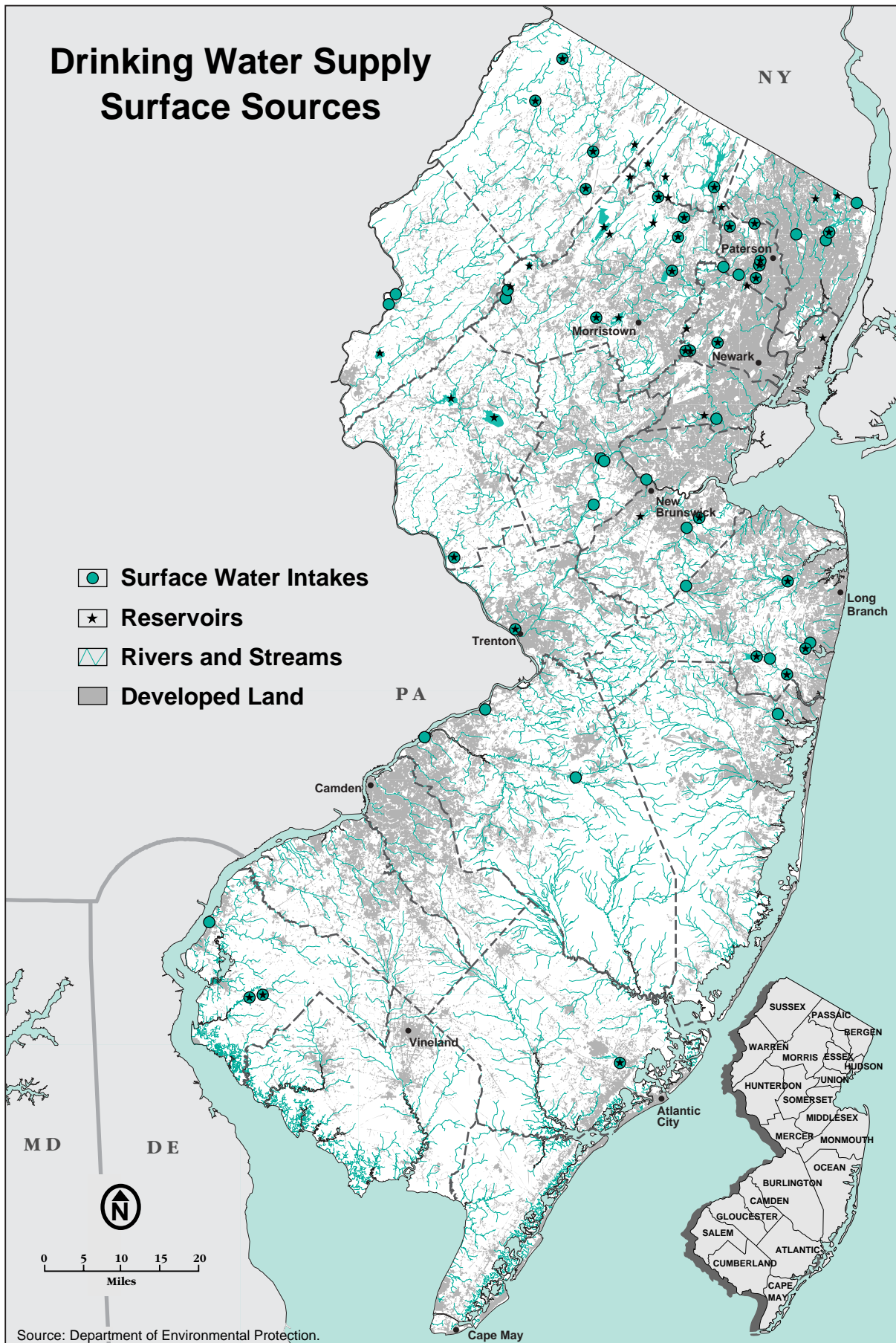
From the Appalachians in the northwest, remnants of some of the oldest mountains on earth, to the ever shifting shoreline of the Atlantic Ocean that defines its eastern edge, New Jersey's geology harbors, filters and conveys much of the 1.5 billion gallons of water used daily in homes, businesses, industries and farms. Of the 1.2 billion gallons of potable water supply used each day, half flows through streams, rivers and reservoirs that collect the rain that falls on the land of the contributing watershed. The quality of this water is related to the land use and development within the

Waters of New Jersey

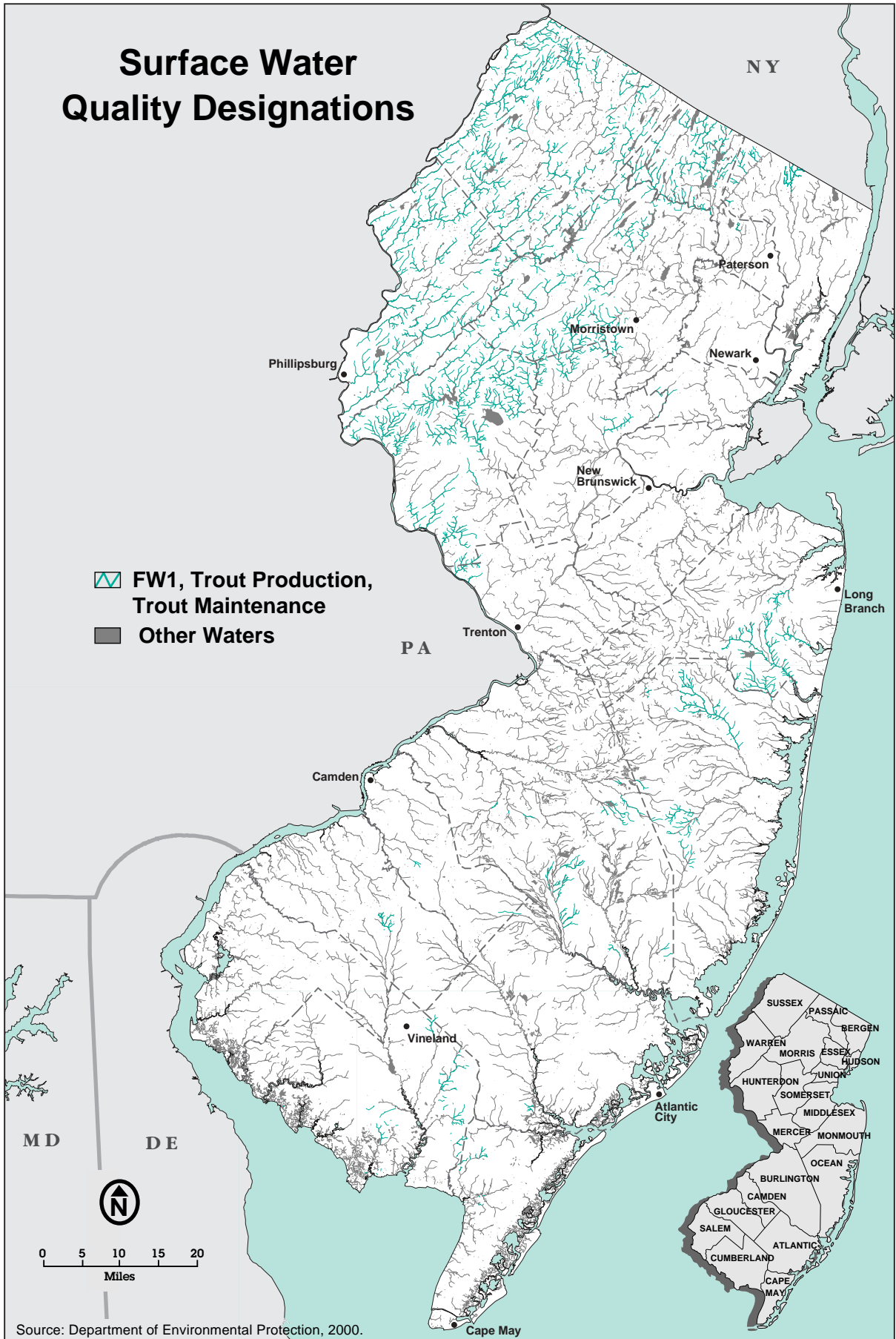


Source: Department of Environmental Protection.

Drinking Water Supply Surface Sources



Surface Water Quality Designations



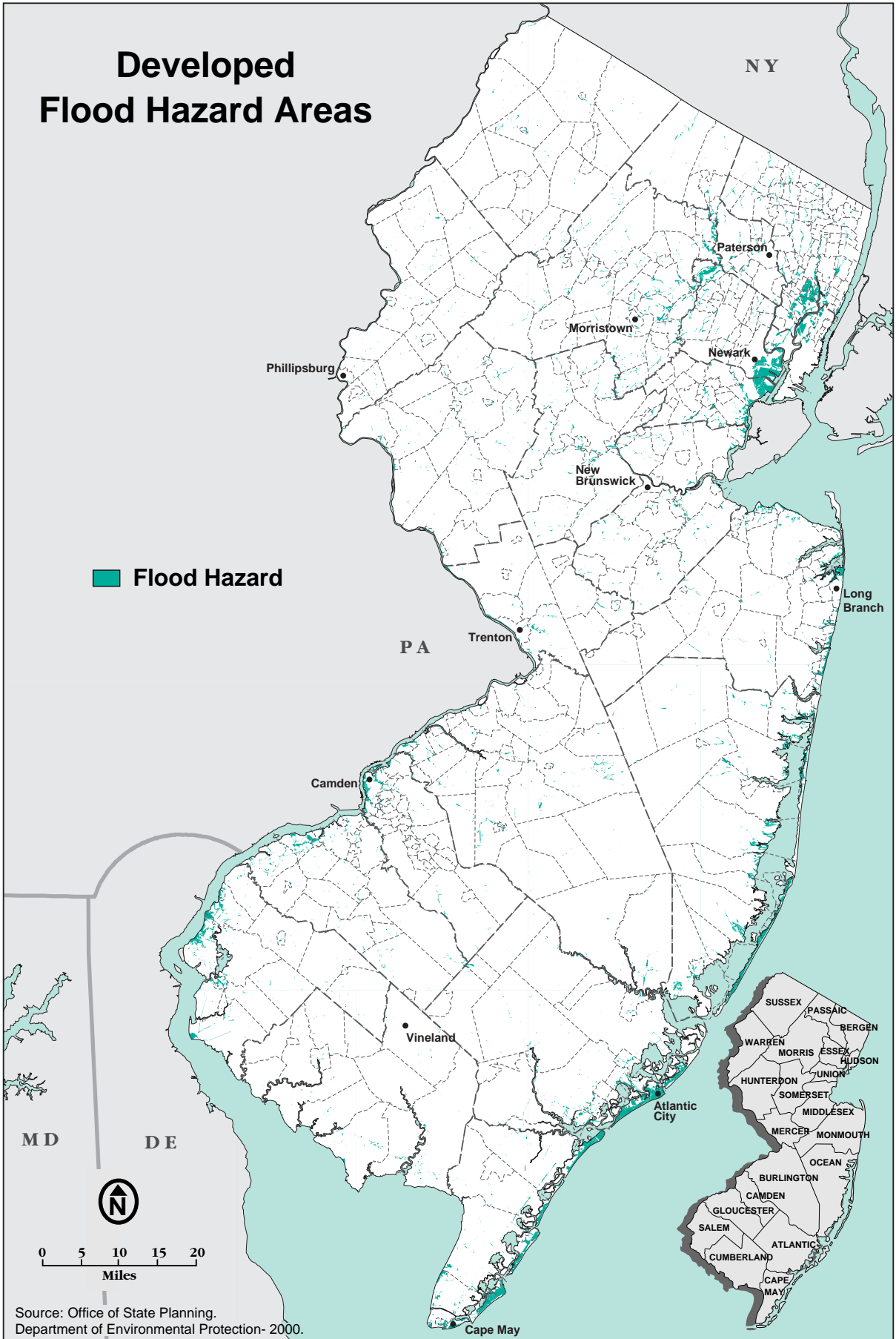
Watershed Management Areas

1. Upper Delaware
2. Wallkill
3. Pompton, Pequannock, Wanaque, Ramapo
4. Lower Passaic & Saddle
5. Hackensack, Hudson and Pascack
6. Upper & Mid Passaic, Whippany & Rockaway
7. Arthur Kill
8. North & South Branch Raritan
9. Lower Raritan, South River & Lawrence
10. Millstone
11. Central Delaware
12. Monmouth
13. Barnegat Bay
14. Mullica
15. Great Egg Harbor
16. Cape May
17. Maurice, Salem & Cohansey
18. Lower Delaware
19. Rancocas
20. Assisscunk, Crosswicks & Doctors



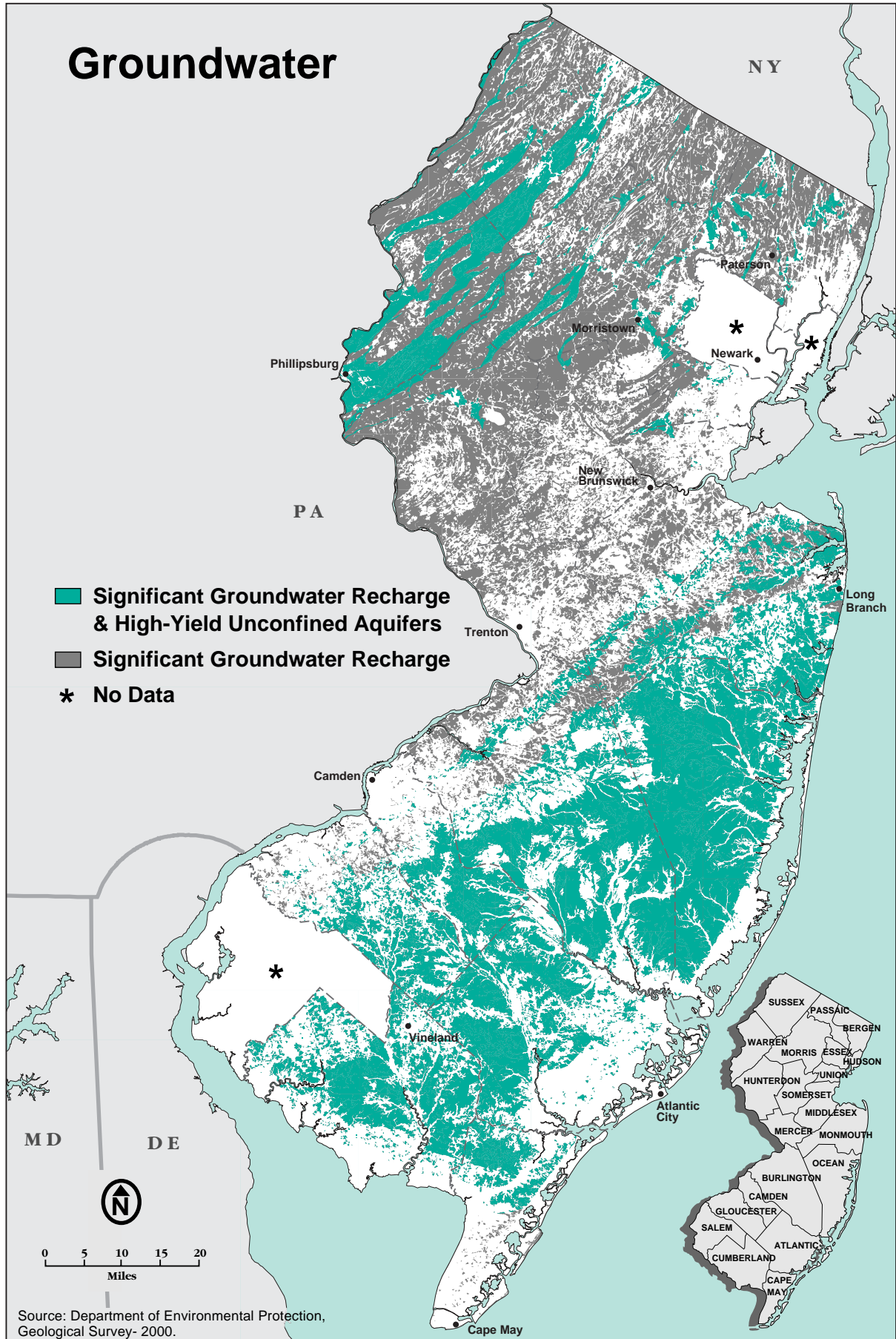
Source: Department of Environmental Protection- 2000.

Developed Flood Hazard Areas



Source: Office of State Planning.
Department of Environmental Protection- 2000.

Groundwater



Case Study: Monmouth Environmental Council

- Established to address environmental issues by watershed and provide a forum for municipal interaction.
- Developed a comprehensive countywide map detailing drainage beds, watersheds, soil, geography, climate and vegetation for nine watersheds.
- Established nine Regional Environmental Councils.
- Created an environmental permit monitoring program to track the cumulative effects of permit activities throughout Monmouth County.
- Enabled county to analyze cumulative development impacts on natural resources on a regional basis.

watershed. The other half of our potable supplies resides in unseen aquifer systems, below the surface of the watershed, but still vulnerable to inappropriate development and management practices that contribute pollutant or prohibit resource renewal by paving over recharge areas. However, unlike surface supplies, deep aquifer systems are also vulnerable to “mining” or overuse. When the use of a coastal aquifer exceeds the rate of recharge of new water to that system, the aquifer becomes susceptible to saltwater intrusion. When the water becomes too salty to drink, communities either abandon the wells for alternate supplies or invest in a highly specialized treatment system. Several of New Jersey’s coastal municipalities have experienced the effects of saltwater intrusion.

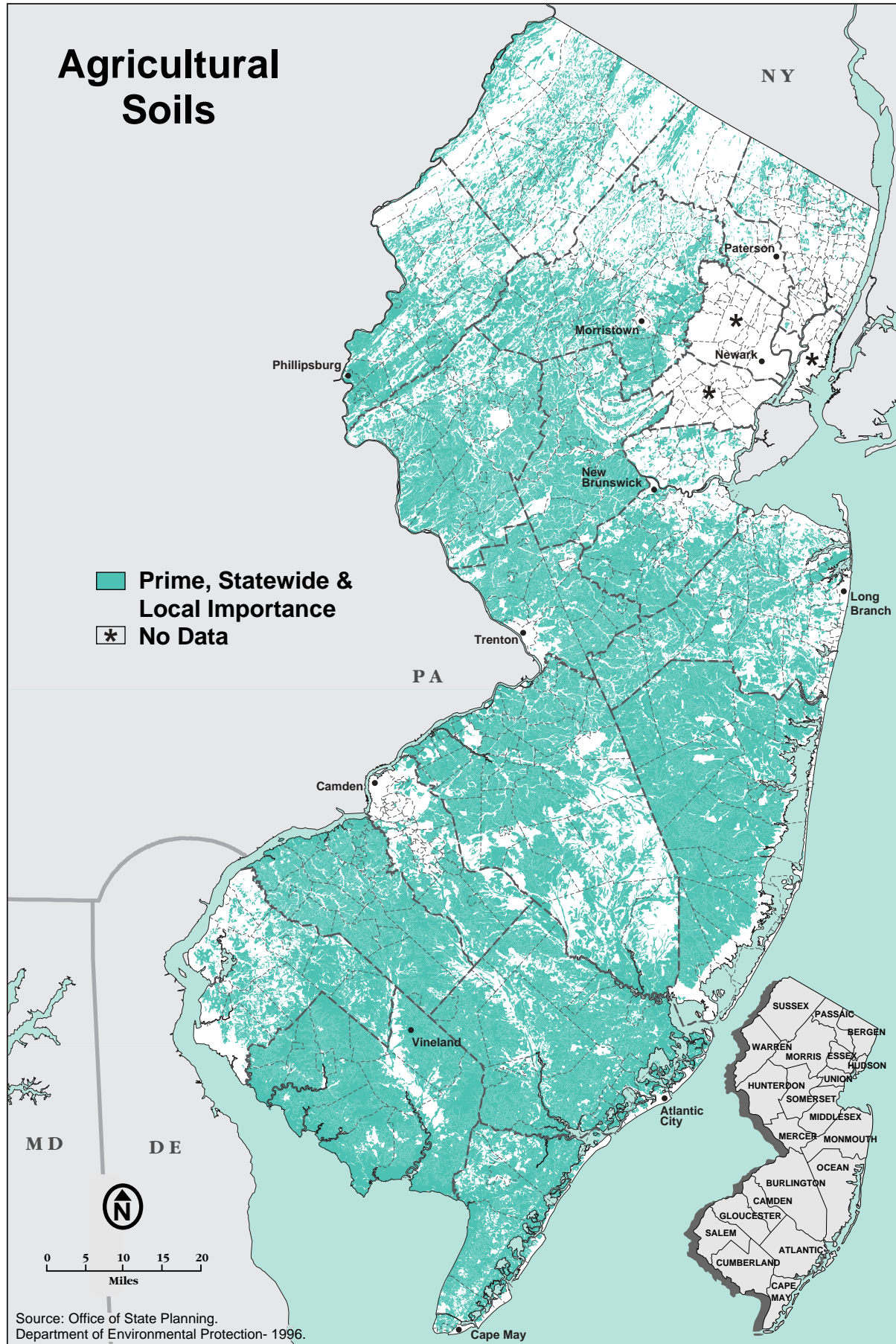
The New Jersey Department of Environmental Protection is taking steps to shift many of its permitting and regulatory activities to a more integrated system based on watershed management. The state contains more than 100 individual stream systems that have been aggregated into 20 watersheds and grouped into five regions for permit and management plan development. Among the benefits of the watershed management approach will be more effective use of monitoring stations, improved coordination for permitting, and opportunities for regional-based planning for resource protection.

Soils are the foundation for the garden in the Garden State. Fertile soils grow the produce and cash crops that have made New Jersey famous and capture rainfall for slow release into streams, rivers and aquifers, replenishing potable supplies and diluting wastewater. Soils are also sinks for many contaminants. On critical slope areas, soils become highly erodible and, with improper development, can loosen and become a form of pollution itself—sedimentation that muddies trout streams and smothers shellfish beds. As we learn more, we understand that minimizing the disturbance of natural vegetation and underlying soils is a prudent practice for pollution prevention and natural system management.

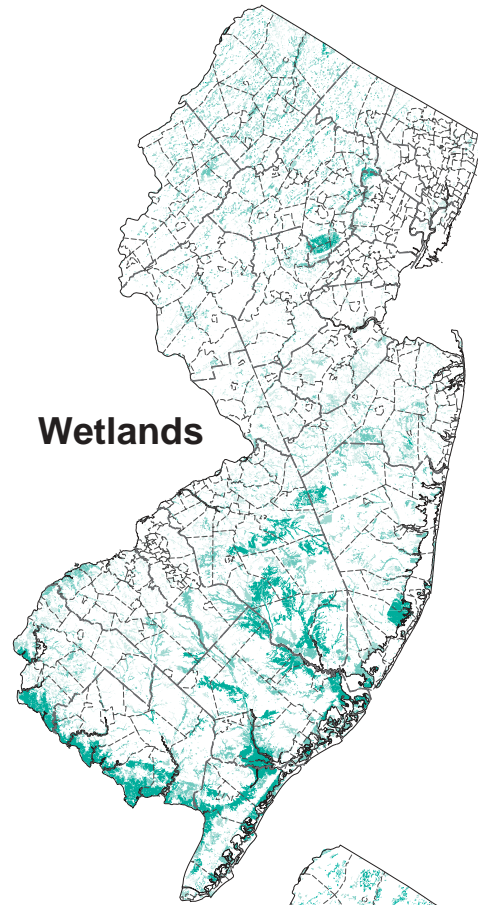
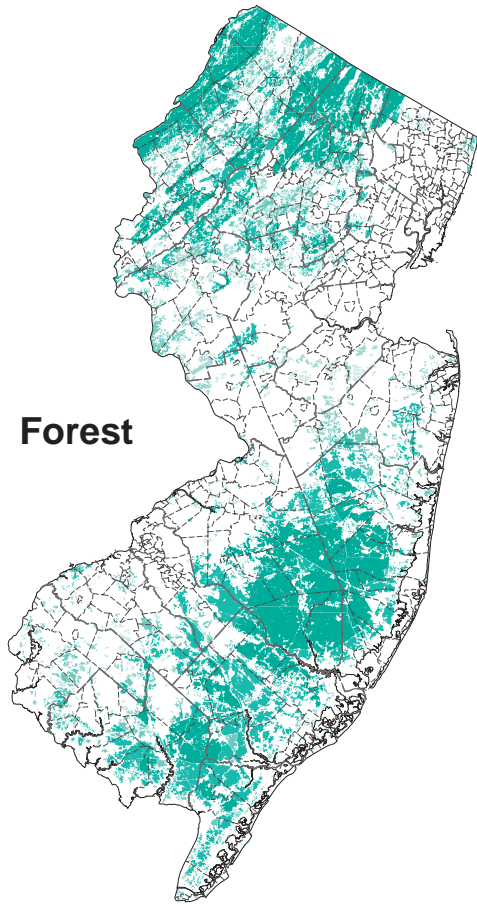
Plant and Animal Resources

Ecological integrity is a measure of the capacity of ecosystems to renew themselves. It is the degree to which all ecosystem elements—species habitats and natural processes—are intact and functioning well enough to ensure sustainability and long-term adaptation to changing environmental conditions and human uses. Loss of a species means a change to relationships within a system. It can also mean a loss of something with aesthetic and cultural values that are difficult to measure. Even though New Jersey is the most densely populated and one of the smallest states in

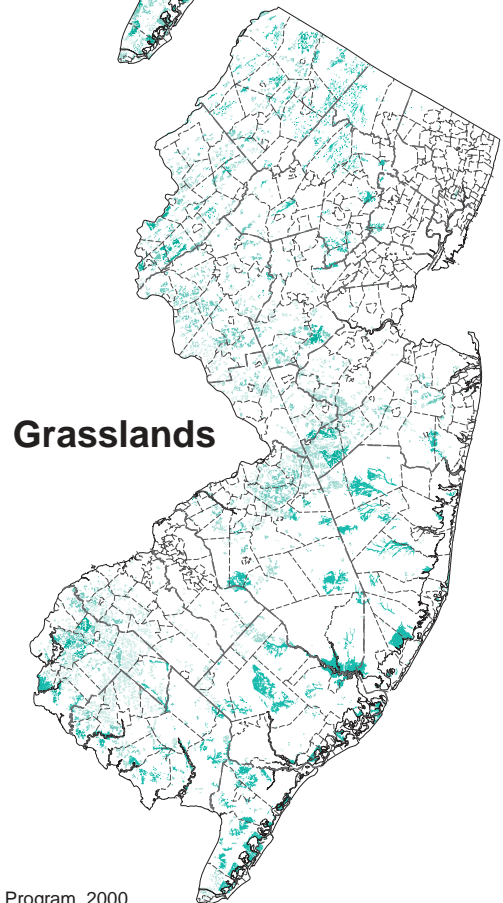
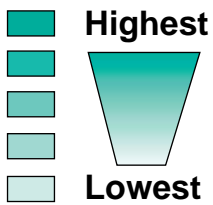
Agricultural Soils



Habitats



Conservation Priority



Source: Department of Environmental Protection, Endangered & Nongame Species Program, 2000.

the nation, it is ecologically unique. Within its boundaries, very different southern and northern plant and animal communities overlap in exceptional diversity.

New Jersey has 2,215 known native plant species; 15 percent are currently endangered and 20 percent are categorized as species of conservation concern. The state is also home to 90 mammal species, 79 reptile and amphibian species, more than 400 fish species and approximately 325 species of birds. In addition, about 1.5 million shore birds and 80,000 raptors make migratory stopovers in New Jersey each year. Sixty-three of the approximately 900 known vertebrate animal species are classified as threatened or endangered. One of the principal reasons for this is the destruction of habitat. Most wildlife needs a significant contiguous area to survive and thrive. For instance, some bird species cannot sustain breeding populations in forests smaller than 250 acres. Even low-density suburban development tends to fragment open space. The Cape May Peninsula, an important stopover for migratory birds, has experienced an estimated 40 percent habitat loss in the past 20 years, even through a significant amount of open space is already protected. The cumulative impacts of development alter the ability of forest and wetland systems to filter air and water and to provide critical habitat. In addition, development often creates chronic disturbance and toxic contamination, both of which seriously threaten species breeding capability.

New Jersey directly protects rare species and manages for biodiversity 31,284 acres in 42 Natural Areas. Ranging in size from 11 to 3,800 acres, these sites contain some of the rarest ecological communities on the east coast, including pristine coastal sand dunes, lush Atlantic white cedar swamps, and protective flood plain forests. Many of the species in these reserves serve as indicators of the environmental health of the state.

New Jersey's efforts to preserve its large mammals and birds, including the black bear, bald eagle, peregrine falcons and osprey, have met with some success over the last 25 years. The number of

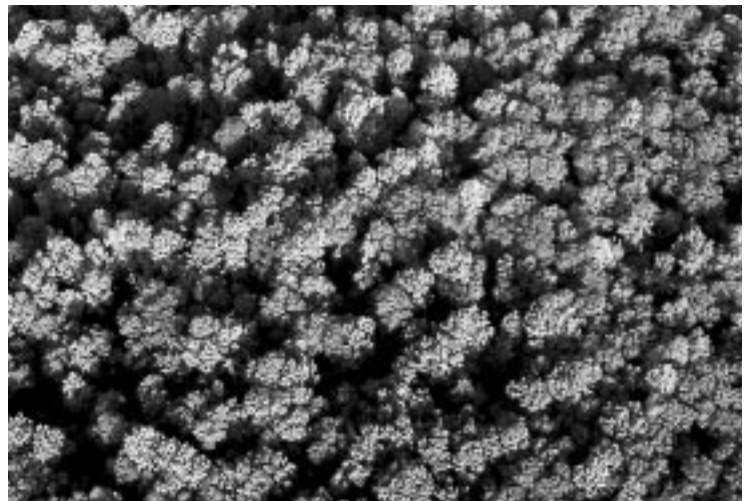


breeding pairs of bald eagles has continued to increase; the statewide total increased to 23 pairs by 2000. However, their recovery continues to be threatened: 14 of 23 nests are threatened by toxic contamination, habitat disturbance or chronic human disturbance. On the other hand, there is an increased need for effective management of plant and animal species, such as deer, and for broad public education campaigns on this issue.

More than 100 species of fish and shellfish are harvested commercially in New Jersey, for an annual dockside value of over \$100 million. Populations of several species, such as striped bass, weakfish and summer flounder, are making significant recoveries. Other species, unfortunately, remain at low levels.

The state's 226,175 acres of State Forests and 192,299 acres in Fish and Wildlife Management Areas, plus State Parks, Natural Areas and Recreation Areas, as well as private forests, serve several important functions. Some of them form contiguous areas large enough to provide habitat for the state's native plants and animals. They also allow for the continued development of a biologically diverse environment which is vital to New Jersey's environmental health as a whole. Areas characterized by singular biological makeup are limited in the opportunities they offer to plant and animal species. But taken together, a bog, hardwood forest, grassland and wetlands provide a wealth of habitats for a wide variety of plants and animals, allowing them the space and opportunity to carve out special niches. All of these factors affect how natural systems operate and how we are impacted by them. This is why it is so important to preserve each of New Jersey's many different ecosystems, to ensure all of us a richer environment and more spectacular natural resources.

In aerial photographs, approximately half of New Jersey is covered by trees and much of that tree cover is in fully developed areas. Trees in urban areas are also vital parts of New Jersey's environmental capital, filtering particles out of the air, abating street-level turbulence, and



reducing heat buildup in paved surfaces. In 1996, the Department of Environmental Protection (DEP) completed a three-year long assessment of street trees in New Jersey which found a dangerous lack of species diversity in street trees; a high rate of poor health; a low rate of maintenance; and no trees at all in many of the sites intended for street trees. This study is expected to become a useful tool in the future management of trees in the urban environment.

Related Plans

Other plans, programs and reports related to conservation of natural resources include:

- New Jersey Statewide Water Supply Plan (New Jersey Department of Environmental Protection, August 1996). *Water for the 21st Century: A Vital Resource*. This is a complete revision of the Water Supply Master Plan as adopted in 1982 in response to the Water Supply Management Act. It is a functional plan covering the state's water supply availability and demand as well as setting forth statewide water supply initiatives.

- New Jersey Statewide Flood Control Master Plan (New Jersey Department of Environmental Protection, 1985). Adopted per the Emergency Flood Control Bond Act of 1978, this plan compiles data on flood histories, flood control efforts and areas with flood potential.
- Rules on Coastal Zone Management (New Jersey Department of Environmental Protection, 2000). The Coastal Area Facility Review Act, as amended in 1993, is a comprehensive management strategy for use in reviewing and approving certain types of development activity in the coastal zone.
- New Jersey Statewide Water Quality Management Plan (New Jersey Department of Environmental Protection, 1985). The Statewide Water Quality Management Plan was adopted in 1985 in response to the federal Clean Water Act which requires states to prepare water quality plans for all surface waters and to have a “continuous planning process.” The plan provides a standard for limiting the impacts of various projects and activities upon water quality.
- National Environmental Performance Partnership System (NEPPS) (New Jersey Department of Environmental Protection, 1995). NEPPS was established by the U.S. Environmental Protection Agency (USEPA) and the Environmental Council of States as a system providing states greater flexibility in addressing environmental problems and reducing federal oversight by setting a series of environmental goals and indicators. A formal agreement (known as the Performance Partnership Agreement) is developed between the states and USEPA outlining the activities that each will undertake to incorporate the results of the self-assessment and indicators into environmental management.
- New Jersey’s Environment 1998 (New Jersey Department of Environmental Protection). This is the first year of an annual State of the Environment report from the New Jersey Department of Environmental Protection, presenting a host of environmental indicators assessing the quality of New Jersey’s environment. Meant to serve as a base line for measuring progress, the report provides the foundation for improving our understanding of the goals and challenges facing our efforts to improve the state of New Jersey’s environment. Along with the Strategic Plan and NEPPS, it is meant to encourage greater and more informed participation in environmental decision making. This document was used in the development of the Background text for several goals in the State Plan.
- County and Municipal Master Plans (in addition to the Land Use element)
 - Conservation Plan Element: An optional master plan element under the Municipal Land Use Law (N.J.S.A. 40:55D–28b(8)) for municipal master plans that provides “for the preservation, conservation and utilization of natural resources, including, to the extent appropriate, energy, open space, water supply, forests, soil, marshes, wetlands, harbors, rivers and other waters, fisheries, endangered or threatened species... and other resources, and which systematically analyzes the impact of each other component and element of the master plan on the present and future preservation, conservation and utilization of those resources.”

Related Policies

Statewide Policies most closely related to the conservation of resources are found under:

- Energy Resources
- Agriculture
- Coastal Resources
- Water Resources
- Open Lands and Natural Systems
- Planning Regions Established by Statute
- Special Resource Areas

Goal #3: Promote Beneficial Economic Growth, Development and Renewal for All Residents of New Jersey

Strategy

Promote socially and ecologically beneficial economic growth, development and renewal and improve both the quality of life and the standard of living of New Jersey residents, particularly the poor and minorities, through partnerships and collaborative planning with the private sector. Capitalize on the state's strengths—its entrepreneurship, skilled labor, cultural diversity, diversified economy and environment, strategic location and logistical excellence—and make the state more competitive through infrastructure and public services cost savings and regulatory streamlining resulting from comprehensive and coordinated planning. Retain and expand businesses, and encourage new, environmentally sustainable businesses in Centers and areas with infrastructure. Encourage economic growth in locations and ways that are both fiscally and environmentally sound. Promote the food and agricultural industry throughout New Jersey through coordinated planning, regulations, investments and incentive programs—both in Centers to retain and encourage new businesses and in the Environs to preserve large contiguous areas of farmland.

Vision of New Jersey in the Year 2020

In the Year 2020, New Jersey enjoys a strong and vigorous economy, achieving the highest per capita income in the United States, while at the same time reducing its cost of living. This new prosperity extends throughout the state, impacting residents regardless of whether they live in northern, southern or central New Jersey. Geographic location no longer serves as an economic indicator. Once distressed rural and urban communities experience improving income and employment opportunities. The disparity between these communities and traditionally wealthier suburbs is rapidly diminishing.

Regional cooperation, between cities and suburbs, counties and regions, in addition to New York, Pennsylvania and Delaware, provides enhanced market opportunities and improves our competitive status in the global marketplace. Purchasing power that was formerly expended out of state for food, entertainment, arts and culture, energy and retail goods, is now being exercised in New Jersey, increasing jobs and income for our residents.

The state has taken a strong leadership role in supporting sustainable economic development by promoting clean industries that produce environmentally beneficial goods and services and fostering a close and constant collaboration with the private and nonprofit sectors. Regulatory processes are transformed by cooperative efforts at goal setting and by maximum flexibility for attaining standards. The creative use of markets reduces public and private costs and helps achieve State Plan Goals. Pollution prevention strategies reduce the need for costly regulation and remediation activities, while encouraging investments in production processes which actually lower costs. New “green businesses” use raw materials from renewable sources, generate few emissions and produce a product or service that is either environmentally benign or mitigates an environmental problem. Conservation incentives and regulatory strategies to increase competition reduce energy costs while emissions trading, on land and air, reduces the cost of restoring and maintaining air and water quality. New

Vision of New Jersey in the Year 2020 (continued)

measures of economic performance and well being, taking into account quality of life, the depletion of natural resources and other factors formerly considered externalities, have been created and are used to guide decisions.

Real estate costs are restrained or reduced by the provision of ample land zoned for moderate- and high-density development, through vigorous programs for the maintenance of the existing housing stock, and through the redevelopment of obsolete or underutilized facilities on sites with available infrastructure. Costs are also restrained by a planning and regulatory system which ensures that development occurs in cost-effective locations and that projects are built in reasonable periods of time.

State and local governments have also dramatically cut their own costs while increasing productivity. This has been achieved by sharing services and capital facilities, overhauling management practices, reinventing personnel policies, implementing conservation policies, and adopting new technologies, while still expanding services, such as timely and accurate information for existing and prospective businesses. Enlightened planning results in growth that is well managed and fiscally balanced.

State transportation policies have consistently taken a strategic approach to economic development. New Jersey has effectively become the logistics center for the northeast region, taking full advantage of its geographic location and continually expanding and improving the performance of its intermodal transportation system. Increasing volumes of both freight and passengers are moved by rail. The success of the Secaucus, Montclair and Midtown Direct connections spurred a new era of reinvestment in transit system upgrade and expansion, and the new and extended rail and bus lines continue to increase mobility to jobs and reduce pressure for investments in highway construction. At the same time, greater flexibility in local zoning allows home occupations to flourish.

Growth in the post-industrial, knowledge-based economy is spurred by a public education system that provides equal educational opportunities for all children. New Jersey understands that creative, productive individuals can only grow up in a society which emphasizes learning. Municipalities have joined with local



The New Jersey EcoComplex in Burlington County is the nation's first environmental experiment station for research, research demonstration, education and outreach.



Vision of New Jersey in the Year 2020 (continued)

school districts to leverage the state's investment in school facilities to serve as a catalyst for community development, by creating schools that serve as community learning centers. Institutions of higher education and business organizations are partners in this effort to create networks of learning—interconnected situations, places and people. New educational facilities extend and enrich this network.



New Jersey's high technology industries and research institutions provide an increasing number of high-skill jobs. In partnerships with government and academic institutions, industry-driven technology parks and incubators continue to spur the revitalization of our cities. The innovations and inventions created in New Jersey in industries such as telecommunications, pharmaceuticals, biotechnology and others unknown just a few years ago are capitalized upon in New Jersey. Small and micro business thrives as financing, technical assistance and fiscal and regulatory policies support entrepreneurial efforts, particularly in cities and towns. The "Main Street" economy has been revitalized, with housing and offices increasingly occupying upper level spaces, due in part to vigorous efforts by Business Improvement Districts and other public/private ventures.

While traditional tourism-oriented regions, such as the Highlands and the shore, continue to attract visitors on a year-round basis, the revitalization of urban areas and rural centers, and the vigorous expansion of eco-tourism, agri-tourism, arts and cultural tourism, and heritage corridors provide additional tourism-related employment throughout the state. Economically viable and environmentally sustainable natural resource-based industries and activities, along with marinas and fisheries are also flourishing.

As a major industry that uses land not just as a platform for economic activities, but as a "raw material" for production, the food and agricultural industry has a special place in New Jersey's economy, and it has been enhanced and sustained. New Jersey agriculture has been known for its expertise in placing exports, as well as for its intensive, value-added and niche farming and marketing, which other agricultural areas have copied and followed. Young farmers enter the industry in greater numbers. The productivity of our farmland, good soil, ample rainfall, its



Vision of New Jersey in the Year 2020 (continued)

proximity to markets, the good linkages to the food processing and packaging industries, the technical support given by the state through regulatory reforms, tax policies and policies to encourage investments and protective ordinances adopted by rural communities offset the lower costs and larger land areas available to New Jersey's



competitors throughout the country. Farmland loss has slowed dramatically, with development occurring in existing Centers and in carefully planned new Centers. Large contiguous areas of productive farmland have been preserved, ensuring the sufficient land base necessary for a viable industry.

The early transformation of New Jersey's agriculture to low-impact farming methods which minimize pesticide use and contribute to natural resource protection, the conversion to high-value and bio-based products, and the successful diversification of income sources offers a much studied and emulated model of 21st century agriculture. Additionally, the recognition of the important role which farms can play in the education of our children, the successful adaptation to the realities of global warming and climate change, and the seamless integration of farming into the surrounding communities are being emulated regionally and nationally. Public education efforts focusing on the benefits of farmland to communities, and the widespread adoption by municipalities of a variety of land use techniques for agricultural protection enhance agriculture's relationship with surrounding land uses. The small town and rural life-style associated with agricultural areas remains an attractive feature of New Jersey life.

People and businesses want to come to New Jersey, as our enviable quality of life, superior educational systems, record in the protection of open space in country and town alike, and cost-effective public services create the conditions that maintain and attract businesses and workers.

Background

New Jersey's economy provides over 3.6 million jobs. Business services and health services, each with over 322,000 jobs, are the largest employers in the state, according to the Bureau of Labor Statistics and New Jersey Department of Labor (NJDOL). The pharmaceutical industry, which leads the nation in employment and output, is another important



The Strategic Importance of New Jersey's Ports

As expansion of the global economy increases the importance of import and export activity, the ports of Newark and Elizabeth as well as the Delaware River ports will become critical to New Jersey's economic future. Businesses such as custom freight brokering, international banking, motor and rail freight, warehousing and distribution will benefit from this globalization.

The maritime industry alone is estimated to contribute more than \$50 billion per year of the global economy into New Jersey's economy. Waterborne freight operates through 76 ports and terminals throughout the state. Handling 17.6 million tons of freight per year, the Port of Newark-Elizabeth is the third largest in the United States and the largest container port on the eastern seaboard, directly and indirectly employing approximately 166,000 people. The South Jersey Port Corporation in Camden captures about one third of the Philadelphia port traffic.



employer. Travel and tourism are also becoming increasingly tied to the existence and development of historical, environmental and cultural resources.

New Jersey's economy, like that in much of the Northeast, has been transitioning from manufacturing to services. The NJDOL reports that from 1980 to 2000, New Jersey gained 957,600 service-producing jobs while shedding 286,700 goods-producing jobs. Goods-producing industries' share of total non-farm employment dropped from 29 percent in 1980 to 16 percent in 2000, while the share of service-producing industries grew from 53 percent in 1980 to 68 percent in 2000. Although continuing to contract, manufacturing in New Jersey is now much more productive than elsewhere in the nation, with a gross state manufacturing product per worker in 2000 of \$86,776, compared to \$73,024 nationally. The state's manufacturing sector has successfully transitioned from a low-skill, low value-added, labor-intensive sector to a highly skilled, capital-intensive, high value-added one.

The Garden State has also become home to a wide variety of sustainable businesses. Born from the state's strict environmental laws, New Jersey sustainable business sector has developed new technologies and goods that have vastly reduced or eliminated many environmental impacts. The renewable energy, recycling, remanufacturing, organic or other low input farming, bio based products, remediation and nontoxic chemicals industries are becoming well established, encompassing, as of 1999, over 1,500 businesses.



New Jersey is a high-cost/high income-state, particularly in the northern and central areas—it has one of the highest housing costs in the nation (43 percent above the national average), and the highest household income. From 1980 to 2000, New Jersey's per capita income grew from \$11,778 to \$27,311, maintaining its rank as second only to Connecticut. However, this robust growth in the statewide average masks significant income disparities, which are reflected in financial hardship for those state residents not sharing in this prosperity.

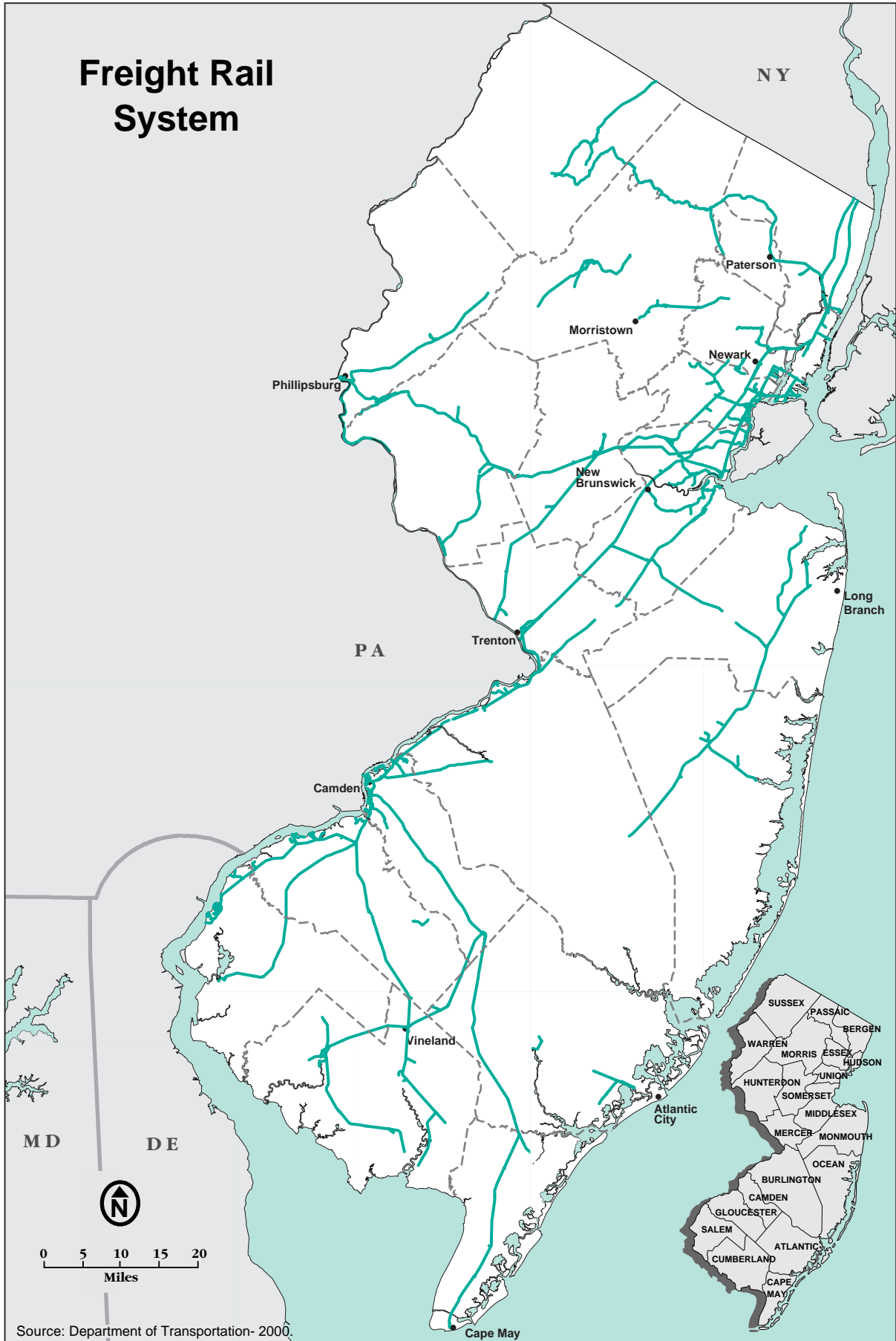
According to the 2000 Census, 8.2 percent of the state's population and 6.0 percent of families were below the federally defined poverty level, and over 430,000 households were considered "very low income" (earnings of 50 percent or less of median family income). As a result of income disparities and high housing costs, nearly one third of New Jersey households are cost-burdened, and/or live in overcrowded and substandard housing. High housing costs are considered a major constraint to attracting and retaining an educated, high-skilled labor force in New Jersey.

New Jersey's income disparities have a compelling geographic dimension. Economic restructuring has been characterized by a massive outward migration from cities and inner suburbs to newly developing suburban growth corridors, "edge cities" and rural areas. This outward growth has been haphazard and unbalanced, with municipalities competing for ratables without a strategic vision for sustainable growth and fiscal balance.

Another constraint to economic development in New Jersey is the often costly, time-consuming and complex regulatory process required to obtain approvals to build and operate new businesses. Employers seeking to locate new facilities are hindered by development policies which vary from town to town and often change over time. The sometimes arduous and costly process of identifying sites, negotiating the provision and financing of sewer or water facilities, and seeking single-function permits from municipal, county, regional and state agencies can screen out all but the most motivated developers and employers.

New Jersey's pivotal location and extensive transportation system provide essential support to the state's economy. Three major deep water ports, an expansive highway system, an aging but extensive rail system, and airports, heliports and other aeronautical facilities, allow the easy movement of people and goods not only within the state, but also to the outside world, enhancing our export opportunities. Opportunities for international trade are increasing dramatically, and

Freight Rail System



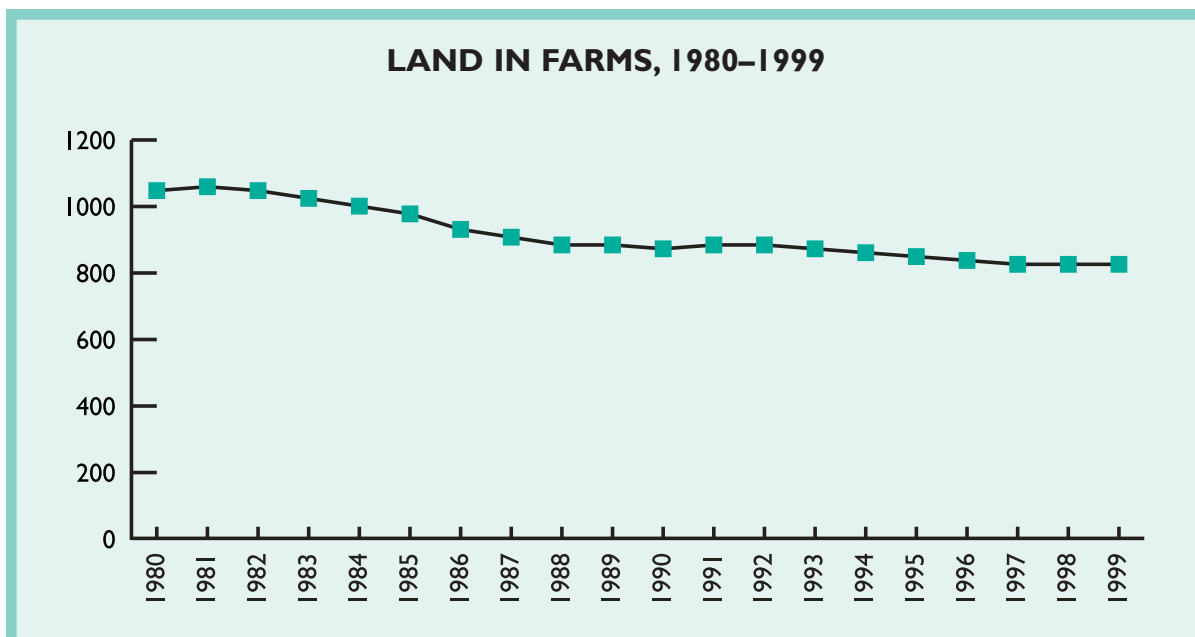
New Jersey's annual exports exceed \$18 billion. The chemical/pharmaceutical industry is the leading exporter, followed by electronic equipment and industrial machinery. Further growth in exports will depend on our ability to maintain the accessibility of our sea and airports, as well as on the creation of new partnerships to provide technical support to small- and medium-sized businesses.

New Jersey is responding to its economic development challenges with a variety of initiatives, which invariably involve partnerships between the public and private sectors. The Commerce and Economic Growth Commission is the state agency with the primary mission of enhancing New Jersey's economic growth and renewal. The New Jersey Economic Development Authority provides a variety of loan and technical assistance programs for business. Prosperity New Jersey, a public/private partnership, was formed in 1995 to develop joint initiatives to strengthen New Jersey's economy. Improvements in the regulatory process have been spearheaded by state agencies, with coordination through the Secretary of State and the Commerce and Economic Growth Commission. Labor force training and recruitment is facilitated through promising partnerships between our colleges, secondary schools, and business organizations. The State Employment and Training Commission's "Workforce Readiness System" represents one such initiative.

Other initiatives include regional public/private partnerships to support economic development, such as the Greater Newark Regional Partnership, the Southern New Jersey Development Council and the Monmouth/Ocean Development Council. Some counties and municipalities have economic development offices and/or coordinators. The Municipal Land Use Law authorizes local master plans to include economic development elements; however, a review by the Office of State Planning of master plans on record shows that less than 10 percent of municipalities have such elements, indicating the need for more effective education and training support.



New Jersey's pivotal location and extensive transportation system provide essential support to the state's economy. ... Opportunities for international trade are increasing dramatically, and New Jersey's annual exports exceed \$18 billion.



Agriculture

New Jersey has 830,000 acres of farmland in production, according to the 1999 Annual Report of the New Jersey Department of Agriculture. A FARMS Commission report indicates that agriculture employs 20,000 workers and accounts for 16,000 other jobs. Production agriculture and associated support industries contribute over \$1.2 billion a year to the economy. In 1998, New Jersey's 9,600 farms had \$777 million in cash receipts. New Jersey exports \$200 million in agricultural goods annually, and exports are increasingly important to our agricultural industry. Exports are mostly processed foods and kindred products, which link agriculture with New Jersey's extensive manufacturing sector.

While New Jersey's agricultural industry is quite diverse, in 1999 the state had only half the farmland (from 1.77 million acres in 1950 to 830,000 acres in 1998) and one third of the farmers that it had in 1950. While losses averaged around 40,000 acres a year through the 1950s and 1960s, farmland loss has slowed in recent decades. Since the late 1960s, farmland loss has averaged around 10,000 acres a year.

According to the New Jersey Department of Agriculture, New Jersey has the second most expensive farmland in the nation, but also the highest income per acre. High costs, conflicts with other land uses and the contraction of a rural network of services and institutions, has turned farming into a high-risk business in many parts of the state. Business volume has also declined. The constant encroachment of new residential and other land uses on farmland and the lack of protective measures in many communities create further uncertainty and risk. In addition, New Jersey's agriculture today must compete globally. Improved transportation has made our markets accessible to farmers beyond our borders. To both compete and take advantage of this world economy, New Jersey farmers need public policy support from state government. Such support would enhance agricultural access to foreign markets, modern technology, public facilities and services, education and skills training, and finance capital.

An effective agricultural strategy must create a climate that supports agriculture statewide, and plan for future economic growth and development in rural areas in ways that promote the

continuation of agricultural land use, without unduly undermining property values in those areas. Government can set the stage for meeting these challenges by developing and implementing policies that enhance the economic viability of farming.

In response, the state, some counties and several municipalities have led an aggressive campaign to preserve farmland. The purchase of development rights has many advantages, including retention of the land on tax roles, leaving management in private hands and lower cost than outright purchase. The adoption of farmland preservation programs beginning in 1983 and State Agricultural Development Committee expenditures have resulted in the permanent protection of 96,839 acres by January 1, 2001. The adoption of the governor's open space/farmland initiative by the voters in 1998 set a target of 500,000 acres of farmland to be permanently protected.

Recent grant, loan and marketing programs, the adoption of right-to-farm ordinances in many municipalities and the active participation of County Agricultural Development Boards, the Farm Bureau and the State Agricultural Development Committee have brought new energy to the task of creating and maintaining agriculture as a viable industry. Farmers' markets have been successful in opening new channels for marketing local products; while urban gardens have been successfully used as stabilizing elements in urban neighborhoods. On the other hand, existing tools for farmland protection, such as clustering, have been used effectively by only a few municipalities.

The State Plan provides a two-pronged approach to agriculture. First, Statewide Policies are designed to provide an effective agricultural strategy throughout the state. Second, the Planning Areas guide development toward Centers, protecting outlying agricultural areas from development pressures and from suburban residents' concerns about necessary farming operations that are perceived as nuisances. The State Plan supports future economic growth in rural areas in ways that promote the continuation of agricultural land use, without unduly undermining property values in those areas.

Related Plans

Other plans, programs and reports related to economic growth, development and renewal include:

- New Jersey Economic Master Plan, Short and Long Term Recommendations for Economic Improvement (New Jersey Economic Master Plan Commission, 1994). Strategic recommendations to enhance the state's economic growth and prosperity, both in the short term and the long term.
- Strategic Five-Year Unified State Plan for New Jersey's Workforce Investment System (July 1999 to June 2004). Updates the policies and recommendations of the State Employment and Training Commission.
- Into the 21st Century, Ensuring a Fertile Future for New Jersey Agriculture (FARMS [Future for Agriculture, Resources, Missions, Strategies] Commission, November 1994). A comprehensive, strategic plan addressing immediate and long-term challenges and opportunities.
- Aquaculture Plan (Department of Agriculture, 1995). Provides recommendations for the fish and seafood industry development within the state.
- County Economic Development Plans. A number of counties have economic development commissions or offices, and some have plans or programs.
- Municipal Master Plans (in addition to the Land Use Element):
 - Economic Plan Element: An optional master plan element under the Municipal Land Use Law (N.J.S.A. 40:55D-28b(9)) which considers "all aspects of economic development and sustained economic vitality, including (a) comparison of the types of employment expected to be

provided by the economic development to be promoted with characteristics of the labor pool resident in the municipality and nearby areas and (b) an analysis of the stability and diversity of the economic development to be promoted.”

- Farmland Preservation Plan Element: An optional master plan element under the Municipal Land Use Law (*N.J.S.A. 40:55D–28b(13)*) which includes “an inventory of farm properties and a map illustrating significant areas of agricultural land, a statement showing that municipal ordinances support and promote agriculture as a business, and a plan for preserving...farmland.”

Related Policies

Statewide Policies most closely related to economic growth are found under:

- Economic Development
- Urban Revitalization
- Agriculture

Goal #4: Protect the Environment, Prevent and Clean Up Pollution

Strategy

Develop standards of performance and create incentives to prevent and reduce pollution and toxic emissions at the source, in order to conserve resources and protect public health. Promote the development of businesses that provide goods and services that eliminate pollution and toxic emissions or reduce resource depletion. Actively pursue public/private partnerships, the latest technology and strict enforcement to prevent toxic emissions and clean up polluted air, land and water without shifting pollutants from one medium to another; from one geographic location to another; or from one generation to another. Promote ecologically designed development and redevelopment in the Metropolitan and Suburban Planning Areas and accommodate ecologically designed development in Centers in the Fringe, Rural and Environmentally Sensitive Planning Areas, to reduce automobile usage; land, water and energy consumption; and to minimize impacts on public health and biological systems, water and air quality. Plant and maintain trees and native vegetation. Reduce waste and reuse and recycle materials through demanufacturing and remanufacturing.

Vision of New Jersey in the Year 2020

In the Year 2020, decades of progressive environmental initiatives have made New Jersey a cleaner and healthier place to live and work. The economics and environmental advantages of sustainable development and pollution prevention have turned out to be productive common ground for business and environmentalists. Well-planned mixed-use communities have reduced land consumption, habitat loss, vehicle miles traveled, toxic emissions and demand for energy and other resources.

The quality of the air we breathe is better. Emissions of toxins, including heavy metals such as mercury, have been dramatically reduced. In 2005, the state met its commitment to reduce greenhouse gas emissions to 3.5 percent below those of 1990 and has achieved even greater reductions in the following 15 years. The incidence of respiratory conditions and other diseases caused by diesel particulates, aerosols and smog has declined dramatically. There are fewer carbon monoxide “hot spots” as a result of better land use planning, reliance on mass transit and new transportation technologies. Traffic congestion and ozone production has been reduced. In our cities, the planting of street trees and use of other heat-reducing materials on rooftops and street surfaces has proven successful in reducing the “heat island” effect, saving energy and improving comfort. Due to improved mass transit systems and advancements in engineering, automobile trips and mileage are down, reducing the overall consumption of fossil fuels. Vehicles, buildings and industrial processes are more energy-efficient, and alternative local energy sources are used in many areas. Energy consumption per capita has steadily declined as energy-efficient community design, construction techniques, appliances and weatherization of existing buildings have become commonplace.

The quality of the air we breathe is better. ...In 2005, the state met its commitment to reduce greenhouse gas emissions to 3.5 percent below those of 1990 and has achieved even greater reductions in the following 15 years.

Vision of New Jersey in the Year 2020 (continued)

Improvements in air quality have reduced the deposition of pollutants to the state's waters and, consequently, the number of water bodies experiencing eutrophication. Watershed based planning, increased inter-municipal cooperation, and improved site disturbance measures have reduced nonpoint source pollution, especially sedimentation in streams, lakes and reservoirs, and improved the protection of well fields and aquifer recharge areas. The public is appreciative of the pollution threat posed by nonpoint source pollution—now known as “pointless pollution”—and has worked to modify behavior patterns of businesses and residents. For example, integrated pest management has become a general practice and the over-fertilization of lawns is now a rare occurrence. As a result, there has been a corresponding reduction in organic matter, heavy metals, nutrients and synthetic organics in stormwater runoff. Local efforts to minimize site disturbance and soil compaction have reduced runoff, preserved larger areas of vegetative cover, and enhanced aquifer recharge. Changes in landscaping practices also reflect an increased use of native species, in recognition of their lower maintenance needs and sustainability.

Changes in the regulatory system support and encourage wastewater treatment systems that are innovatively designed, adequately funded and properly operated to ensure high effluent quality and prevent degradation of the ground or surface waters to which they discharge. New, alternative wastewater technologies are



being approved and used in smaller Centers to encourage and enable compact forms of development. Technological improvements and increased demand have resulted in lower costs for installation and operation of these systems. Septic management programs have been developed to assure that septic tanks are pumped out on a regular basis. The reduction in septic system failures and the increase in water quality in local streams and water bodies has been dramatic wherever such measures have been implemented. Today, the state's river miles support healthy, sustainable biological communities. The goal of “fishable and swimmable” state waters has been met.

Along New Jersey's coast, beach closings are a dim memory, and annual beach cleanups collect less trash each year. Spotting dolphins in back bays and tidal rivers, and migrating whales just off the beach, is no longer a novelty. Local governments have ensured infrastructure integrity and separated stormwater and wastewater systems, preventing untreated wastes from polluting the coast. Subsequently, more shellfish beds are open now than in the past 50 years. Baymen are comparing blueclaw crab catches with those of the early 20th century, and fishermen have no trouble catching their limit. This has also yielded economic benefits to marine-related industries from boat builders and commercial fishing to bait and tackle shops

Hérons and swans are now nesting in the lower reaches of the Hackensack and Passaic rivers, where before they were only visitors on their way to more hospitable nesting sites.

Vision of New Jersey in the Year 2020 (continued)

Statewide, the loss of identified critical resources, including critical slope areas and wetlands, has slowed dramatically since their contribution to scenic character, water quality, erosion control and species habitat has become widely appreciated. Cleanup and restoration of previously degraded wetland systems as part of a variety of incentive programs, including brownfields, has been very successful in restoring natural functions and ecosystem integrity.

The recycling effort that began in the 1970s eventually led to wider application of the principle to “reduce, reuse and recycle.” Industries, businesses and residents have modified their processes and behavior to conserve and reduce their use of water, energy and other resources.

Source reduction has become the byword in New Jersey’s business community as well as at the checkout counter. The state’s recycling goal was surpassed some years ago as New Jersey’s chemical industry pioneered innovative solutions to plastics recycling, and manufacturers reduced packaging materials or redesigned their products for reuse and recyclability. Responding to public interest, government agencies reinforced this effort by requiring reduced packaging, recycled materials and source reduction as conditions of all governmental contracts. There are now several regional facilities that remanufacture recycled materials and dispose of the residue from recycling. Spin-off companies have developed around reprocessing plastics for insulation, and for the construction and textile industries. The idea of sustainability is becoming the reality of economic progress. Paper and metal recycling remain high as the recycling loop continues to close with increased use of recycled materials in manufacturing processes. Industrial demand for waste stream separation has made the isolation of composting material more cost-effective and much of our household waste now naturally fertilizes gardens and community landscaping, helping to keep unwanted synthetic organic compounds out of our waterways. The need for toxic and hazardous waste disposal has declined, due in part to the chemical industry’s efforts to reduce toxic components in products, along with improved recovery and recycling techniques.

But the legacy of past methods of waste disposal still requires significant resources to protect public health and restore degraded landscapes. Old landfills are still being closed out and tested to see if they are safe for new uses. New Jersey leads the nation in the cleanup and reuse of former brownfields and Superfund sites. In addition to legislation limiting liability following state-approved site remediation, technological improvements in site cleanup and the integration of cleanup activities with area-wide planning for redevelopment have greatly aided the return of land with existing infrastructure to viable commercial and industrial uses.

Background

Air Quality and Energy

Over the past 30 years, as sources of air pollution have been identified and solutions implemented, air quality in New Jersey has improved. However, widespread exposure to high ozone levels in the summer and toxic air pollutants in localized areas are still serious concerns because of their potential effects on human health. Children, the aged, and health-compromised individuals are especially susceptible to the effects of air pollution. Because air pollution can damage the

respiratory system and other organs, air quality health standards have been set nationally for six of the most common pollutants: ground-level ozone, particulates, carbon monoxide, sulfur dioxide, nitrogen dioxide and lead.

New Jersey is part of four major airsheds, each of which is associated with a metropolitan area (New York, Philadelphia, Atlantic City and Allentown-Bethlehem). Within each airshed, air quality is affected by both local emissions and by pollution that is transported into the area by the prevailing winds. Within New Jersey, there are many pollution sources which can generally be categorized as mobile sources (vehicles), stationary sources (factories, power plants, etc.), and area sources (such as consumer products, gasoline stations, and home heating systems). In addition to affecting air quality and human respiratory health, the contaminants emitted by these sources can harm water quality and ecosystem health.

Overall, air quality in New Jersey has been improving as a result of new, low emission advanced technology vehicles, reformulated fuels, higher car emission standards, more efficient manufacturing processes and cleaner industrial emissions. Ongoing vigilance, supported by the national Clean Air Act and its amendments and many state regulations, is responsible for much of the improvement. Transportation accounts for nearly a third of all energy consumed in New Jersey and all of that energy is derived from fossil fuels. Residential and commercial buildings account for over 40 percent of all energy consumed in New Jersey and an estimated 75 percent of that is from fossil fuels. The use of fossil fuels for energy is a key part of what makes the land use—transportation—air quality connection so explicit and so important in New Jersey. And although New Jersey residents use less energy per capita than residents of other northeastern states, the opportunities for energy conservation (and reduced use of imported fossil fuels as a result) are still substantial.

The role of trees in all areas of the state in managing air quality cannot be underestimated. Locally, small forest plots and rows of street trees have important functions—intercepting rainfall, sweeping

Climate Change

New Jersey's role in contributing to global climate change is being examined in the state's first ever inventory of greenhouse gas emissions. Of these emissions, about 87 percent are from fossil fuel burning, with more than half generated by transportation, and nearly 9 percent came from methane mostly emitted by landfills. New Jersey is heavily dependent on fossil-fuel derived energy, an expensive fuel source whose availability is vulnerable to conditions in oil-producing nations. For these reasons, we need to promote every possible means to conserve energy by using energy-efficient technologies, renewable energy resources, and passive solar energy including the use of trees and other landscaping for shade.



dust and other particulates from the air, sequestering carbon from the atmosphere and mitigating “heat island” effects by shading hard pavements.

Water and Soil Resources

Approximately one half of New Jersey’s population drinks water from streams, rivers and reservoirs and the rest rely on water from wells and ground water sources. Since 1972, in excess of \$5 billion has been spent to improve sewage treatment, and additional funds have been spent on advanced pretreatment of industrial waste flows to ensure that point discharges to stream and rivers, and ground water, meet appropriate standards. The quality of New Jersey’s drinking water has improved substantially as a result. In 1995, 97 percent of all the community water systems met all of the microbial standards and 89 percent met all of the chemical standards. Since 1985 when New Jersey began a volatile organic chemical (VOC) monitoring program, the number of community water systems with no detection of VOCs

above the respective standards has increased from 80 percent to about 93 percent. Such tests measure over 25 percent of the contaminants that are currently regulated in New Jersey’s drinking water, including five that are not regulated nationally, and 12 that are regulated at levels more stringent than national standards. Ground water quality across the state is generally very good. However, at some locations ground water is

contaminated by nonpoint sources—including, but not limited to, excess fertilizers and pesticides, poorly functioning septic systems and animal wastes—and by naturally occurring contaminants such as radon and radium. Elevated levels of mercury have been found in numerous private drinking water wells and saltwater threatens some freshwater wells.

Nonpoint source pollution, including atmospheric deposition to water and soil, is currently recognized as being a very large contributor to water quality problems.

Land use, the way land is developed and managed, is the most potent tool in addressing this issue. For example, much of the water-borne nonpoint source pollution reaching New Jersey’s streams is sediment which eventually reaches the state’s major rivers and ports and accelerates the

Watershed-based Planning

New Jersey has over 100 small watersheds which have been grouped into 20 management areas. The Department of Environmental Protection has initiated a watershed planning process in each of these management areas to encourage and guide public advisory groups through a watershed management process. The objective of the program is to characterize each area and develop appropriate management plans for land use and water quality protection based on local conditions and local participation. The goal is to achieve clean and plentiful, fishable and swimmable water across the state.



need to dredge. Thus, land development practices that permit removal of natural stream buffers and building in flood plains, exacerbate the siltation of rivers, ports and harbors, and ultimately impact the economy of the state. Atmospheric deposition from vehicles is directly related to vehicle miles traveled (VMT), which is a function of the amount of driving required for work trips and goods delivery. Advanced technology vehicles which do not use fossil fuel as an energy source and shorter travel distances and more alternatives to single-rider vehicular transportation can reduce air pollution. Travel distances can be reduced by optimal siting of larger residential, commercial and industrial developments and by compact development forms.

Stormwater management plans and local ordinances for landscaping and pet waste reduction can minimize the amount of pollutants that storm events carry to receiving waters.

In addition to land development practices, management practices can also have a positive effect on reducing nonpoint pollution. Stormwater management plans and local ordinances for landscaping and pet waste reduction, for example, can minimize the amount of pollutants that storm events carry to receiving waters. Similarly, efforts to promote proper maintenance of private septic systems can greatly reduce threats of bacterial contamination to wells and streams.

Waste Management, Recycling and Brownfields

The location and off-site impacts of waste management activities intersect with State Plan concerns for urban revitalization, beneficial economic growth, truck traffic and congestion, air quality and water quality.

In 1976, the Legislature placed primary responsibility for planning and implementing solid waste programs with each of the 21 counties. The designation of counties as planning units, or “wastesheds” enabled regional planning to take place. The state, in turn, adopted “waste flow” regulations which directed each municipality to a specific disposal facility. These regulations served as the “glue” which held the county plans together and enabled counties to move away from reliance on open dumps and to finance the construction of modern landfills and energy recovery incinerators based on a guaranteed flow of solid waste. Ultimately, our counties constructed 30 new, long-term solid waste facilities consisting of 13 modern landfills, 5 energy recovery facilities, and 12 transfer stations.

In 1994, the U. S. Supreme Court ruled that a local flow control ordinance in New York was unconstitutional. New Jersey’s own waste flow case, *Atlantic Coast Demolition and Recycling*, was heard in federal court. Ultimately, the court found state waste flow laws unconstitutional insofar as they discriminate against out-of-state solid waste facilities. Administrative or legislative action is needed to deal with the future of solid waste planning in New Jersey as a result of the ruling.

New Jersey continues to be a national leader in recycling. As of the end of 1995, New Jersey had met its target of recycling 60 percent of the total municipal solid waste stream but reduced to 55 percent by 1999. Some 13,500 private sector jobs and \$1.3 billion in value added to New Jersey’s economy are directly attributable to recycling. However, the key to long-term solid waste management is reducing the household and commercial waste stream. Composting, on both a community and household basis, is being used in several communities in the state to reduce the need for landfills or incineration.

There were over 13,500 sites on the New Jersey Department of Environmental Protection’s list of Known Contaminated Sites by March 2001. Many more sites remain underutilized because of

perceived contamination. Without minimizing the importance of removing risks to the public's health, we should also note that perceptions play a big part in how contaminated sites, ranging from a leaking household heating oil tank to a 150-year-old industrial site, are treated. A concerted effort is under way to sort out which sites pose a serious and immediate threat to public health and which can be remediated quickly and without extensive further investigation. Further, we should look at community and neighborhood risks and opportunities.



The former site of the Ward Baking Company has been converted into an apartment complex that offers affordable and spacious housing units. This brownfield site on the East Orange-Newark border had remained idle for 13 years before its rehabilitation gave it new life and a place back on the local tax rolls.

Brownfields constitute a distinct group of sites which are, or are perceived to be, contaminated. They are industrial or commercial sites, most of them in cities or older suburban or rural municipalities. Most were served by a full complement of infrastructure systems at one time, although some of those systems may no longer be in operation. Because brownfields sites are either vacant or underutilized, their full economic potential is not being realized. The New Jersey Brownfields Redevelopment Task Force, an 11-member commission staffed by the Office of State Planning, is leading concerted efforts currently under way to capitalize on this potential.

Related Plans

Other plans, programs and reports related to protecting the environment and preventing and cleaning up pollution include:

- New Jersey Energy Master Plan (New Jersey Board of Public Utilities, 1995). Pursuant to N.J.S.A. 52:27F-14, the Energy Master Plan Committee is responsible for the preparation, adoption and revision of the master plans for the production, distribution and conservation of energy in New Jersey.
- State Implementation Plan (SIP) for the Attainment and Maintenance of National Ambient Air Quality Standards (Submitted annually by the New Jersey Department of Environmental Protection pursuant to the federal Clean Air Act Amendments of 1990). Non-attainment states, such as New Jersey, are required to obtain approval from the U.S. Environmental Protection Agency for a plan addressing a schedule of actions the state will take to become compliant with the standards for ozone, carbon monoxide and particulate matter. The Department of Transportation shares responsibility for the SIP by developing transportation control measures as part of the submission.

- New Jersey Statewide Water Quality Management Plan (New Jersey Department of Environmental Protection, 1985). The Statewide Water Quality Management Plan was adopted in 1985 in response to the federal Clean Water Act which requires states to prepare water quality plans for all surface waters and to have a “continuous planning process.” The plan provides a standard for limiting the impacts of various projects and activities upon water quality.
- District Solid Waste Management Plans (various). Pursuant to *N.J.S.A. 13:1E-21* each county and the Hackensack Meadowlands Development Commission (HMDC) are required to develop and maintain a plan for the inventory of sources of waste, projections of waste for a period of 10 years, an inventory of disposal facilities, an analysis of collection and routing systems, identification of an implementation agent within the district, a statement of the solid waste strategy to be utilized within the district to manage solid waste generated in said district and a site plan including all existing and projected disposal sites within the district (county or HMDC).
- Source Water Assessment Program Plan (New Jersey Department of Environmental Protection, 1999). This plan for assessing the susceptibility of source water intakes to impairment was submitted to the U.S. Environmental Protection Agency in 1999 as the first step towards developing a protection plan. The assessment will provide information on the potential hazards and dangers to the existing water supply structure so that county and municipal governments and water suppliers, working together in a watershed management framework, can implement appropriate land use and management practices for source water protection.
- County and Municipal Master Plans (in addition to the Land Use Element):
 - Utility Service Plan Element: An optional master plan element under the Municipal Land Use Law (*N.J.S.A. 40:55D–28b(5)*) for municipal master plans “analyzing the need for and showing the future general location of water supply and distribution facilities, drainage and flood control facilities, sewerage and waste treatment, solid waste disposal and provision for other related utilities, and including any stormwater management plan required pursuant to the provisions of ...*N.J.S.A. 40:55D–93 et seq.*”
 - Recycling Plan Element: A mandatory master plan element under the Municipal Land Use Law (*N.J.S.A. 40:55D–28b(12)*) for municipal master plans “which incorporates the State Recycling Plan goals, including provisions for the collection, disposition and recycling of recyclable materials...within any development proposal for the construction of 50 or more units of single-family housing or 25 or more units of multi-family residential housing and any commercial or industrial development proposal for the utilization of 1,000 square feet or more of land.”

Related Policies

Statewide Policies most closely related to protect the environment are found under:

- Water Resources
- Waste Management, Recycling and Brownfields
- Air Resources
- Energy

Goal #5: Provide Adequate Public Facilities and Services at a Reasonable Cost

Strategy

Provide infrastructure and related services more efficiently by supporting investments based on comprehensive planning and by providing financial incentives for jurisdictions that cooperate in supplying public infrastructure and shared services. Encourage the use of infrastructure needs assessments and life-cycle costing. Reduce demands for infrastructure investment by using public and private markets to manage peak demands, applying alternative management and financing approaches, using resource conserving technologies and information systems to provide and manage public facilities and services, and purchasing land and easements to prevent development, protect flood plains and sustain agriculture where appropriate.

Vision of New Jersey in the Year 2020

In the Year 2020, New Jersey is a powerful competitive force regionally, nationally and globally. We have outpaced other states in improving our infrastructure and quality of life. The costs of transportation, sewerage and other public services are now lower in the 21st century. These services have increased in quality and availability while their cost is more reasonable and fairly shared. Roads and bridges are well maintained and safe, and rail services are convenient and comfortable. With improved pedestrian safety, there is a significant reduction in pedestrian deaths by vehicles. Residents throughout New Jersey have access to high-quality water supplies and state-of-the-art wastewater disposal systems. New public buildings and facades are designed to combine efficiency and aesthetics, and are environmentally friendly. Older buildings have benefited greatly from concerted efforts to resolve our backlog of maintenance, rehabilitation and other repairs.

These changes are the result of our strategic investments in planning and in re-engineering a new, more flexible system that provides the services demanded by the public at more reasonable costs. Having maximized their own operating efficiencies on an individual basis, government agencies are now working closely together to plan and invest in shared services and capital resources in a cooperative way. When redundant services and facilities arising from independent decisions and agencies became too costly, there is movement towards creating shared services and multiple-use facilities under joint, cooperative and even private management. Public agencies have also helped develop creative ways to use markets to reduce expensive peak demands for transport, utility and other public services.

Technology

Widespread availability and reduced costs of higher technologies, for example, high-speed, high-bandwidth telecommunications, have enabled more workers to “telecommute” and “teleconference” as viable and productive alternatives to repetitive trips. Sensors report the condition and intensity of use of facilities, enabling traffic, transit and bridge openings to be routed and scheduled in ways that maximize the capacity of our transportation system to move people and goods, reducing traffic congestion. Monitoring sensors also alert agencies of potential breakdowns in our infrastructure, enabling repairs to be made before expensive

Vision of New Jersey in the Year 2020 (continued)

reconstructions or replacements are required. School buses and on-demand vans provide more service at lower cost through computer-based dispatching.

Continually evolving telecommunications technologies and wide-ranging demands for their use require flexibility to be designed into even the newest “smart” buildings. By improved design, public buildings save energy while providing pleasing and healthy interior environments that enhance productivity.

A better understanding of the relationships between natural systems and manmade ones has helped planners and developers to efficiently combine the attributes of both through “green” technologies. In many cases, using natural elements already in place eliminates the need to construct artificial structures that do the same thing, such as where parks, playing fields and bikeways surround natural stream corridors reducing the need for elaborate, costly, and high-maintenance drainage and flood-control facilities. It has become well understood that green infrastructure appreciates in value compared to gray infrastructure, which depreciates. Existing parking lots and structures have set aside prime space for high-occupancy vehicles and for facilities for storing bicycles, instead of single-occupant automobiles. Old rail stations, rail lines and rights of way have been reused, revitalized and expanded. New approaches are in place for parking, including shuttles from home to departure and arrival stations to final destinations.

Land Use

In striving to reduce the costs of public services, we have changed the ways in which we think about and use our land. Municipal, county and regional plans are based on analyses of regional needs and opportunities, on impacts of alternative plan scenarios and on long range, life-cycle assessments of needs and costs for infrastructure to support and maintain the planned development pattern. Communities more efficiently use existing capacities of roads, wastewater treatment facilities, schools and other public services. Transportation systems which are affordable and convenient, allow people to travel more easily to jobs and services in cities and in suburban and rural centers, and increase the overall mobility and accessibility of people and goods. Where development has been concentrated, power and new telecommunications infrastructure are provided more efficiently, more resistant to storms and high demands, and at lower cost. Attention to community design in master plans has both reduced noise pollution and the need for expensive noise barriers.

Public facilities—schools, city halls, libraries, service centers and parks—are focal points in communities. Housing and mixed-use developments cluster around these civic facilities in architecturally harmonious ways.

With more comprehensive and detailed planning now preceding land use decisions, state and local regulatory processes are streamlined and consolidated. This reduces time delays and financial costs in building public facilities that are consistent with these plans, while promoting forms of development and redevelopment that are less costly to all taxpayers in the long run.

Background

The State Plan, through its Infrastructure Needs Assessment, documents that our infrastructure condition is in need of significant improvement, particularly in the areas of transportation, wastewater,

water supply, shore protection, drainage and public education. To meet the State Plan goal of providing adequate public facilities and services at a reasonable cost, we must meet three challenges:

- **Maintain and rehabilitate extremely highly developed and expensive infrastructure networks.** The most urbanized state in the United States requires a higher level of public facilities and services to serve its population and visitors. Our road networks are among the most heavily used in the country, our public transit agency is the third largest in the nation, and our public water and sewer systems cover a higher proportion of our population and our residential and nonresidential facilities and buildings than in most other states. Our location as a corridor state puts additional strain on our road, rail, sea and airport facilities.
- **Coordinate the delivery of public facilities and services among a diverse set of agencies, both public and private.** The challenge of providing and maintaining our high level of public facilities and services is magnified by the problems of coordinating the small scale and large number of general and special purpose government agencies that are responsible for them. In addition to the Department of Transportation, independent authorities construct and manage many of our more important highway facilities. Each county has an extensive road network as do all 566 of our municipalities. Wastewater systems are run by units as small as individual homeowners associations, and as large as the Passaic Valley Sewerage Commission that serves more than one million people, 30 municipalities and 87 square miles. In some counties, a countywide agency is responsible for overall collection and treatment, and in others it is done solely or partly by municipalities or by groups of municipalities. Water supply is equally fragmented, with the state maintaining major reservoirs and facilities such as the Delaware and Raritan Canal, and the delivery of water service in the hands of a broad array of municipal, county and private authorities, departments and companies. Our school capital facilities are largely developed and managed by more than 600 independent school districts with varying degrees of cooperation between districts, municipalities and larger regions. Drainage and flood control facilities are built and managed by a variety of public entities, as well as private organizations such as homeowners' associations.

Understanding the important role educational facilities can have in providing community services, districts such as Newark, Plainfield and Union City have created multi-use school facilities that serve as consolidated neighborhood centers, linking education and human services, health and employment systems. Colleges and schools, such as the Middle Township School District, have designed, built, used and promoted their auditoriums as community performing arts and lecture centers, encouraging the public to attend and get involved.



Involving community members is key to the planning and creation of community schools. These stakeholders shown here are taking part in a planning session for the new Belmont Runyon School in Newark, generating ideas on how to include community facilities with educational facilities.

- **Link planning and investment decisions in our land use system with those in our public investment system.** The decisions made by these general governments, public authorities, and private and nonprofit providers need to be coordinated not only with each other, but also with land use decisions. Many public facilities have a significant influence over where and how land is developed and redeveloped. In turn, master plans, zoning ordinances, and the entire apparatus of federal, state and county land use regulatory activities affect the location, timing and magnitude of growth. Land use regulations often require the entities responsible for public facilities to respond to public decisions as well as private development initiatives in ways that are not always within their financial or technical means, and often without adequate planning.

The State Plan responds to these three challenges with a three-part strategy:

- **Provide financial incentives for jurisdictions to cooperate in providing public infrastructure.** Strategic capital planning can get the most efficiency out of every dollar while providing demanded public services if public agencies are no longer competing individual establishments. Instead, public agencies should become participants in a network of public and private service providers. The variety of techniques currently available, such as interlocal service agreements, may be more widely used and other approaches developed.
- **Support investment decisions that are associated with comprehensive master planning processes at all levels of government.** While the types, capacity and management of infrastructure may be different between urban, suburban and rural areas, the availability of infrastructure should be used to shape patterns of development within each of these contexts. Redevelopment should be located and designed in ways that better utilize and enhance the capacities of available infrastructure. The provision of, and access to, public facilities and services should be controlled through master plans, official maps, capital plans and development regulations.
- **Encourage the use of an infrastructure needs assessment process by all levels of government.** Infrastructure needs assessments in local master plans and state and regional functional plans should analyze opportunities for alternatives to infrastructure investment including using public and private markets to manage peak demands, alternative management

Examples of Public Facilities and Services Shaping Growth

COMPONENT

- **Transportation and Commerce**

Roads

- Interstates/Limited Access
- Interchanges
- Arterials
- Collectors
- Local

Transit

- Rail
- Buses

Airports

Marine Terminals

Energy

- Generation facilities
- Distribution lines
- Transmission lines

Telecommunications

- Switching/signaling facilities
- Network transport lines
- Local loop transport lines

Farmland Retention

- **Health and Environment**

Wastewater Treatment Systems

- Treatment plants
- Interceptors
- Collectors
- Service areas
- Local connections

Water Supply

- Reservoirs
- Watershed protection
- Treatment plants
- Distribution mains
- Service areas

Open Space and Recreation

Solid Waste

- Landfill
- Collection
- Hazardous waste management

Public Health

- **Public Safety and Welfare**

Public Education

- Elementary
- Middle
- Secondary
- Vocational/Technical

Higher Education

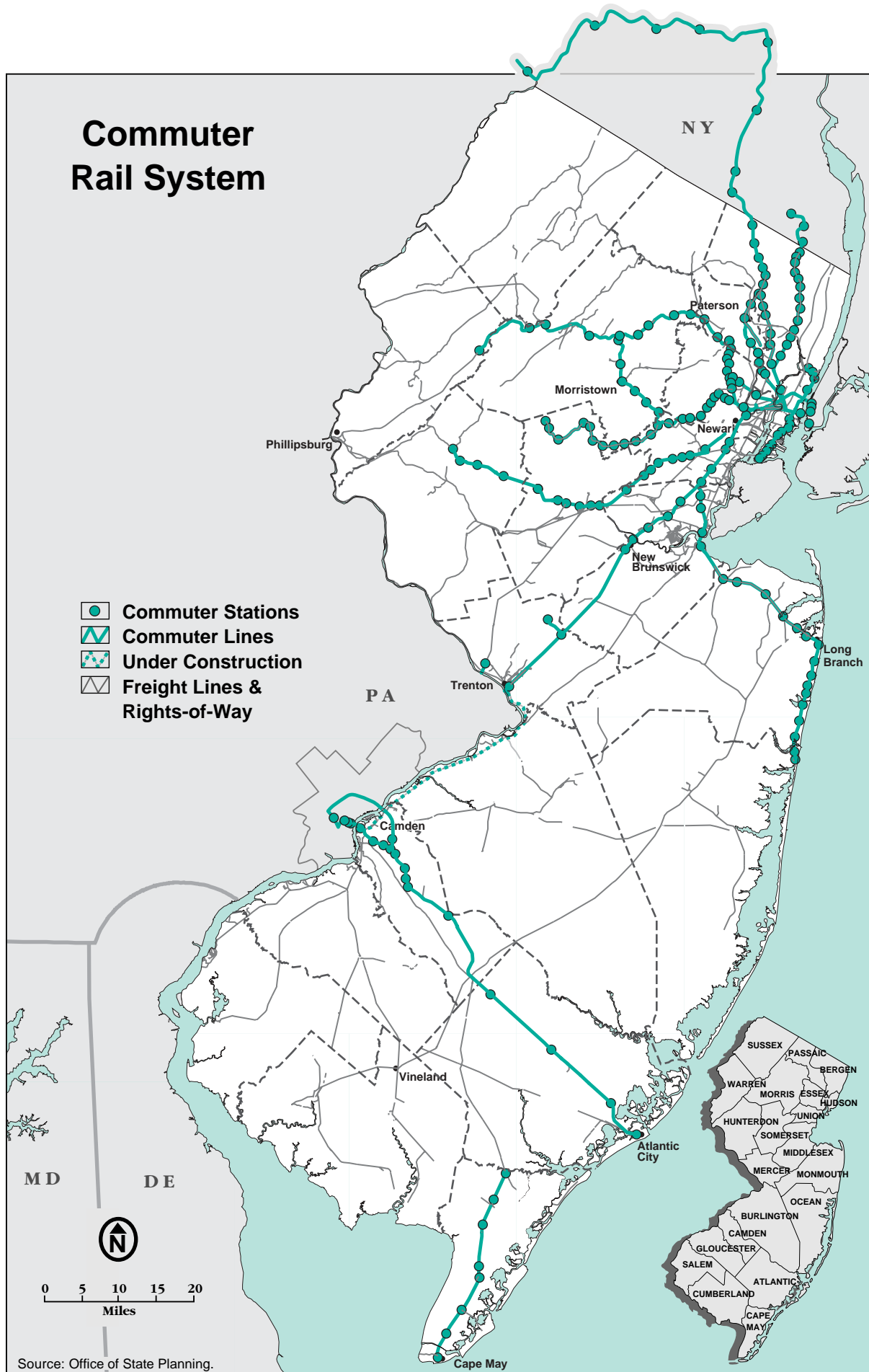
Libraries

Police

Corrections

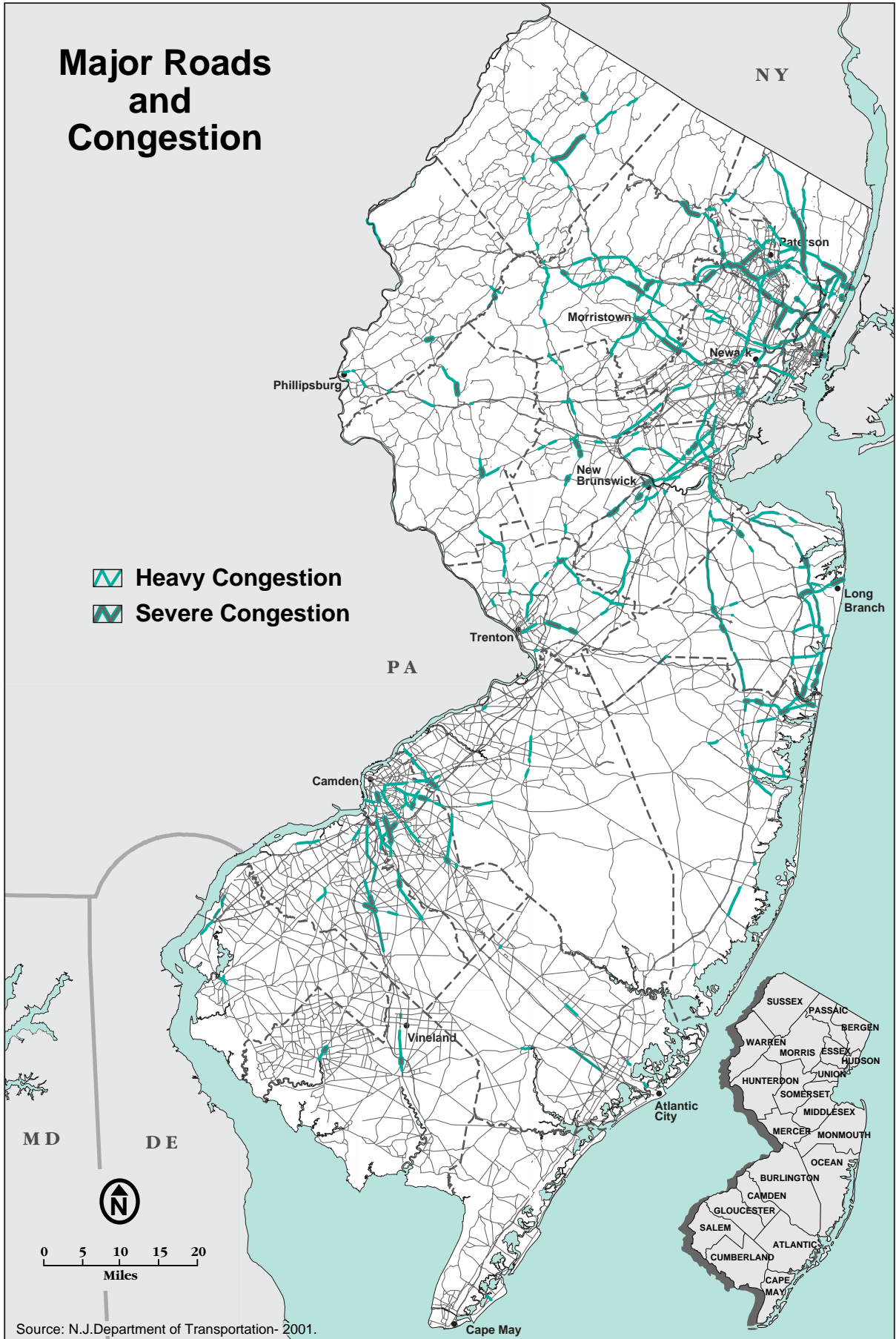
Cultural, Arts Facilities

Commuter Rail System



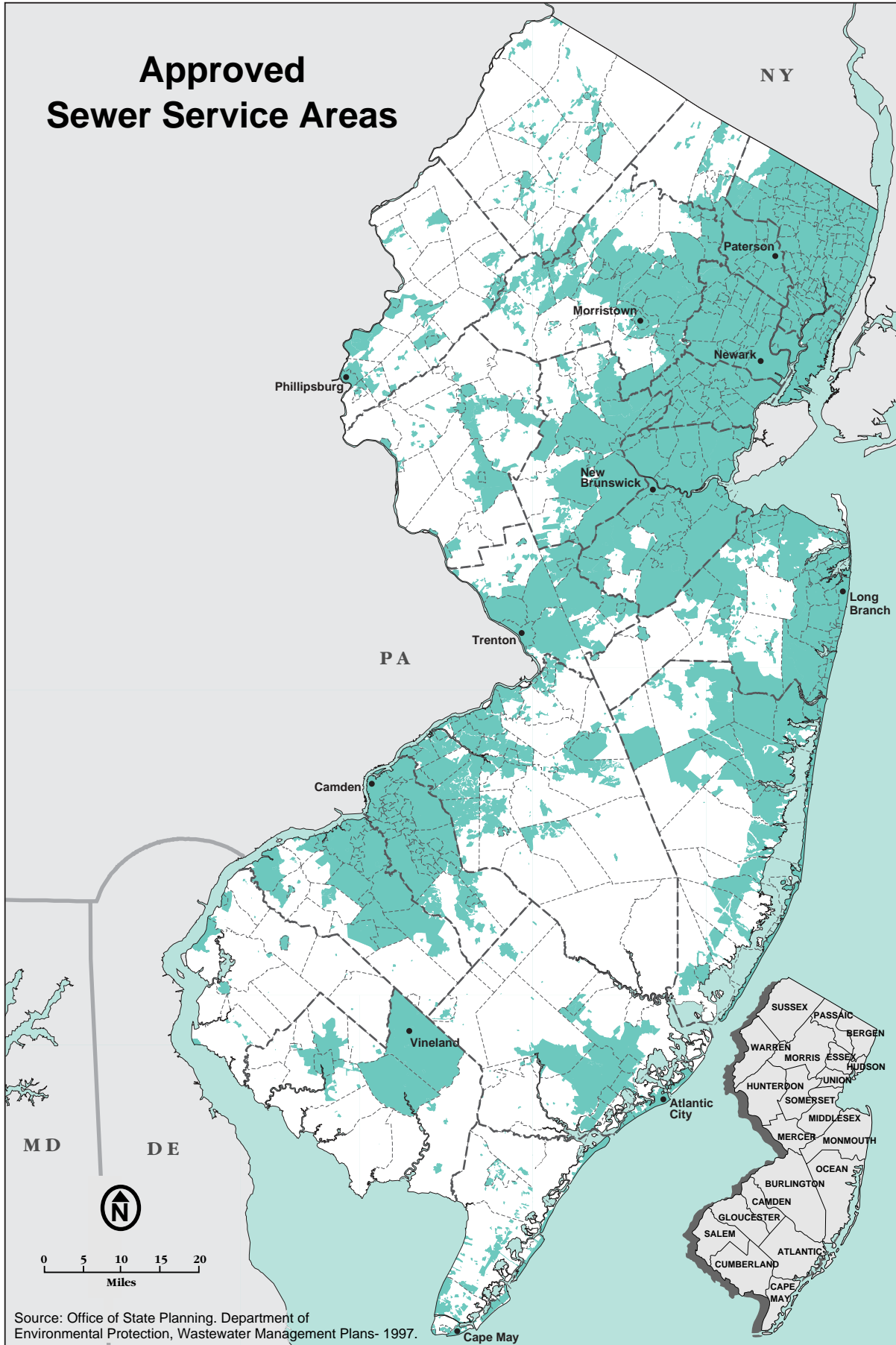
Source: Office of State Planning.

Major Roads and Congestion



Source: N.J. Department of Transportation- 2001.

Approved Sewer Service Areas



Source: Office of State Planning, Department of Environmental Protection, Wastewater Management Plans- 1997.

strategies and financing approaches, and using the most advanced technologies and information systems. The analysis should recognize the interchangeability (and competition) of using funds for purchasing land for purposes of preservation, recreation or agricultural use with using funds for roads, wastewater treatment facilities and other facilities serving new development. The assessment should analyze indirect and cumulative costs, and should use a life-cycle approach that analyzes total capital and maintenance costs over the projected service life of the public facility.

The State Plan can, and will, make a difference in how and where public facilities are provided and in their cost. In September 2000, the Center for Urban Policy Research at Rutgers University projected that total infrastructure capital savings would be \$2.28 billion and operating costs savings would be \$160 million annually by the Year 2020.

Related Plans

A direct link exists by law between the State Plan and its Infrastructure Needs Assessment to the state capital budget:

The Commission on Capital Budgeting and Planning shall each year prepare a State Capital Improvement Plan containing its proposals for state spending for capital projects, which shall be consistent with the Goals and provisions of the State Development and Redevelopment Plan adopted by the State Planning Commission. (N.J.S.A. 52:9S-3.a.)

Certain capital plans must also be directly related to functional plans prepared by state agencies in response to federal and state laws such as the New Jersey Water Supply Bond Act (State Water Supply Plan), the New Jersey Solid Waste Management Act (County Solid Waste Management Plans) and the federal Clean Air Act (State Implementation Plan). Transportation Improvement Programs—the capital plans of regional Metropolitan Planning Organizations—must be consistent with their regional plans prepared and adopted with public and interagency participation in accordance with the Transportation Equity Act for the 21st Century. There are also functional plans that evolve from good planning practices which provide capital plans. Municipalities have the authority to review capital projects of state, county, municipal and other public agencies in relation to their municipal master plans through the Municipal Land Use Law.

Master plans for additional components of infrastructure, including water supply, flood control, agriculture, energy, solid waste, public housing, open space, historic preservation and the arts are cited under other goals.

Other plans, programs and reports related to the provision of public facilities include:

- New Jersey First: A Transportation Vision for the 21st Century (New Jersey Department of Transportation and New Jersey Transit, May 1998). Future Investments and Reinvestments in Transportation. Established six objectives and 175 associated actions for improving New Jersey's transportation systems.

Review of Capital Projects

Whenever the planning board shall have adopted any portion of the master plan, the governing body or other public agency...shall refer the action...to the planning board for review and recommendation in conjunction with such master plan and shall not act thereon, without such recommendation or until 45 days have elapsed...without receiving such recommendation. This requirement shall apply to action by a housing, parking, highway, special district, or other authority, redevelopment agency, school board or other similar public agency, State, county or municipal.

(N.J.S.A. 40:55D-31)

- Capital Investment Strategy (New Jersey Department of Transportation, annually). Established objectives for transportation capital projects based on the 1992 State Plan, Transportation Choices 2020, New Jersey FIRST and other operating policies.
- Transportation Choices 2025 (New Jersey Department of Transportation 2001). The NJDOT Statewide Long-Range Transportation Plan. Incorporated provisions of the 1992 State Plan.
- Access and Mobility: The 2025 Regional Transportation Plan for Northern New Jersey (North Jersey Transportation Planning Authority, January 2001). Metropolitan Planning Organization regional transportation plan required under the federal Intermodal Surface Transportation Efficiency Act/Transportation Equity Act for the 21st Century. A plan update was published in January 1998 that identified six planning goals and \$7.6 billion in proposed projects through 2003.
- Horizons 2025 (Delaware Valley Regional Planning Commission, 2001). Strategic plan including a regional Policy Agenda, Land Use and Development Plan, and a comprehensive Regional Transportation Plan (to meet federal Intermodal Surface Transportation Efficiency Act/Transportation Equity Act for the 21st Century requirements for DVRPC as a metropolitan planning organization).
- 2020 Regional Airport System Plan for the Delaware Valley (Delaware Valley Regional Planning Commission, August 1995). The airport planning element of the DVRPC Year 2020 Plan.
- Shore Protection Master Plan (New Jersey Department of Environmental Protection, 1981). The most recent published comprehensive needs assessment for shore protection infrastructure.
- Long Range Schools Facilities Master Plans (various, 2000). Each school district must prepare and submit to the Commissioner of Education a long-range facilities plan that details the district's school facilities needs and the district's plan to address those needs for the ensuing five years.
- County and Municipal Master Plans (in addition to the Land Use Element):
 - Circulation Plan Element: An optional master plan element in the Municipal Land Use Law (N.J.S.A. 40:55D 28b(4)) "showing the location and types of facilities for all modes of transportation required for the efficient movement of people and goods into, about, and through the municipality, taking into account the functional highway classification system of the Federal Highway Administration and the types, locations, conditions and availability of existing and proposed transportation facilities, including air, water, road and rail."
 - Utility Service Plan Element: An optional master plan element in the Municipal Land Use Law (N.J.S.A. 40:55D-28b(5)) "analyzing the need for and showing the future general location of water supply and distribution facilities, drainage and flood control facilities, sewerage and waste treatment, solid waste disposal and provision for other related utilities, and including any storm water management plan required pursuant to the provisions of P.L. 1981, c. 32 (N.J.S.A. 40:55D-93 et seq.)."
 - Community Facilities Plan Element: An optional master plan element in the Municipal Land Use Law (N.J.S.A. 40-55D-28b(6)) "showing the existing and proposed location and type of educational or cultural facilities, historic sites, libraries, hospitals, firehouses, police stations and other related facilities, including their relation to the surrounding areas."

Related Policies

Statewide Policies most closely related to providing public facilities and services are found under:

- Public Investment Priorities
- Infrastructure Investments
- Transportation

Goal #6: Provide Adequate Housing at a Reasonable Cost

Strategy

Provide adequate housing at a reasonable cost through public/private partnerships that create and maintain a broad choice of attractive, affordable, ecologically designed housing, particularly for those most in need. Create and maintain housing in the Metropolitan and Suburban Planning Areas and in Centers in the Fringe, Rural and Environmentally Sensitive Planning Areas, at densities which support transit and reduce commuting time and costs, and at locations easily accessible, preferably on foot, to employment, retail, services, cultural, civic and recreational opportunities. Support regional and community-based housing initiatives and remove unnecessary regulatory and financial barriers to the delivery of housing at appropriate locations.

Vision of New Jersey in the Year 2020

In the Year 2020, New Jersey residents have a choice of housing which is affordable, structurally sound, well-maintained and located in neighborhoods that are attractive, safe and easily accessible to employment and services. Additionally, plentiful housing options are available, particularly for those who are elderly or disabled, or with low and very low incomes. There are also many choices of living environments available for those who want the vibrancy of city life, a place that expresses their unique cultural values, the conviviality of town life, the stability of suburban living or the privacy of rural landscapes.

The state's leadership in addressing critical housing issues and in seeking creative partnerships with private and nonprofit housing providers is credited with a number of accomplishments. These include an improved labor force, better business retention, increased new business creation and, generally, a significantly more positive business climate. These achievements have contributed to a higher quality of life for New Jersey residents. The trend toward collaborative efforts has enhanced job creation—a needed prerequisite to adequate housing provision—and considerably simplified the regulatory framework governing housing delivery. For example, once municipalities realized the benefits of providing opportunities for all income groups and began using



affordable housing as a catalyst for revitalization efforts, the state-mandated affordable housing allocation system was redirected—the Council on Affordable Housing now provides technical assistance. Similarly, community reinvestment requirements became less necessary, once lending institutions realized the market potential for inner-city investments.

Vision of New Jersey in the Year 2020 (continued)

Housing and lending discrimination of any kind are largely a thing of the past. The once prevalent patterns of minority concentration and segregation have attenuated considerably, and in many communities successful multiracial and multicultural integration is reflected by the thriving restaurants,



groceries, bakeries and other Main Street ethnically oriented retail and service initiatives.

Housing is increasingly affordable for many income, ethnic and age groups and available in several housing types. Both ownership and rentals are widely available in cities, towns, suburbs and, in rural areas, primarily in Centers. The choices of housing types are many, offering varying densities, interior features and architectural character. A broad range of public and private financing options are available for interested buyers. In addition, the financial markets are increasingly more flexible, efficient and responsive to individual needs and circumstances. Government and the civic sector provide programs and services to anticipate and minimize homelessness and displacement.

Advanced neighborhood design understands and appreciates the natural features of the land, minimizing environmental impacts and incorporating site design and landscaping features to provide secure, aesthetically pleasing environments. New developments in site layout, along with more flexible construction standards minimize energy costs and the need for non-renewable or toxic building materials. The recycling of former commercial, industrial and civic buildings into housing is encouraged through both the building and tax codes, granting older, underutilized buildings and landmarks a new life. The use of universal design features is widespread, allowing new residents to more easily adapt housing units to their particular needs. The spatial needs of children, the elderly and the disabled are accommodated in site and housing plans and location decisions.

Housing is located primarily in mixed-income neighborhoods, which are fully integrated into the community fabric. Most housing is built within walking and biking distance to neighborhood shopping, recreational, civic and educational functions. In the Core of Centers and in other higher density areas, mixed-use buildings serve to integrate housing with commercial, office and other uses. Public transportation is nearby and easily accessible to pedestrians, and neighborhood form and housing densities support increased transit use. Streets are designed for safety and livability and are pedestrian-friendly. Residents of all ages congregate easily in centrally located neighborhood public spaces.

Vision of New Jersey in the Year 2020 (continued)

Municipalities, homeowner associations and civic groups support housing and neighborhood maintenance programs; all work closely to address neighborhood planning issues. The “not-in-my-back-yard” (NIMBY) attitude with which so many affordable housing and other projects were confronted in the past, has been replaced by a new spirit of cooperative problem-solving and decision making in community land use. It took a decade-long public education effort directed particularly at the younger generations to effect this positive change. Subsequently, gated communities, popular in some parts of the country, have not found a responsive market in New Jersey. The state’s residents live in livable communities which are open, inviting and friendly to all.

Background

Housing Cost

Housing in New Jersey is as varied in character, cost and locational environment as anywhere in the nation. However, the housing market contains considerable disparities, and providing equal and adequate housing opportunities poses a significant challenge to the state. While the average value of housing in our 10 wealthiest towns is \$489,000, according to the 1990 U.S. Census, in our 10 poorest, it was only \$44,970. Nearly one third of New Jersey households are cost-burdened and/or live in overcrowded and substandard housing. Housing prices are on average 45 percent above the national average, though comparable to costs in some counties of neighboring New York and Pennsylvania. (Conversely, recognizing the diversity of housing markets within the state, a recent study gauging housing costs nationwide placed the Vineland area second in affordability.) Housing costs have increased dramatically—between 1980 and 1989, the median sales price increased 164 percent and the median rent increased 129 percent, while the median income increased only 108 percent as reported in the NJDCA 1996 Fair Housing Plan. New Jersey is the most expensive state for two-bedroom rental housing, according to the 1999 National Low Income Housing Coalition report *Out of Reach*. In 1990, the New Jersey General Assembly Task Force on Homelessness estimated the state’s homeless population at between 28,000 and 50,000.

One in five New Jersey homeowners pays over 35 percent of their household income for housing; one in four renters pays over 40 percent of their income on rent; and one in 10 households pays over 50 percent of their income for housing. The number of cost-burdened homeowners increased by 50 percent between 1980 and 1990, from 264,771 in 1980 to 398,221 in 1990. Over 430,000 households are considered “very low income” (earnings of 50 percent or less of median family income). New 2000 Census data for these characteristics was not yet available at press time.

Universal Design

By providing maximum flexibility in spatial layout and systems location, universal design seeks to facilitate a building’s adaptability to changing uses and users over time. Such things as making all hallways and doorways wide enough to accommodate a standard wheelchair and including grab bars in all bathrooms provide not only for the elderly and those with permanent handicaps, but also for those with temporary disabilities, along with a variety of tenants and owners over time.

Housing Location

High housing costs reflect proximity to the employment centers of Philadelphia and New York, low-density zoning, and a complex regulatory system. Disparities in our public schools and the safety of many of our communities further bids up housing prices in towns with quality schools and reputations for safe environments.

Most new subdivisions provide few opportunities to meet the special needs of the young, the elderly and the handicapped. They also tend to be largely inaccessible, except by automobile, and are often located in towns with little infrastructure and few public services. A combination of fiscal pressures and the ratables chase, perceived market demand, inflexibility in financing and underwriting criteria, restrictive zoning ordinances, and public expenditures focusing on highway capacity expansion combine to reinforce this development pattern. Another important factor includes the continued decentralization of employment, in the form of single-use office, industrial and retail centers.

Housing Stock

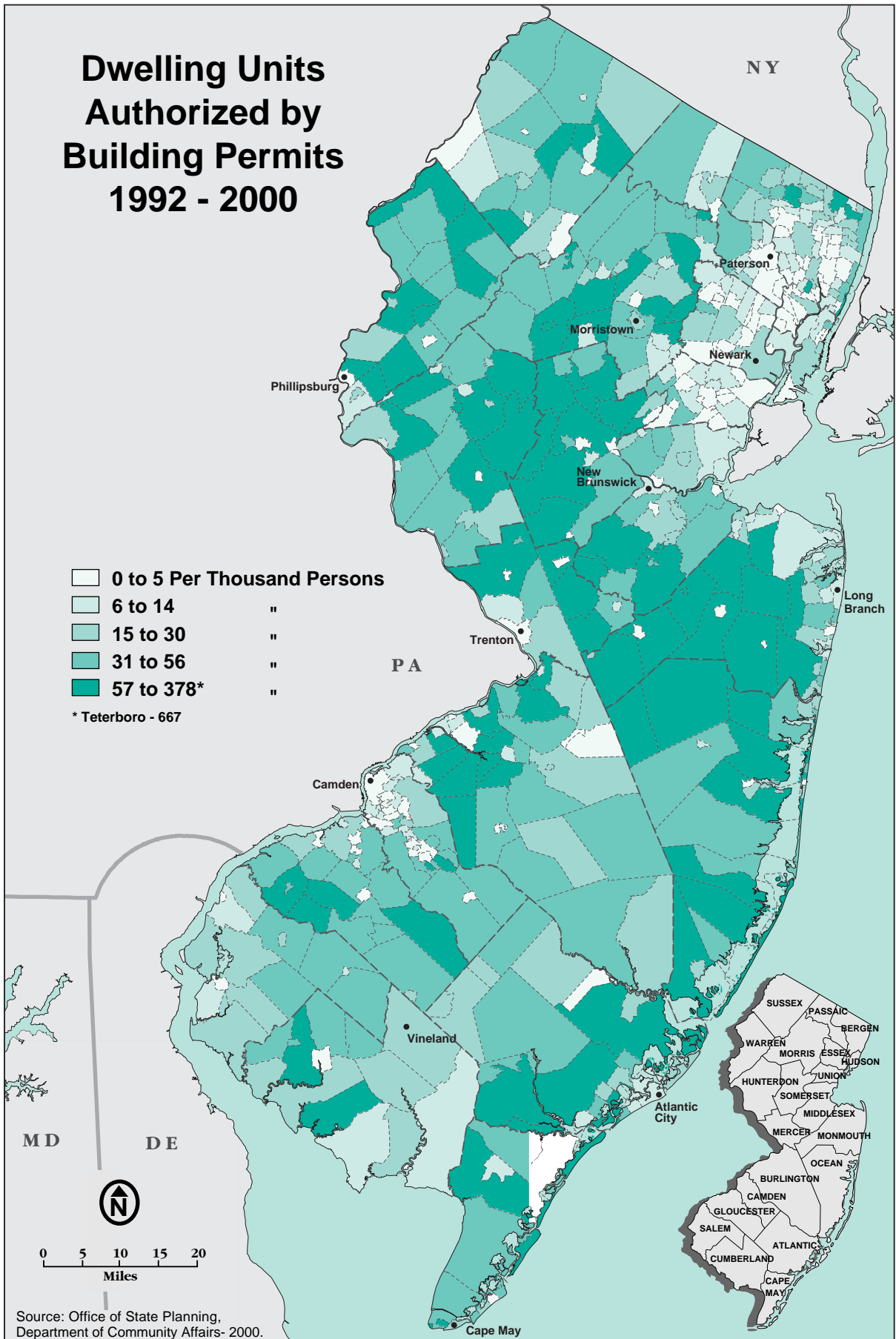
In 2000, there were 3.1 million occupied housing units in New Jersey. Although over one million households rent their homes, the production of new rental units has dropped from 1990 to 2000, the number of dwelling units increased by over 230,000 units but the percentage of units rented dropped from 35.1 to 34.4. Rental units are heavily concentrated—half of the state’s rental stock is located in 35 urban communities according to the NJDCA H-EASY report. Multi-family housing, which accounts for 25 percent of the overall housing stock, is also heavily concentrated, and approximately 25 communities host half of the state’s multi-family housing stock.

Housing in cities continues to deteriorate due to deferred maintenance, housing abandonment, employment declines, illegal conversions and functional obsolescence. Of the 18,706 dwelling units demolished statewide between 1980 and 1994, 43 percent were located in our 25 most distressed municipalities. Similarly, 56 percent of the state’s 1989 “vacant, boarded-up” units were located in the same 25 municipalities. New Jersey has 47,028 public housing units, according to the 1995 NJDCA Guide to Affordable Housing Survey. These units are located at 349 sites, and many are in need of maintenance and rehabilitation. Efforts to replace high-rise public housing with more community-oriented, scattered and low-rise units, are currently under way.



Low-income Housing Tax Credits made this attractive development possible. Ninety-three families rent in Winding Ridge in Neptune, a townhouse-style community where children including this roller-skater can play on safe streets.

Dwelling Units Authorized by Building Permits 1992 - 2000



Affordable Housing

The New Jersey Council on Affordable Housing (COAH) estimated the pre-credited need for low- and moderate-income housing units in the state at 118,000 for the period 1987 to 1999. After reductions for units built, zoned, transferred and eligible bonus credits, these estimates became 86,000 for the period 1993 to 1999. Of the units built or rehabilitated under COAH jurisdiction since the Fair Housing Act, 6,770 are located in urban areas as a result of Regional Contribution Agreements, 10,446 are rehabilitated units within the certified municipality and the remaining units are meeting a new construction obligation. The number of municipalities under COAH's jurisdiction has grown continually.

The Council on Affordable Housing and the State Planning Commission share a statutory link and have signed a Memorandum of Agreement. The COAH methodology for allocating affordable housing obligations at the municipal level weighs Planning Area designation. COAH also encourages municipalities to satisfy their affordable housing obligations in designated Centers, although Center designation does not affect a municipality's COAH obligation.

The economic boom of the late 1990's has fueled the production of market housing in New Jersey. About 32,000 residential building permits were issued in 1999, almost double the levels of the early part of the decade. However, housing affordability has not benefited from this expansion. While high personal income and high land costs help explain this, affordable housing advocates believe that we should be able to better address housing affordability issues at a time of such unprecedented prosperity. The low-density zoning prevalent in many New Jersey communities is increasingly singled out as the most important barrier to greater provision of affordable housing in the state.

Housing by Population Groups

"Special-needs" groups refers to persons and families with housing needs which are not satisfied through the private housing market because of price, absence of special design features or lack of supportive services. The special-needs population requiring housing assistance includes the physically, mentally and developmentally handicapped, AIDS/HIV positive, recovering alcoholics and substance abusers, children under the custody of the state, abused spouses and the homeless. Another special-needs group is the frail elderly. Estimates are that 4 percent of the state's residents are currently 80 or over, and this is expected to increase substantially by 2020.

New Jersey continues to exhibit a segregated housing pattern. Two out of three African/American and Hispanic households live in only 25 municipalities, and 60 percent of all African/American and Hispanic households live in cities where they constitute a majority of the population. In contrast, there are over 300 municipalities with virtually no minority population.

Progress has been made through legal mandates. Fair-lending practices encourage the financing of housing for a broader range of income groups and special needs groups; and, along with community-lending requirements, have made financial institutions more responsive to local needs. Non-discrimination statutes require access to housing opportunities for all people regardless of

Affordable Housing Under COAH

As of June 30, 2000 approximately, 46 percent (262) of all municipalities were under COAH's jurisdiction. These plans have produced 25,938 units of housing so far and could produce an additional 14,275 units if zoning is fully implemented.

race, religious beliefs, color, national origin, ancestry, age, physical abilities, marital status or gender. However, even as these barriers have been attenuated, others have developed. Municipal fiscal zoning is increasingly skewing the market towards age-restricted housing and limiting the opportunities for construction of new middle-income family housing.

State Housing Policy

New Jersey's current housing policy relies increasingly on a bottom-up, neighborhood-based approach, which focuses state support for local neighborhood-based initiatives, and seeks to leverage private capital through state investments. With the retreat of the federal government from the housing arena, the state recognizes that it must step in and take a leadership responsibility in this area. The state acknowledges "a moral and legal obligation to provide all its citizens with the opportunity to meet their housing needs at prices they can afford," and recognizes that a comprehensive housing policy emphasizing the need to lower housing costs and increase opportunities for all income and ethnic groups is critical to the state's economy. However, these objectives can only be accomplished through a vigorous partnership approach between government, industry and community-based organizations.

As a result, a new integrated approach to housing policy has been embraced, which targets cities and neighborhoods, and seeks to create jobs, revitalize distressed communities, rebuild neighborhoods and facilitate affordable housing. Major aspects of this policy include initiatives to promote urban homeownership, suburban rental housing, sweat equity programs, lease/purchase, and rental-housing financing. Other important elements are increased subsidies; neighborhood revitalization and strategic planning; regulatory reform and permit streamlining. Attention is also given to housing for special-needs and the elderly, to further develop affirmative marketing, and to coordinate for the first time the three state agencies with a housing mission (Department of Community Affairs, HMFA and COAH). In a complementary move, local and regional partnerships and corporations have formed around the state to provide technical support and develop housing initiatives.

With the retreat of the federal government from the housing arena, the state recognizes that it must step in and take a leadership responsibility in this area.

Related Plans

Other plans, programs and reports related to providing adequate housing include:

- Council on Affordable Housing (COAH) Substantive Rules (1994). Regulations regarding the provision of affordable housing (N.J.A.C. 5:91 et. seq.).
- Fair Housing Plan (Department of Community Affairs, 1996). Identifies impediments to fair housing in New Jersey and outlines activities that the state will pursue to alleviate those barriers.
- Consolidated Plan (Department of Community Affairs, 1998). Identifies New Jersey's needs for affordable housing and supportive services. The plan consolidates into a single submission the planning and application requirements of federal HOME, Housing Opportunities for People with AIDS (HOPWA), Emergency Shelter Grant (ESG) and Community Development Block Grant programs. This plan replaced the Comprehensive Housing Affordability Strategy (CHAS) and is updated annually.

- County and Municipal Master Plans (in addition to the Land Use Element):
 - Municipal Fair Share Plans/Housing Elements: Most municipalities have Housing Elements and Fair Share Plans as part of their Master Plans, as required by the Municipal Land Use Law (N.J.S.A. 40:55D-28b(2)). A housing plan element pursuant to section 10 of PL 1985, c. 222 (C.52:27D-310 “Addendum”) “includes, but is not limited to, residential standards and proposals for the construction and improvement of housing.”
 - Municipal and County Consolidated Plans: A number of municipalities and counties have developed consolidated plans.

Related Policies

Statewide Policies most closely related to providing housing are found under:

- Urban Revitalization
- Housing
- Design

Goal #7: Preserve and Enhance Areas with Historic, Cultural, Scenic, Open Space and Recreational Value

Strategy

Enhance, preserve and use historic, cultural, scenic, open space and recreational assets by collaborative planning, design, investment and management techniques. Locate and design development and redevelopment and supporting infrastructure to improve access to and protect these sites. Support the important role of the arts in contributing to community life and civic beauty.

Vision of New Jersey in the Year 2020

In the Year 2020, residents, workers and visitors alike recognize the central role that New Jersey's history, arts, architecture, culture, recreational opportunities and scenic beauty plays in our quality of life, and also its significant impact on our economic prosperity and environmental quality.

Historic Preservation

In 2020, historic sites and districts are given special recognition in their communities and are integrated into local zoning and development strategies. Seeking to maximize the unique character of their communities, nearly all municipalities in New Jersey have enacted ordinances recognizing the value of local history and providing limited protection of historic resources. In addition, these communities have conducted surveys to identify and map the location of sites, landmarks and districts as part of the master plan process. Utilizing the state's building code that enables economically viable rehabilitation of historic properties, builders and developers embrace the ideals of conserving resources by revitalizing existing neighborhoods. Creative use of building codes now encourages the retention of the historic fabric of our communities. Development projects around the state provide for archeological investigations and on-site public observation, enhancing the understanding of our past and increasing the awareness of the current cultural diversity of the state.

Arts and Cultural Institutions

New Jersey has come to be known as a place of great opportunity for artists. Arts and cultural institutions are well-supported in all cities, towns and regions. They are seen as important participants in community development plans, as resources regularly employed by the entire educational system and as a major underpinning to New Jersey's travel and tourism industry. New Jersey arts groups are financially healthy and stable with broad, diversified funding bases.

Greenways, Trails and Walkways

Greenways are corridors of protected open space managed for conservation and recreation purposes. They often follow natural land and water features and link nature reserves, parks, cultural features and historic sites with each other and with populated areas. They are

Vision of New Jersey in the Year 2020 (continued)

composed of permanently preserved farmland, public parks and reserves, and privately owned land with preservation easements. Parts of the greenways system are set up for recreation, but much of it is set aside for farming, habitat and wildlife preservation and other conservation uses. In the Year 2020, the New Jersey trail system, a statewide network of trails and walkways (including stretches along city streets) laces together national, state, county and municipal parks, educational facilities, museums and historic areas throughout the state. It coincides with the greenways in many places, but whereas parts of greenways also serve as farmland or other protected purposes, the trail system is used for commuting and recreation, as scenic and historic corridors, and as networks of learning. It also serves as a focus for redevelopment efforts in the state's river towns, including restoring existing parks and acquiring additional land along the waterways. Each municipality has what it considers "its" portion of the network and ensures that it is a safe and respected community resource.

Scenic, Open Space and Recreational Resources

Children in all the state's cities and older towns can walk to playgrounds in their neighborhoods. The goal, established by Governor Whitman and the Legislature and affirmed by the voters in 1998, has been achieved. Nearly two million acres of open space and farmland have been preserved. State, local and private funding has helped build a multi-purpose regional system of facilities integrating recreation and open space planning with land use and other infrastructure planning. Like the trail system, development of new open space and recreation facilities is planned to reinforce other goals, especially urban revitalization and beneficial economic growth.

The value that New Jersey places on everyday vistas can be seen from roads and sidewalks all over the state. Billboards have been controlled, wildflowers have replaced grass, and the jumble of signs, entrances and parking lots along the state's highways have been redesigned to become more attractive, as well as safer, for motorists and businesses.

Background

The topographic features of New Jersey's geologic past, along with its many historic and cultural landmarks, including urban skylines, provide a scenic and cultural diversity that enhances the quality of New Jersey life. The vistas provided by these natural and historic features also contribute to the state's economic health by attracting many visitors each year.

Historic Preservation

New Jersey was one of the first regions in the United States to be fully settled. Consequently, many of the older structures in the state serve as outstanding examples of styles of architecture, design, and craftsmanship—valuable historical resources. Beginning in 1985, the Municipal Land Use Law specifically enabled municipalities to include a master plan element to address historic preservation, as well as local ordinances to implement this part of the master plan. Many municipalities have established historic preservation commissions and historic preservation ordinances since then, though some were already moving in that direction on their own. A number of municipalities even employ full-time preservation professionals. Although there has been substantial growth in the

number of municipalities that have historic preservation elements in their master plans, or historic preservation ordinances, most do not.

In order to better protect and preserve our historic resources, it is vital to catalog and inventory what resources exist, why it is important and how to best utilize its historic value. One way to do this is to list the resource with the state and national registers of historic places. Doing this protects it from government action or intervention on any level. Several state programs, including Farmland Preservation, Green Acres, the New Jersey Pinelands Protection Act and Coastal Area Facility Review Act regulations, and all federal programs now require careful attention to historical significance. But more still needs to be done to integrate historic preservation with infrastructure and economic development activities.

Arts and Cultural Institutions

New Jersey's role in the arts has grown immensely over the last 30 years. Today it is home to more than 47,000 professional artists and more than 500 organizations devoted to museums, orchestras, theater, dance, opera, concert halls, galleries, festivals and arts education programs. The arts constitute one of the Core Subject Areas in the state's Goals for Education, and evidence that arts education is essential to a total education and teaches critical skills, mounts daily.

Greenways, Trails and Walkways

Greenways are truly representative of one essential component of the State Plan's concept of open space in that they are regional by definition, requiring the cooperation of all levels of government, as well as private and nonprofit property owners, in their

Trenton's Roebling Complex

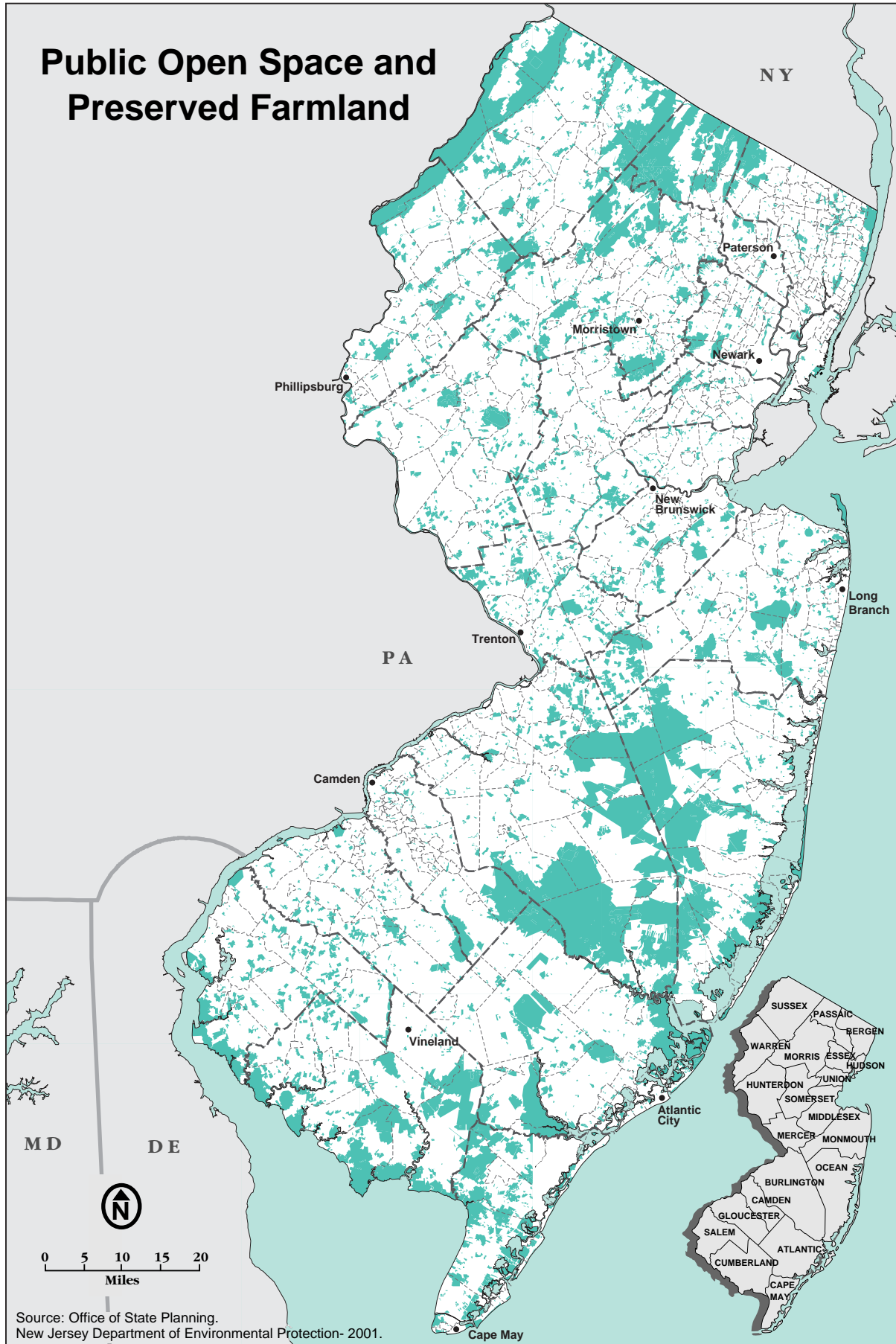
Through creative financing by a private/public partnership, this outmoded but historic factory located in Trenton was rehabilitated to serve as a mixed-use complex. Currently it houses offices and retail shops, and housing and a theater are planned. It now serves as a vital cultural and economic resource in the area.



Patriot's Path

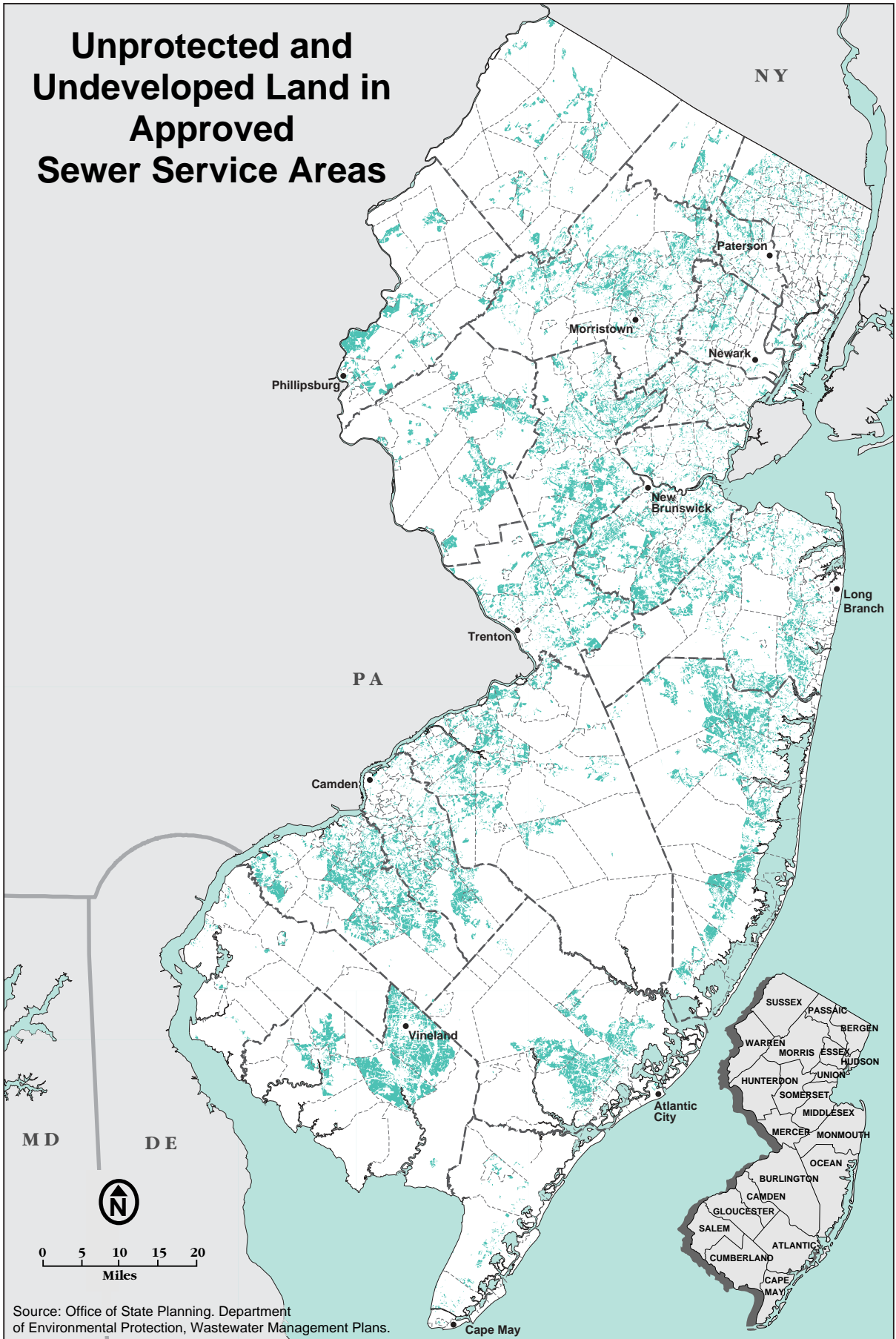
The result of a multi-county collaboration, this valuable and popular resource is composed of both public and private land. Patriot's Path is a multi-use trail that runs through several towns and three counties, Morris, Warren and Essex. It connects lakes, fields, municipal, county, state and national parks, and has many uses including hiking, cross-country skiing, mountain biking and horseback riding.

Public Open Space and Preserved Farmland



Source: Office of State Planning.
New Jersey Department of Environmental Protection- 2001.

Unprotected and Undeveloped Land in Approved Sewer Service Areas



Source: Office of State Planning, Department of Environmental Protection, Wastewater Management Plans.

planning, execution and operation. Parts of a statewide greenways system have already been started in several areas of the state. The New Jersey Conservation Foundation, in partnership with the Green Acres program, is developing an open space vision for New Jersey called Garden State Greenways. Garden State Greenways will serve as a tool for acquisition planning and will help create a statewide system of interconnected, preserved open spaces or green infrastructure.



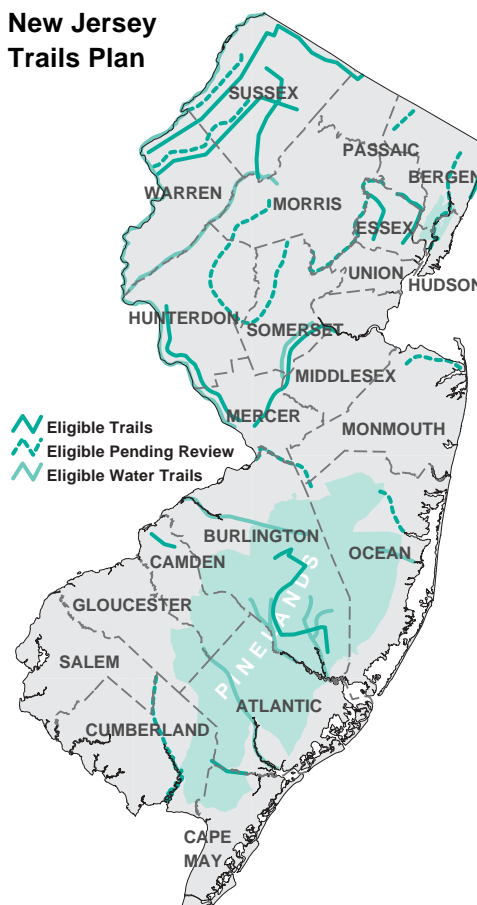
Arthur Kill Park

The Arthur Kill Park is located in Elizabeth and consists of an intricate network of waterways, wetlands and vegetated lands. Through a joint effort involving private, public and governmental resources, the Arthur Kill is now a multi-use park that offers visitors the chance to visit a number of habitats and environments as well as to take advantage of the many trails and walkways and numerous public and recreational facilities.

Some of New Jersey's existing trails go back to Native American times. Development has fragmented many of them. Others now lie under city streets. The New Jersey state trails system is a means for incorporating existing trails and unused railroad rights of way, in combination with newly acquired or dedicated trails, into a single statewide system. The system will also include portions of trails that are now in city streets, along with reconnecting trails that have been fragmented. The New Jersey Trails Plan adopted in 1996 identified several key issues regarding these projects, including access for people with disabilities, and use of trails by off-road vehicles. Other issues include multiple use and compatibility of different uses on a single trail; methods to protect the land adjacent to trails; and funding sources for trail acquisition, development and maintenance.

When one thinks of trails, recreational activities usually spring to mind, but in developed areas trails can function as avenues

New Jersey Trails Plan



Source: Department of Environmental Protection, 1995.

of transportation as well. For this purpose, it is critical that trails be connected to each other, and to walkways that penetrate into cities and towns, and across rivers and streams and highways. Currently, acquisition and development costs for trails are funded by a combination of sources including private individuals and foundations, as well as grants to municipalities for transportation enhancements under the Transportation Equity Act for the 21st Century, Green Acres and county and municipal capital funds.

The 275-mile long New Jersey Coastal Heritage Trail is now being developed cooperatively by the National Park Service, the state of New Jersey, and private and nonprofit organizations. It is a good example of merging goals for the conservation of natural and cultural resources.

Scenic, Open Space and Recreation Resources

The vast majority of dedicated open space and recreational resources in New Jersey are publicly owned. Since 1961, when Green Acres was established, more than 964,000 acres of public open space has been acquired. The number of acres in municipally owned open space and recreation facilities has grown faster than county or state acquisitions. Recently, the goals of the Green Acres Program were broadened to encourage the participation of nonprofit organizations in the acquisition, funding and management of open lands. However, the largest area by far is owned by the state. Much of this land serves more than one purpose, providing habitat, flood protection, and buffering to prevent pollution and siltation of streams and reservoirs.

The Governor's Commission on New Jersey Outdoors was given a new mandate in 1996 to reassess the amount of open space needed for New Jerseyans and to investigate the potential for a stable source of funding for open space. The Commission's report indicated a need of two million acres of open space, one million more acres of open space than had previously been estimated, and recommended that public acquisition is the only way to truly protect such lands. This resulted in the Governor and the Legislature placing a successful ballot question before the voters dedicating from the use tax (sales) approximately \$98 million annually to acquisition of open space, the purchase of farmland easements and the rehabilitation of historic structures.

Dedication of Public Funds for Open Space Preservation

As of March 2001, 19 counties and 146 municipalities in New Jersey collected a tax for open space and recreation purposes. In 1999, counties and municipalities reported collecting \$67.7 million in open space taxes and spending \$83.6 million to preserve 7,569 acres of open space and farmland. A total of 35,263 acres of open space and farmland have been preserved statewide by local governments using open space taxes.



Another resource is the New Jersey State Forest Service, which continues to provide assistance to municipalities through its community forestry program. The program is funded by a variety of public, private and nonprofit sources and supports urban revitalization and other environmental efforts.

New Jersey's scenic resources include the views from our highway and transit corridors. A pilot scenic byways program developed by the New Jersey Department of Transportation has led to the designation of Route 29 in Mercer and Hunterdon counties as the first official scenic highway in New Jersey. This process is expected to lead to scenic highway planning efforts throughout the state in coming years.



Off-setting this progress, civic landscapes in many areas have deteriorated in the wake of cost cutting. Where there were flowers, now there is just grass or, worse yet, pavement. Old trees or unhealthy trees are often cut down and not replaced. This results in less attractive communities and greater potential for blight and decay.

Related Plans

Other plans, programs and reports related to preserving and enhancing areas with historic, cultural, scenic, open space and recreational value include:

- New Jersey Common Ground: 1994–1999 New Jersey Open Space and Outdoor Recreation Plan (New Jersey Department of Environmental Protection, Green Acres Bureau of Recreation and Open Space Planning, 1995). This plan fulfills the federal requirement (eligibility for Land and Water Conservation Funds) for a Statewide Comprehensive Outdoor Recreation Plan (SCORP) as well as to provide guidance to the various levels of government in acquiring, developing, maintaining and protecting outdoor recreation resources throughout the state.
- Final Report: Summary of Findings (Governor's Council on New Jersey Outdoors, February 1998). Defines a vision for New Jersey's open space needs and recommends preservation of an additional one million acres of open space.
- New Jersey Trails Plan (New Jersey Department of Environmental Protection, Division of Parks and Forestry, Office of Natural Lands Management, 1996). Pursuant to *N.J.S.A. 13:8-30 et seq.*, the plan provides a vision of what a state trails system should be in the future; identifies trails and trail systems eligible for the state trails system or routes that can be developed into trails to expand the system; identifies new issues affecting trails and plans for these issues in the use, development and management of trails; and sets goals for implementation.

- New Jersey Historic Preservation Plan (New Jersey Department of Environmental Protection, Division of Parks and Forestry, Historic Preservation Office, 1997). The purpose of the NJHPP is twofold:
 - a. To provide information about the historic properties and preservation programs in New Jersey; and
 - b. To establish policy for the Historic Preservation Office (HPO) within the Division of Parks and Forestry, New Jersey Department of Environmental Protection.
- Arts Plan for New Jersey: Towards a Thriving New Jersey, A Statewide Plan for the Arts (1997). Assesses the state of New Jersey’s arts community. The report contains recommendations on how best to deploy the resources available to foster the role of the arts in travel and tourism, in elementary and secondary education, and in community life in general.
- County Park, Recreational and Open Space Plans (various). Pursuant to *N.J.S.A. 40:12–16*, these plans are required by counties desiring to expend funds from a county open space preservation trust fund to acquire land. Currently 19 counties have such funds.
- HMDC Open Space Plan. Designates specific locations and methodologies for the preservation, restoration and protection of over 8,000 acres of open space in the District.
- County and Municipal Master Plans (in addition to the Land Use Element):
 - Historic Preservation Plan Element: An optional element in the Municipal Land Use Law (*N.J.S.A. 40:55D-28b(10)*) “indicating the location and significance of historic sites and historic districts; identifying the standards used to assess worthiness for historic site or district identification; and analyzing the impact of each component and element of the master plan on the preservation of historic sites and districts.”
 - Recreation Plan Element: An optional element under the Municipal Land Use Law “showing a comprehensive system of areas and public sites for recreation.”
 - Conservation Plan Element: An optional element under the Municipal Land Use Law (*N.J.S.A. 40:55D-28b(7)*) for municipal master plans that provides “for the preservation, conservation and utilization of natural resources, including, to the extent appropriate, energy, open space, water supply, forests, soil, marshes, wetlands, harbors, rivers and other waters, fisheries, endangered or threatened species... and other resources, and which systematically analyzes the impact of each other component and element of the master plan on the present and future preservation, conservation and utilization of those resources.”

Related Policies

Statewide Policies most closely related to provide for historic, cultural, scenic, recreational and open space resources are found under:

- Historic, Cultural and Scenic Resources
- Open Lands and Natural Systems

Goal #8: Ensure Sound and Integrated Planning and Implementation Statewide

Strategy

Use the State Plan and the Plan Endorsement process as a guide to achieve comprehensive, coordinated, long-term planning based on capacity analysis and citizen participation; and to integrate planning with investment, program and regulatory land-use decisions at all levels of government and the private sector, in an efficient, effective and equitable manner. Ensure that all development, redevelopment, revitalization or conservation efforts support State Planning Goals and are consistent with the Statewide Policies and State Plan Policy Map of the State Plan.

Vision of New Jersey in the Year 2020

In the Year 2020, the land-use governance system begins with comprehensive planning, and proceeds with consistent and coordinated regulation and investment programs. Every county and municipality in the state has a plan that has been endorsed by the State Planning Commission as consistent with the State Plan. These measures result in revitalized cities and towns, development and redevelopment in mixed-use Centers and other areas with infrastructure capacity, along with protecting our Environs. Development proposals that conform with local, regional and state plans are acted upon quickly and predictably. Regulatory costs are minimized. Public participation—through a collaborative master planning process that includes land owners, residents, merchants and other interested people—improves the design and functionality of each project. Sprawl has been largely contained. The equity of all New Jersey citizens is maintained through the fair distribution of the benefits and burdens of implementing plans, regulations and programs.

Comprehensive Planning

Comprehensive planning on all levels of government promotes beneficial economic growth, development and renewal, affordable housing, natural and cultural resource conservation, and revitalization of our cities and towns. Planning within municipalities is neighborhood- or Center-based. Planning beyond municipal boundaries is based on economic regions, watersheds, corridors and other natural and cultural units. It is strategic, building consortiums with the private sector. The opportunities and incentives available encourage municipalities to work together and also with their counties—first by consulting, then coordinating and cooperating with each other.

Whether it concerns urban, suburban or rural areas, there is a recognition that the fortunes of each community rest in part on the decisions of adjacent areas. Just as air and waterways do not respect governmental boundaries, so too the economy, jobs and the need for decent, safe and livable communities, are all affected by both direct and indirect decisions, large and small.

Cooperative planning with neighboring states, particularly regarding air, water, habitat, open space, transportation and economic development is routine. Federal programs reinforce and support the State Plan.

Vision of New Jersey in the Year 2020 (continued)

Municipal, county and regional plans are created and updated through a collaborative process with neighboring communities and counties. These comprehensive plans recognize the linkages among land use, transportation, and environmental protection by analyzing the capacities of natural, economic, fiscal, social and infrastructure resources. Local zoning and other development ordinances are drafted and adopted as a result of and consistent with comprehensive plans. These plans and regulations enhance the equity of all segments of the community.



Capital planning and budgeting efforts on all levels of government also result from comprehensive plans. State investments and regulations regarding transportation, open space, wastewater and water supply, farmland preservation, education infrastructure and other public facilities are based on agency plans that are consistent with municipal, county and regional plans and the State Plan, as well as other state agency plans.

Planning Partnerships

Public-private and other collaborative partnerships are promoted so that residential and commercial developments have adequate infrastructure (such as transportation, potable water, wastewater, stormwater drainage, schools, public safety, recreation and open space) and natural resources are protected. Developments of significant regional impact are anticipated through an inclusive, participatory planning process. Decisions concerning these developments result from a predictable, integrated regulatory process. Open space or farmland preservation investments, coordinated among public, nonprofit and private entities, follow adopted plans and programs that promote large contiguous areas.

The private sector benefits from an established and consistent methodology that starts with comprehensive master plans (including specific, detailed elements and design guidelines), and advances through processes that encourage pre-application reviews by all relevant local, regional and state agencies. These development decisions are then well accepted by the community, in part, because infrastructure is provided prior to or concurrent with development. Additionally, this is being achieved without duplicating efforts, resources or reviews.

Planning Tools

New technologies and techniques such as home computers and Internet connections facilitate community-wide acceptance of well-planned conservation and development projects. Planners, developers and residents utilize computers, geographic information systems, visual simulation

Vision of New Jersey in the Year 2020 (continued)

technologies and other tools and techniques to agree on the size, location, design and character of new growth. Educators use school-based computers to teach students the fundamentals of planning using local development plans as an invaluable resource. Plans and regulations (including zoning and other development ordinances) are prepared using standardized formats and are routinely available electronically. Convenient and comprehensive educational and training opportunities enable these boards, their staff and the public to make well-informed decisions.

A diverse range of citizens works with land owners, developers, public officials and others to prepare comprehensive master plans that project future growth based on available infrastructure capacities, current trends and commonly accepted demographic projections.

A common vision for the future is strengthened with the inclusion of indicators to track progress in meeting the goals of the master plan and realistic targets to be achieved. Implementation strategies and timetables accompany the master plan, enabling decision makers in the public and private sectors to implement agreed upon goals. Periodic self-evaluations are conducted by each planning entity and publicly issued to enable citizens to measure the effectiveness of each plan, regulation, program or investment.

The results of sound and integrated planning and implementation are livable communities. Centers have vibrant Cores where people live and work, with carefully managed Environs. Neighborhoods in our urban, suburban and rural municipalities provide clean, safe, affordable and comfortable places to live. The State Plan promotes Center-based development and redevelopment and protection of our Environs that is the culmination of comprehensive and coordinated planning, regulation and infrastructure investment.

Background

New Jersey has long been a national leader in planning legislation and practice. In fact, state planning itself has been undertaken in some form since the 1930s.

Planning in New Jersey

The 1934 New Jersey State Plan featured a map of “Future Land Utilization,” where four areas were designated: present urban, most probable urban expansion, lands generally suitable for continued farming, and lands of low agricultural value—best devoted to forest production, recreation, protection of public water supply and incidental uses. A “Development Plan for New Jersey” map was included in the 1951 New Jersey State Plan, delineating existing and proposed major highways and airports, as well as public and semi-public

Planning Support Systems

With mapping software and spreadsheets, planners can use desktop and notebook computers to produce detailed estimates of impacts for several alternative growth patterns and rates during the course of a single meeting. Planning support systems (such as the OSP Growth Simulation Model) that enable experimentation and feedback complement comprehensive, citizen-based collaborative planning processes by helping planning and land use decision making:

- be better informed,
- anticipate and avoid unintended consequences of a master plan, zoning or development proposal, and
- be faster and less expensive.

Washington Township, Mercer County

Washington Township has used a continuing, cooperative and comprehensive planning process in developing a Town Center for its Robbinsville section.

Continuing

- Town Center idea was first conceived in 1985 as a goal of the Washington Township Master Plan.
- Concept reiterated in the 1990 Master Plan update.
- Town Center Development Plan was developed and incorporated into the Township Master Plan in 1992.
- Township ordinances were amended in 1997 to incorporate the Town Center.
- Ground was broken for the Town Center in 2000 and initial sales have been brisk.

Cooperative

- The Town Center plan was the subject of numerous meetings of the township planning board and governing body, as well as many public hearings.
- Land owners and developers were involved in the planning process and have indicated support for the Town Center concept.
- Visioning workshops were held to develop a community consensus of what the Town Center should be and what it should look like.
- State agencies were also involved in the planning process. NJDOT and NJDEP partnered with Washington Township, particularly with regard to roadway proposals.
- The Town Center concept was discussed with, and endorsed by the neighboring community of Hamilton Township and the Mercer County Division of Planning.
- Office of State Planning staff provided technical assistance and interagency coordination to promote the Town Center.
- The State Planning Commission designated the Town Center in 1998.



Comprehensive

- The master plan was amended to incorporate the Town Center concept.
- The zoning ordinance was amended to incorporate a Town Center zone.
- The location of development in the Town Center will be guided by a street regulating plan.
- Compact, mixed-use design guidelines specific to the Town Center were developed.
- Traffic impacts were addressed through a study funded by NJDOT.
- Growth management mechanisms, such as density transfers into the Town Center, are being established.

FUTURE LAND UTILIZATION

A PRELIMINARY STUDY IN PRIMARY DISTRIBUTION



LEGEND

Present urban areas with an average population density of 500 or more per square mile.

Areas of most probable urban expansion.

Land generally suitable for continued farming.

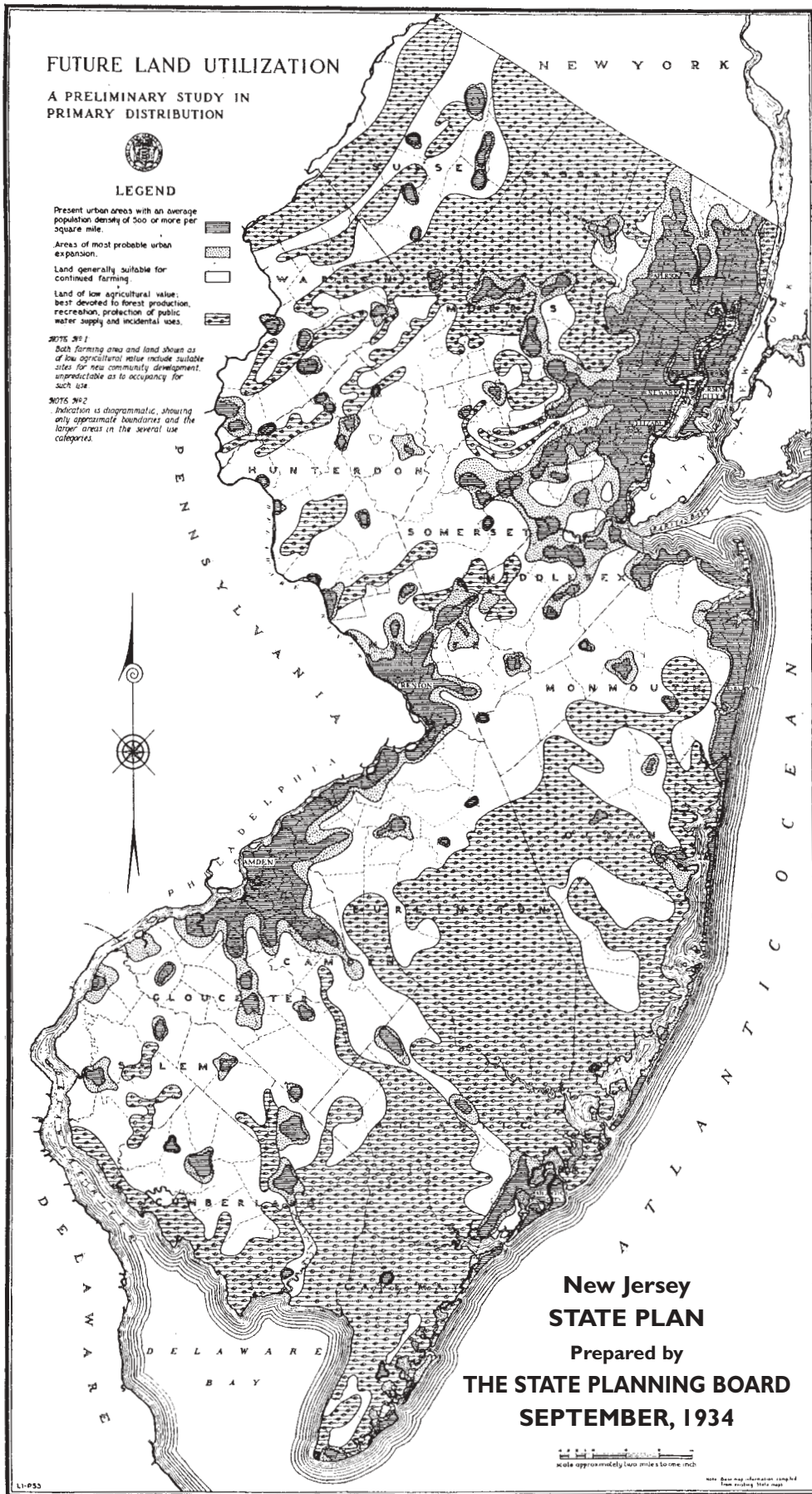
Land of low agricultural value, best devoted to forest production, recreation, protection of public water supply and incidental uses.

NOTE #1

Dots forming areas and land shown as of low agricultural value include suitable sites for new community development, unpredictable as to occupancy for such use.

NOTE #2

Indication is diagrammatic, showing only approximate boundaries and the larger areas in the several use categories.



**New Jersey
STATE PLAN**
Prepared by
THE STATE PLANNING BOARD
SEPTEMBER, 1934

Scale approximately two miles to one inch

Note: Base map, distribution compiled from existing State maps

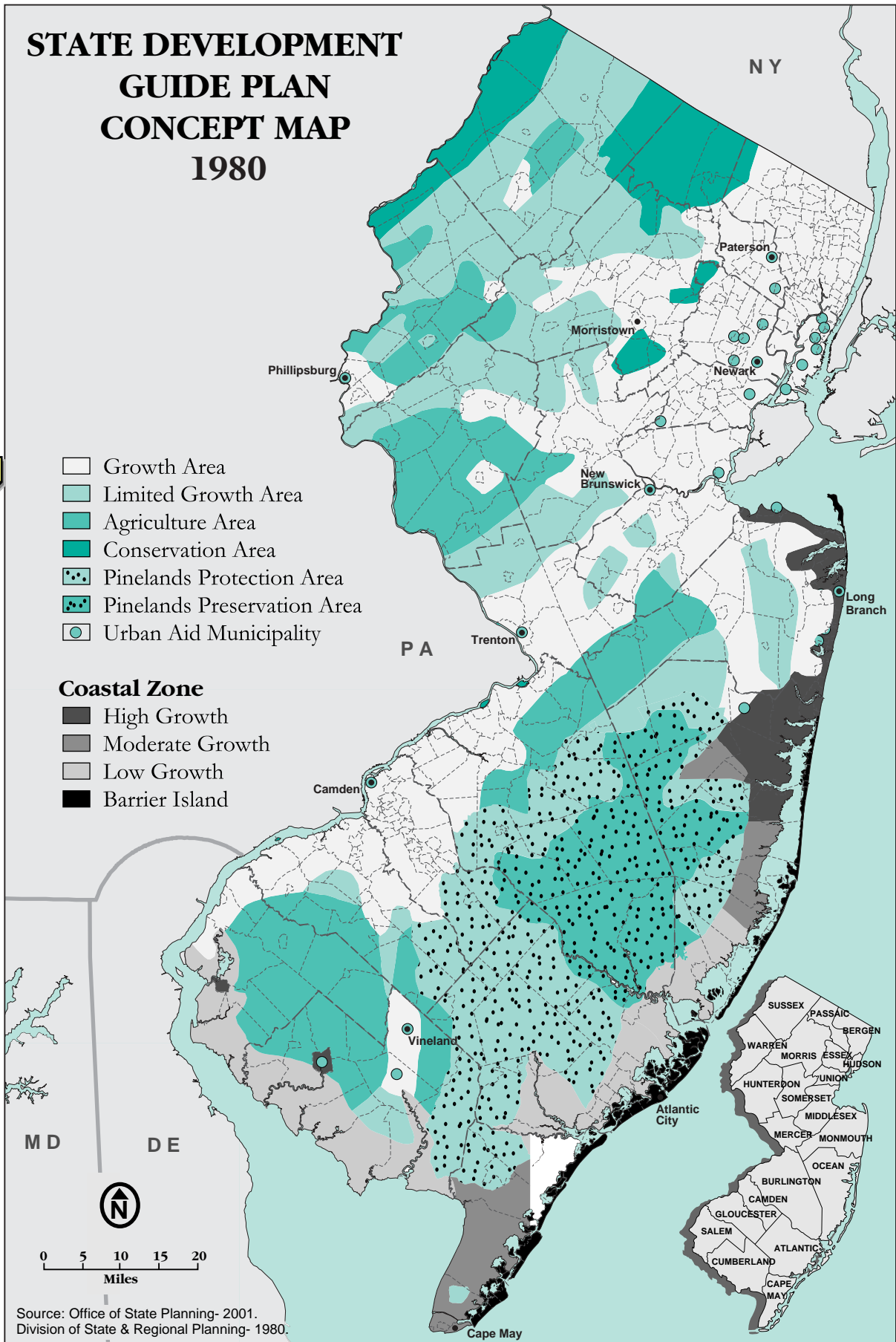
STATE DEVELOPMENT GUIDE PLAN CONCEPT MAP 1980



- Growth Area
- Limited Growth Area
- Agriculture Area
- Conservation Area
- Pinelands Protection Area
- Pinelands Preservation Area
- Urban Aid Municipality

Coastal Zone

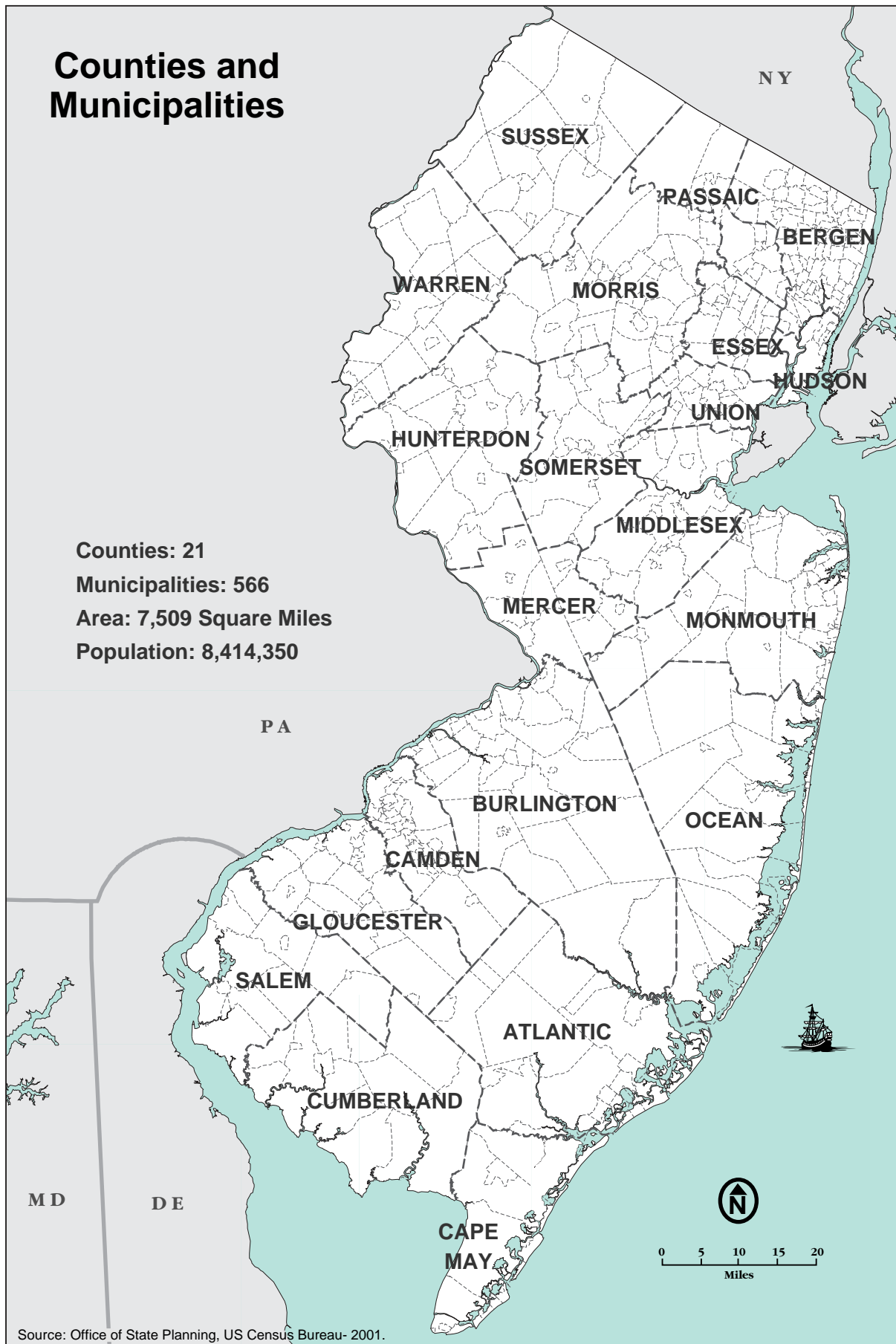
- High Growth
- Moderate Growth
- Low Growth
- Barrier Island



Source: Office of State Planning- 2001.
Division of State & Regional Planning- 1980.

Counties and Municipalities

Counties: 21
Municipalities: 566
Area: 7,509 Square Miles
Population: 8,414,350



Source: Office of State Planning, US Census Bureau- 2001.

lands. The 1980 *State Development Guide Plan* utilized a Concept Map to identify areas of growth, limited growth, agriculture, conservation, Pinelands protection and preservation, and urban aid municipalities. The 1992 and 2001 *State Development and Redevelopment Plans* built on this proud history of statewide planning, and then took it further by using advanced technologies, and involving the public in the development and decision making process through Cross-acceptance.

The Municipal Land Use Law, landmark local planning legislation adopted in 1976, contains many progressive features still absent in many states. The requirements for master plans as a prerequisite to zoning ordinances, the preparation of housing and recycling elements and the linking of capital budgeting to planning are among its many outstanding features. Others include the institution of defined time limits for the review of applications, the recognition of the value of Planned Unit Developments and General Development Plans and the provisions for the creation of Regional Planning Boards.

Counties have been entrusted since 1935 with the opportunity to prepare and adopt a master plan with recommendations for the physical development of the county. The County Planning Enabling Act also allows the planning board to adopt an official county map, review subdivisions or site plans affecting county road or drainage facilities, and provide advice to the freeholder board when formulating or developing programs and budgets for capital expenditures. Many counties have developed open space and farmland preservation plans, and have established funding for easement or fee-simple purchases.

At the state level, the Pinelands Commission and the Hackensack Meadowlands Development Commission (HMDC) are nationally and internationally recognized models of integrated regional planning and development review. Features such as transfer of development rights in the Pinelands and tax sharing in the Meadowlands are creative and established approaches being implemented here in New Jersey to achieve local and regional goals.

Highway access planning, transportation development districts, coastal planning and regulatory programs, and special protection for the Delaware and Raritan Canal are other significant actions that New Jersey has instituted in recent years. Metropolitan

Planning Entities in N.J.

- Five hundred and sixty-six municipalities have independent planning and zoning authority.
- Twenty-one counties review developments for impacts on county road and drainage facilities, and many prepare non-binding county master plans.
- State agencies plan for and provide road, rail, water, airports and heliports, wastewater, open space, farmland preservation, housing and public facilities infrastructure.
- The Department of Environmental Protection has designated 20 watershed management planning areas throughout the state.
- Three Metropolitan Planning Organizations prepare regional transportation plans and approve federally funded and certain other transportation projects.
- Interstate agencies such as the Port Authority of New York and New Jersey, the Delaware River Port Authority and the Delaware River Basin Commission exercise limited purpose planning and regulatory authority over vast portions of the region.
- The Palisades Interstate Park Commission promotes the conservation of large areas of open space in the most urbanized part of our state.

In addition, over 600 school boards, and hundreds of utility, housing, transportation and parking authorities make public facilities decisions that shape development patterns.

Planning Organizations and interstate authorities provide additional venues for addressing critical transportation, economic and land use issues. Promising initiatives in watershed-based environmental planning and neighborhood-based revitalization planning are currently under development.

Yet these efforts have not been enough. The passage of the State Planning Act in 1986 was in response to the widespread belief that coordinated state planning, to ensure consistency among state agencies and between state and local jurisdictions and the private sector, was lacking. Given New Jersey's complex governmental, planning and regulatory structure, a state plan was seen as the essential means to achieve planning goals within the system described in the sidebar Planning Entities in N.J. (see page 103).

Complexities and Conflicts

There are neither fiscal nor institutional incentives for these entities to work together. In fact, in many cases fiscal and other pressures result in communities making decisions that may be beneficial locally, but harmful to the region and state. State infrastructure expenditures are often necessary responses to needs created by local decisions regarding the location, intensity and timing of development. Many local communities in turn feel that home rule is seriously compromised by development and public facilities decisions made by neighboring communities or state or county agencies without adequate regard for the impacts on their community.

Fundamental conflicts arise as specialized agencies focus largely (and sometimes exclusively) on a single function or resource—be it housing, highway capacity, wetlands, or stream quality—without taking into account how different manmade or natural systems are intricately interconnected. In response to many of the subsequently emerging problems, a number of regulatory programs have been created. These programs, in many instances, were not carefully integrated into the state's land use governance process and may not, by their very nature, be compatible. General purpose entities (for example, municipalities or counties) attempt to strike a balance in master plans, development decisions and capital investments, among these often competing goals.

These conflicts are often played out in the complex process of development review, having remained unresolved while in the planning process. The process is often contentious, leading to expensive and prolonged disputes, often between neighbors and developers, local and state agencies, the initiating town and its neighboring communities. Outcomes of private development proposals and public infrastructure initiatives are often uncertain, given conflicting standards and unclear criteria for decision making.

Contributing to these difficulties is the nature of many master plans. An Office of State Planning review of a sample of municipal master plans shows a need for both widespread citizen participation in the development of local plans, and strategic

Intermunicipal Policy Agreements

The Somerset County Planning Board is working with its municipal planning boards to implement a memorandum of understanding regarding projects of regional significance. This effort provides a framework for: enhanced notification and public participation; a detailed analysis of how master plans and zoning ordinances are consistent with county and adjacent municipal master plans; and cooperative strategies with major state permitting agencies related to the planning and infrastructure needs of large-scale housing or commercial developments.

recommendations that can make these plans effective blueprints for the future. A capacity analysis comparing the demands likely to be generated by projected growth with the actual capacity of the affected natural and manmade systems is not often performed in full. When it is undertaken, it is not often linked to the recommended land use locations and categories. Few plans discuss in detail their consistency with plans of neighboring communities, nor county or state plans.

Assumptions underlying demographic projections vary, and indicators and targets to measure progress in achieving community goals are rare. Implementation strategies and timetables are not described. Few plans have all or even most of the optional elements described in the Municipal Land Use Law.

It should be no surprise that these limitations exist. Master plans are time consuming and expensive to prepare. Most important, perhaps, is the belief held by some that master plans do not much matter. While often assisted by consultants or staff, they are adopted by volunteers on the Planning or Land Use Board, and not the governing body. Often development ordinances, capital plans and expenditures do not conform to the goals and objectives of the master plan. Although zoning ordinances are required to conform to the master plan, they may deviate from the plan with a simple resolution justifying the action of the governing body.

County planning offices and boards are logical entities to provide technical support and regional coordination. Yet despite sustained efforts by many counties to fulfill this role, they are severely limited by statutory authority and resource constraints.

As a result, New Jersey lacks effective statewide inter-municipal and regional planning. An enhanced county or multi-county regional planning role, developed in cooperation with municipal and state agencies, would promote comprehensive planning.

Capacity-based Planning

New planning tools and data, such as that used in geographic information systems, make it easier for planners to analyze the capacities of the natural and built environments and use them as a basis for planning. This approach to planning, sometimes known as Capacity-based Planning, is a matter of balancing policy and investments so that the generated demand is balanced with, and does not exceed, attainable and sustainable capacities of natural, infrastructure, social and fiscal

The accuracy of long-term projections tends to be less precise as the geographic area for which the projection is made becomes smaller. Nevertheless, the State Planning Act (N.J.S.A. 52:18A-201.b.(5)) calls for the Office of State Planning to compile long term projections of population, employment, households and land needs, which are necessary for both the public and private sectors to plan and invest today with some reasonable consideration of what the future might hold. For the purposes of the state planning process, for example, a reasonable set of population, household and employment projections is required to anticipate the distribution of growth among Planning Areas and between Centers and Environs, and to estimate future developable land needs. Projections are also required to assess infrastructure needs and other impacts associated with alternative development scenarios. Appendix A presents a range of projections of population and employment which the Commission believes are reasonable guides through 2020. During each review of the State Plan, the Commission will consider revising Plan projections to reflect changing trends in the state's population and employment growth.

systems. The approach incorporates economic, environmental and social considerations to make the full costs and other implications of piecemeal decisions explicit by accounting for off-site, cumulative and regional impacts of growth. These impacts should be understood and are best assessed through a build-out analysis.

Capacity-based planning recognizes both limits and opportunities for growth. It provides a foundation for exploring alternative growth scenarios, including timing development and redevelopment with infrastructure capacity. Managing growth to maintain a balance among natural, infrastructure, social and fiscal capacities ultimately depends upon the sound judgment of appointed and elected public officials who consider local and regional capacity analyses when they make policy. The ability of the state and its citizens to generate revenue for infrastructure is not unlimited, and public funds should be used to maximize capacity per unit of investment. In other words, if \$1 of public investment in a Center can support two units of development while the same \$1 can only support one unit of development of sprawl, then the fiscal capacity of the state is undermined with continuation of the sprawl development pattern.

In some situations, understanding system capacities may require technical assistance to ensure that all important community values are protected, but understanding the capacity of the natural and built environment does not necessarily require a sophisticated planning capability. Nor does it necessarily require that all systems be extensively analyzed to maintain alignment between demand and capacity. In many areas, the factors most critical to sustainability may be easily identified and understood and may even pre-empt the need for extensive analysis of other systems. For example, in some areas, potable water may be a critical factor for management, in which case planning for development and redevelopment will be limited by the availability of water, rather than by the transportation system or available sewer capacity.

The State Plan strongly endorses an approach to capacity-based planning that incorporates an array of planning, program, regulatory and market-based tools to minimize the demand for the resource or infrastructure system as well as managing the supply.

The elements of demand-capacity management are:

1. Establish level-of-service standards for capital facilities and quality standards for natural resources and other systems that define desired conditions in the future;
2. Analyze existing and planned system capacities;
3. Compare existing and planned system capacities to anticipated demand;
4. If anticipated demand exceeds existing and planned system capacity, analyze the environmental and fiscal costs, and other impacts of expanding system capacity, comparing these impacts to the impacts of alternatives, such as the use of growth management and demand management measures; and
5. Prepare municipal, county, regional and state plans that manage growth and public investment so that:
 - a) a balance between demand and system capacity is maintained and actively monitored on a short- and long-term basis using appropriate indicators and targets; and

The State Plan strongly endorses an approach to capacity-based planning that incorporates an array of planning, program, regulatory and market-based tools to minimize the demand for the resource or infrastructure system as well as managing the supply.

- b) development and redevelopment and attendant public investment are concentrated in compact, mixed-use forms where economies of scale can be achieved.

Consensus-based Planning

The strong support of many local planning boards for New Jersey's State Planning Act is a testament to the fact that local comprehensive planning is more effective when it can be reinforced by consensus-based regional plans. Using labor market analysis, impact assessment and needs assessment techniques, regional plans can define the economic sectors and infrastructure with which the region will be competitive with other regions, while supporting its own internal needs for housing, the environment, intergovernmental coordination, and quality of community life. Geographically specialized plans for watersheds, corridors and other areas, along with plans that affect multiple municipalities, counties or even other states, can be used to strengthen local planning efforts by ensuring a collaborative process and a mutual understanding of the proper role of each entity. Attracting citizens to participate in a planning process requires diligence. While organizations such as the New Jersey Planning Officials provide statewide training, there is still a growing need for planning education and training sessions on developing a master plan, promoting responsible public participation in the planning and regulatory review processes, and linking zoning, other development ordinances, and capital plans with the master plan. In some cases, state agencies have taken a lead in involving the public in developing plans, programs and regulations affecting critical resources. However, there are other regulations that do not advance a comprehensive approach, due to their outdated nature or lack of corresponding functional plans. State agencies need to work with municipalities, counties and the general public to develop effective functional plans, programs and regulations.

Implementation

The State Plan response relies on strategies, policies and actions that lead to better education of public officials and citizens, greater use of available tools and technology, the creation of alternative mechanisms for conflict resolution, the identification of ongoing funding for planning, and the reengineering and streamlining of regulatory processes through more effective up front planning at all levels of government. Linked to these ideas are approaches to strengthen the role of regional planning, and better integrate investments and public facility provision with agreed upon plans.

The State Plan advocates the creation and coordination of strategic plans at regional, county, municipal and neighborhood levels. In particular, Regional Strategic Plans should define opportunities for economic integration and associated regional infrastructure improvements necessary for developing or revitalizing communities within the region. These plans should be prepared using market analysis, impact assessment and needs assessment techniques through collaborative efforts of governmental agencies, the private sector and the public. While each of these entities may currently prepare such assessments and plans, they are not coordinated in terms of base assumptions, time frames, analytical techniques or policy development.

A major goal of the State Planning Act is to coordinate and integrate planning at all levels of government to increase efficiency, predictability and the optimization of public investments. Sound

Attracting citizens to participate in a planning process requires diligence.

and integrated planning and implementation is a necessary condition for the achievement of all of the State Planning Goals. The *State Development and Redevelopment Plan*, the Cross-acceptance process and the Plan Endorsement process provide forums for moving this ambitious and essential agenda forward.

The purpose of Plan Endorsement is to increase the degree of consistency among municipal, county, regional and state agency plans, and to facilitate the implementation of these plans. The State Plan outlines six objectives that derive from this purpose:

- To encourage municipal, county, regional and state agency plans to be coordinated and support each other to achieve the Goals of the State Plan;
- To encourage counties and municipalities to plan on a regional basis while recognizing the fundamental role of the municipal master plan and development regulations;
- To consider the entire municipality, including Centers, Cores, Nodes and Environs, within the context of regional systems;
- To provide an opportunity for all government entities and the public to discuss and resolve common planning issues;
- To provide a framework to guide and support state investment programs and permitting assistance in the implementation of municipal, county and regional plans that meet statewide objectives; and
- To learn new planning approaches and techniques from municipal, county and regional governments for dissemination throughout the state and possible incorporation into the State Plan.

Sound and integrated planning and implementation is a necessary condition for the achievement of all of the State Planning Goals.

Plan Endorsement will ensure that municipal, county and regional plans are recognized in the activities of state agencies and neighboring jurisdictions. The designation of Centers is part of Plan Endorsement.

Entities that receive Plan Endorsement will be entitled to a variety of benefits, including but not limited to:

- priority for funding;
- coordination of planning with other agencies in meeting unique needs of the entity seeking endorsement; and
- expedited permit review.

Any municipal or county governing body, regional agency or state agency may petition the State Planning Commission for Plan Endorsement of its plan. Plans eligible for endorsement are:

- Master plans of municipalities and counties;
- Municipal Strategic Revitalization plans;
- Urban Complex Strategic Revitalization plans;
- Regional Strategic plans; and
- State agency functional plans.

Related Plans

Other plans, programs and reports related to ensuring sound and integrated planning and implementation include:

- Hackensack Meadowlands Master Plan (Hackensack Meadowlands Development Commission, 1972 with amendments). This plan has a mandate to promote economic development, protect open spaces and manage solid waste.
- Pinelands Comprehensive Management Plan (Pinelands Commission, 1981 with amendments). This plan manages and conserves the resources of the Pinelands biosphere according to federal (Section 502 of the Omnibus Park Act of 1978) and state laws (Pinelands Protection Act, *N.J.S.A. 13:18A-1 et seq.*).
- Regional Transportation and Land Use Plans (various). For example, Horizons 2025 from the Delaware Valley Regional Planning Commission combines regional transportation and land use policies. Also, there are regional transportation plans prepared and adopted by the North Jersey Transportation Planning Authority and the South Jersey Transportation Planning Organization.
- County and Municipal Master Plans (various):
 - County Plans (various). Most counties have plans that show recommendations for the development of the territory covered by the plan, according to the County Planning Enabling Act (*N.J.S.A. 40:27-1 et seq.*).
 - Municipal Master Plans (various). A Land Use element is mandatory under the Municipal Land Use Law (*N.J.S.A. 40:55D-1 et seq.*).

Related Policies

Statewide Policies most closely related to planning are found under:

- Equity
- Comprehensive Planning
- Planning Regions Established by Statute
- Special Resource Areas
- Design

STATEWIDE POLICIES

These Statewide Policies are designed to improve both the planning and the coordination of public policy among all levels of government through flexible application. The Statewide Policies address 19 substantive areas. These policies provide guidance for municipal, county, regional and state planning initiatives. Using the State Plan Policy Map as guidance, these policies are applied to each Planning Area, Center and Environ in a unique and appropriate manner to achieve the goals of the State Planning Act.

I. Equity

It is the position of the State Planning Commission that a basic policy in implementation of the State Plan is to achieve the public interest goals of the State Planning Act while protecting and maintaining the equity of all citizens. It is the intent of the State Planning Commission that the benefits and burdens of implementing the State Plan should be equitably distributed among all citizens of the state. Where implementation of the goals, policies and objectives of the State Plan affects the reasonable development expectations of property owners or disproportionately affects the equity of other citizens, agencies at all appropriate levels of government should employ programs, including, for example, compensation, that mitigate such impacts to ensure that the benefits and burdens flowing from implementation of the State Plan are borne on an equitable basis.

In contributing to the development of the State Plan, many groups have expressed concerns about “equity.” Urban Center residents, for example, feel that their equity has been eroded through urban disinvestment and resource allocation policies favoring new development in suburban and rural areas. Suburban residents, on the other hand, feel that they have lost equity via overcrowded highways, loss of nearby open space, rising taxes, and other negative growth impacts, the result, they feel, of inadequate planning, underfunding of infrastructure and other factors. Rural residents, particularly farmland owners and other land owners, feel that their equity is eroded when the use or intensity of use of their land is constrained to the extent that it lowers the value of their property and, in particular, jeopardizes the economic viability of farming operations. These groups have expressed their desire that the Plan address these issues.

It is the position of the State Planning Commission that the State Plan should neither be used in a manner that places an inequitable burden on any one group of citizens nor should it be used as a justification for public actions that have the effect of diminishing equity. It is also the position of the Commission that the achievement, protection and maintenance of equity be a major objective

Statewide Policy Categories

1. Equity
2. Comprehensive Planning
3. Public Investment Priorities
4. Infrastructure Investments
5. Economic Development
6. Urban Revitalization
7. Housing
8. Transportation
9. Historic, Cultural and Scenic Resources
10. Air Resources
11. Water Resources
12. Open Lands and Natural Systems
13. Energy Resources
14. Waste Management, Recycling and Brownfields
15. Agriculture
16. Coastal Resources
17. Planning Regions Established by Statute
18. Special Resource Areas
19. Design

in public policy decisions as public and private sector agencies at all levels adopt plans and policies aimed at becoming consistent with the State Plan.

The Commission urges individuals and groups that have concerns about equity to use all avenues to assure that their concerns are considered in governmental actions and to prevent inappropriate application, or abuse, of the State Plan. The State Plan is a statement of state policy formulated to guide planning, not regulation. Public sector agencies and private sector organizations such as lending institutions, should not use designations and delineations contained in the State Plan to determine the market value of particular tracts or parcels of land. Accordingly, such uses of the State Plan are inappropriate because it is not designed to regulate and should not be applied to the future use or intensity of use of specific parcels of land. Both public and private sector agencies are cautioned that direct application of the State Plan to specific parcels of land may result in inequitable distribution of the benefits and burdens of public action.

2. Comprehensive Planning

Promote planning for the public's benefit, and with strong public participation, by enhancing planning capacity at all levels of government, using capacity-based planning and Plan Endorsement to guide the location and pattern of growth and promoting cooperation and coordination among counties, municipalities, state, interstate and federal agencies.

General Planning Policies

Policy 1 Planning Resources

Provide adequate professional and technical planning resources and funding to ensure effective capacity-based planning at all levels of government. These resources include:

- physical and social planners, urban designers;
- database information sharing;
- database management systems;
- mapping;
- technology (hardware and software); and
- administrative and budgetary support.

Policy 2 Assessing Impacts of Development Plans and Proposals

Assess master and functional plans and development proposals to identify their social, economic and environmental impacts on cities and towns within the region. Address findings of adverse regional impacts of these plans or proposals through appropriate mitigation strategies.

Policy 3 Planning Education and Training

Provide for adequate planning education and training for professional and citizen planners serving at all levels of government and for students in primary and secondary schools.

Policy 4 Capacity Considerations in Planning

Use the most up-to-date information available on the capacities of natural, infrastructure, social and economic systems, and on desirable level of service standards, to inform growth and development planning and decisions.

Policy 5 Integrated Plans, Regulations and Programs

Ensure that regulations, as well as infrastructure investments and other related programs, are consistent with adopted plans on an intra- and inter-governmental basis.

Policy 6 Planning Tools

Use a wide variety of planning tools (for example, build-out analysis, capacity analysis, vision planning, geographic information systems, density transfers, clustering, impact fees, agricultural enterprise zones, lot-size averaging and Special Improvement Districts) in the preparation of plans, regulations and programs that achieve common goals.

Policy 7 Conflict Resolution

Provide enhanced opportunities for conflict resolution throughout the planning and regulatory process with due regard for public input and disclosure.

Policy 8 Indicators, Targets and Reporting

Include Indicators and Targets in municipal, county, regional, specialized and state agency plans, and provide periodic reporting on progress towards meeting the goals of these plans.

Policy 9 Implementation Strategies and Timetables

Ensure that municipal, county, regional and state plans contain or be accompanied by implementation strategies and timetables.

Policy 10 Municipal Plans and Development Regulations

Revise municipal plans and development regulations to encourage compact, mixed-use development.

Policy 11 Planning for Economic and Social Opportunity

Develop plans that create opportunities for, and reduce barriers to, economic and racial integration.

Policy 12 Disaster Planning and Mitigation

Coordinate growth-management plans and policies with hazard mitigation and emergency response planning.

Collaborative Planning

Policy 13 Comprehensive Master Plans, Regulations and Programs

Adopt and implement comprehensive municipal master plans, regulations and programs that are consistent with the State Plan and include all pertinent elements authorized under the Municipal Land Use Law.

Policy 14 Collaborative Planning

Develop plans in collaboration with appropriate communities, organizations and agencies not traditionally involved in comprehensive planning processes, making a special effort to seek out and include those from diverse cultural groups.

Policy 15 Multi-Jurisdictional Planning and Public Service Delivery

Promote multi-jurisdictional planning and provision of public services wherever efficiencies can be achieved.

Policy 16 County or Multi-county Plans, Regulations and Programs

Adopt and implement comprehensive plans, regulations and programs on a county or multi-county basis consistent with the State Plan, in partnership with the affected municipalities.

Policy 17 Regional Strategic Plans

Develop Regional Strategic Plans consistent with the State Plan through a partnership of state, regional, county, and municipal agencies for labor markets or other areas that define the needs, opportunities, vision and regional objectives and strategies for:

- land use;
- redevelopment;
- economic development;
- housing;
- public facilities and services;
- environmental protection and conservation;
- intergovernmental coordination; and
- quality of community life.

Policy 18 Multi-state Regional Planning

Engage in interstate comprehensive planning consistent with the State Plan where a regional perspective is necessary for the management of systems (including land, water, air, transportation and utility) that cross state boundaries.

Policy 19 Federal Plans, Regulations and Programs

Collaborate with federal agencies to ensure that federal comprehensive and functional plans, investments, regulations and programs are consistent with the State Plan and other state policies.

Policy 20 Regional Coordination

Coordinate the review of plans, regulations, programs and projects that potentially have “greater-than-local” impact to minimize adverse regional and local impacts.

Policy 21 Sound Planning for Regulatory Efficiency, Predictability and Accountability

Use the planning process to resolve issues in advance of the regulatory process and to eliminate unnecessary and costly delays.

Policy 22 Expedient Regulatory Processes

Regulations that create uncertainty, lengthy and duplicative review processes and add cost without concomitant public benefit should be modified to achieve their purpose or eliminated.

Policy 23 Conflicts Between Development and Other Objectives

Resolve conflicts between all development and environmental objectives and/or infrastructure capacity through the master planning process and certainly before development applications are filed.

Policy 24 Increased Public Understanding and Participation

Maximize public understanding of and participation in local, regional and state planning, regulation and infrastructure investment programs.

Policy 25 State Agency Plans, Regulations and Programs

Coordinate the development, revision and implementation of state agency functional plans, regulations and programs to the maximum extent permitted by law to achieve consistency among state plans, regulations and programs and the timing of their implementation.

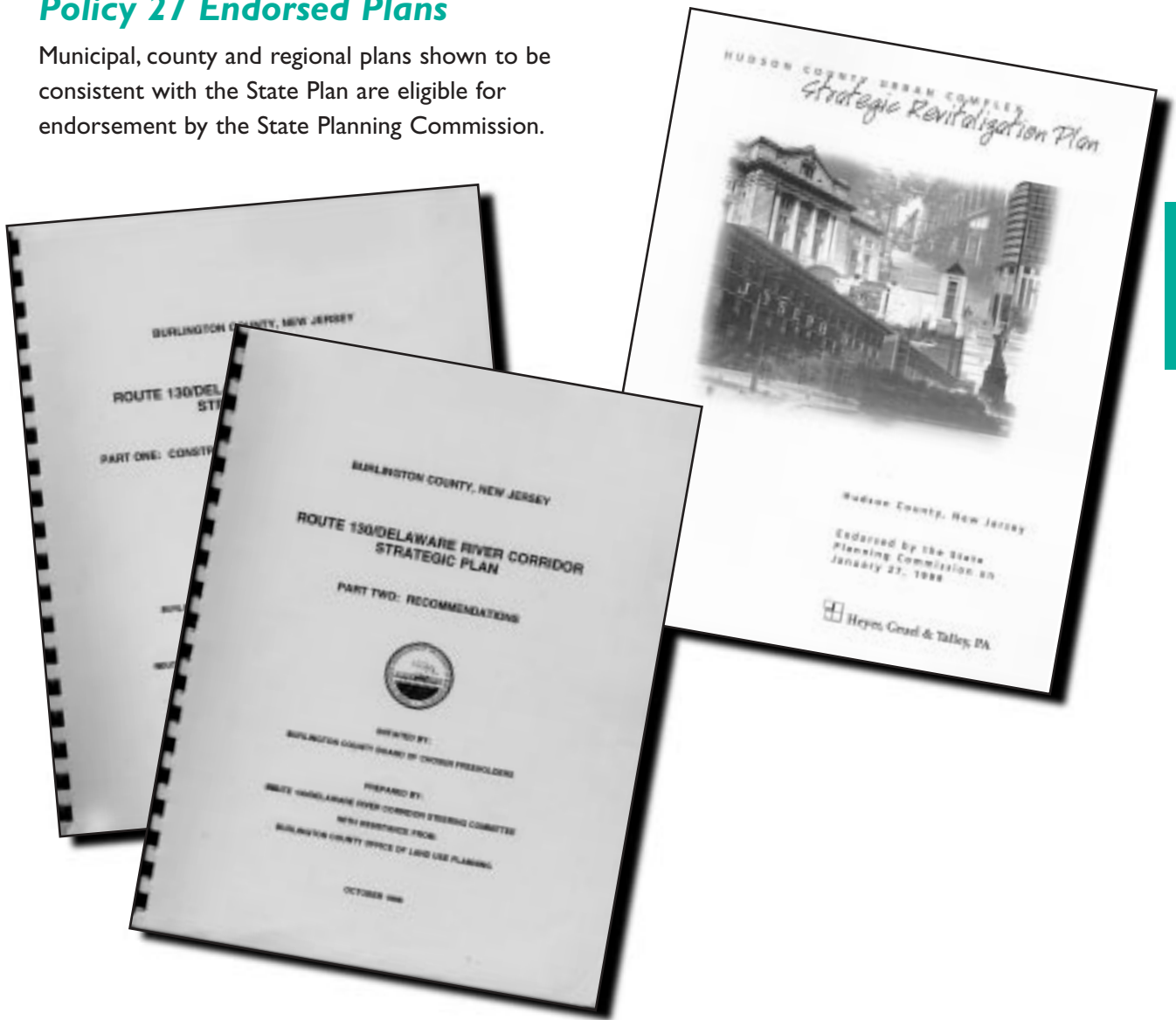
ISSUE	PLAN ENDORSEMENT
Center Designation	Centers are delineated in Endorsed Plans and designated as part of Plan Endorsement.
Eligibility	Any municipal, county or regional agency may petition for Plan Endorsement. Plans eligible for endorsement are: <ul style="list-style-type: none"> ● master plans of municipalities and counties, ● municipal strategic revitalization plans, ● urban complex strategic revitalization plans, and ● regional strategic plans.
Delineation of Center Boundaries	Optional in Metropolitan and Environmentally Sensitive/Barrier Islands Planning Areas. Optional and encouraged in Suburban Planning Area. Required in Fringe, Rural, Rural/Environmentally Sensitive and Environmentally Sensitive Planning Areas.
Identification of Environs	Optional in Metropolitan, Suburban and Environmentally Sensitive/Barrier Islands Planning Areas. Required in Fringe, Rural, Rural/Environmentally Sensitive and Environmentally Sensitive Planning Areas.
Identification of Cores	Encouraged statewide.
Identification of Nodes	Existing Nodes are recognized in Endorsed Plans. Only Heavy Industrial-Transportation-Utility Nodes may be recognized as new Nodes.

Policy 26 Geographically Specialized Plans, Regulations and Programs

Collaborate to develop and implement geographically specialized plans, regulations and programs (for example, watersheds, airsheds, corridors, etc.) wherever appropriate, consistent with the State Plan.

Policy 27 Endorsed Plans

Municipal, county and regional plans shown to be consistent with the State Plan are eligible for endorsement by the State Planning Commission.



Policy 28 Unified Demographic Forecasts

Prepare and use a common set of household, employment and population forecasts in plans, programs and project design.

Policy 29 Tax Systems and the Ratables Chase

Restructure the state and local tax and revenue system to promote revitalization in cities and towns and to minimize the impact of the ratables chase on sound and coordinated planning.

3. Public Investment Priorities

It is the intent of the State Plan that the full amount of growth projected for the state should be accommodated. Plan Strategies recommend guiding this growth to Centers and other areas identified within Endorsed Plans where infrastructure exists or is planned and where it can be provided efficiently, either with private or public dollars. (Designated Centers are included in the category of communities with Endorsed Plans.) Public investment priorities guide the investment of public dollars to support and carry out these Plan Strategies.

d. It is in the public interest to encourage development, redevelopment and economic growth in locations that are well situated with respect to present or anticipated public services and facilities, giving appropriate priority to the redevelopment, repair, rehabilitation or replacement of existing facilities and to discourage development where it may impair or destroy natural resources or environmental qualities that are vital to the health and well-being of the present and future citizens of this state;

New Jersey State Planning Act, N.J.S.A. 52:18A-196.

The Plan's public investment priorities directly affect only the allocation of public funds where an agency has discretion or latitude in determining how the allocation should be made. If funding mandates are too restrictive to allow discretion, the funding agency should seek discretionary authority to allocate funds according to the Plan's priorities. If funding mandates allow discretion once the mandates have been satisfied, or if there are no funding mandates, the exercise of discretion should conform to the Plan's priorities.

By incorporating these priorities into their own decision making, municipal, county and regional agencies and private organizations may increase the effectiveness of the State Plan and the efficiency of their own plans and projects to the extent that they rely on public infrastructure, public resources or other public actions to be approved or put in place.

The Statewide Policy sections and Planning Area Policy Objectives provide guidance in determining the nature and location of public investments. The broader statewide principles relating to investment priorities are presented in this section. State agency permitting also is covered by the priority system.

The public investment priorities ensure that public health and safety is protected before other priorities for the expenditure of public funds are satisfied. Funding for maintaining and repairing infrastructure is a higher priority than expanding capacity. Priorities for expanded capacity are given to municipalities, counties and regions with Endorsed Plans without reference to Planning Area.

The purpose of the Public Investment Priorities is to recommend to municipalities, counties, and regional and state agencies a modified pattern of investment that will result in the more effective implementation of the State Plan's Policies and State Plan Policy Map.

The State Planning Commission recognizes that municipal, county, regional and state agency infrastructure investment practices may be constrained by legal, regulatory or operational imperatives. However, it is expected that over time municipal, county, regional and state agency practices will move in the recommended direction and lead to the patterns of development and quality of life envisioned in the State Plan.

The State Planning Commission will monitor, evaluate, periodically report on, and, when appropriate, readjust the public investment priorities through the Cross-acceptance process.

Within these categories it may be necessary to provide additional direction to guide the investment of public dollars. To supplement the priorities listed above, the secondary considerations listed in Policy 5 enable projects and programs anywhere in the state to acquire higher priority if they have certain characteristics and if the municipality or county has undertaken certain activities. The intent of providing secondary considerations is to encourage municipalities and counties, through funding incentives, to engage in certain programs and activities that are essential to the achievement of State Plan Goals and that will increase the ratio of benefits to costs in spending public funds. With these secondary considerations, a project or program's priority can change relative to others.

The general effect of the Plan's public investment priorities is to give higher priority for projects and programs in municipalities experiencing distress with Endorsed Strategic Revitalization Plans, particularly in Urban Centers, while providing opportunities for municipalities not experiencing distress to receive high priority as well to meet their needs.

Below is a summary chart of the public investment priority system.

SUMMARY OF PUBLIC INVESTMENT PRIORITIES

1. Public Health and Safety
2. Infrastructure Maintenance and Repair with priority to Urban Complexes; Urban Centers; Urban Coordinating Council-eligible neighborhoods with UCC-approved plans; municipalities experiencing distress; or municipalities, counties and regions with Endorsed Plans or Designated Centers.
3. Capacity Expansion in the following order:
 - a) Urban Complex
 - b) Urban Centers with Endorsed Plans
 - c) Urban Centers
 - d) UCC Neighborhoods with UCC-approved plans; municipalities experiencing distress; and municipalities, counties and regions with Endorsed Plans or Designated Centers.
4. Planning Resources with priority to Urban Complexes, UCC-eligible municipalities and municipalities experiencing distress.
5. Secondary Considerations apply to all investments, in those instances where it is necessary to supplement priorities for public health and safety, maintenance and repair, capacity expansion or planning resources:
 - Municipalities with Strategic Revitalization Plans.
 - Rank in the Municipal Distress Index.
 - Municipalities, counties and regional entities engaging in multi-jurisdictional planning and service delivery.
 - Municipalities with Certified Fair Share Plans.
 - Low- and moderate-income housing in Certified Fair Share Plans.
 - Counties with appropriate functional plans (for example, transportation, open space, farmland, wastewater and housing) approved by state agencies.
 - Municipalities with functional plans (for example, transportation, open space, farmland, wastewater and housing) approved by state agencies and in areas meeting the criteria for existing Centers, as appropriate.
 - Projects or programs with a higher benefit per public dollar invested.

The priority system should apply to expenditures and permitting decisions covering: transportation; open space and recreation; housing and community development; farmland retention; historic preservation; wastewater; stormwater; water supply; natural systems; economic development; cultural facilities; and brownfields and hazardous waste remediation; and redevelopment.

In addition to the program areas above, the priority system will apply to communities with Endorsed Strategic Revitalization Plans to expenditures and permitting decisions covering, where appropriate,

- health;
- education;
- public safety;
- social services; and
- job training.

Investment decisions at each level of government should be based on master plans or agency functional plans or elements that are consistent with the State Plan. The investment components of these plans should incorporate:

1. An infrastructure needs assessment including an analysis of life cycle costs and demand and supply management alternatives.
2. A set of criteria based on the:
 - Public Investment Priorities policies;
 - Infrastructure Investment policies;
 - other statewide policies that guide investment; and
 - other relevant provisions of the State Plan.

Public Investment Priorities

Policy 1 Priority for Public Health and Safety

Highest priority should be given to infrastructure projects and programs statewide that mitigate life-threatening situations and emergent threats to the public's health and safety, regardless of the location.

Policy 2 Priority for Infrastructure Maintenance and Repair

The maintenance and repair of infrastructure should be given higher priority than other infrastructure expenditures, except those that protect the public's health and safety (see Policy 1). This policy (Policy 2) should not be interpreted to include the expansion of capacity. Additionally, when granting funding for local

Maintenance and Repair means infrastructure investments which repair existing facilities and systems without adding new capacity.

Capacity Expansion means any change to or addition of a capital facility or land asset that results in the ability of the capital facility or land asset to provide a greater volume of service or a higher level (quality) of service. This does not include the repair, maintenance, or restoration that returns a capital facility to its original, physical design dimensions.

projects, higher priority should be given to Urban Complexes; Urban Centers; Urban Coordinating Council-eligible neighborhoods with UCC-approved plans; municipalities experiencing distress; or municipalities, counties and regions with Endorsed Plans or Designated Centers.

Policy 3 Priorities for Capacity Expansion

Municipalities, counties or regions should receive priority for capacity expansion in the following order:

1. Urban Complexes;
2. Urban Centers with Endorsed Plans;
3. Urban Centers; and
4. Urban Coordinating Council-eligible neighborhoods with UCC-approved plans, municipalities experiencing distress, and communities with Endorsed Plans or Designated Centers.

Policy 4 Priority for Planning Resources

Urban Complexes, Urban Coordinating Council-eligible municipalities and municipalities experiencing distress should receive priority for planning resources.

Policy 5 Secondary Considerations

The following secondary considerations apply to all investments, in those instances where it is necessary to supplement priorities for public health and safety, maintenance and repair, capacity expansion or planning resources:

- Municipalities with Strategic Revitalization Plans.
- Rank in the Municipal Distress Index.
- Municipalities, counties and regional entities engaging in multi-jurisdictional planning and service delivery.
- Municipalities with Certified Fair Share Plans.
- Low- and moderate-income housing in Certified Fair Share Plans.
- Counties with appropriate functional plans (for example, transportation, open space, farmland, wastewater and housing) approved by state agencies.
- Municipalities with functional plans (for example, transportation, open space, farmland, wastewater and housing) approved by state agencies and in areas meeting the criteria for existing Centers, as appropriate.
- Projects or programs with a higher benefit per public dollar invested.

4. Infrastructure Investments

Provide infrastructure and related services more efficiently by investing in infrastructure to guide growth, managing demand and supply, restoring systems in distressed areas, maintaining existing infrastructure investments, designing multi-use school facilities to serve as centers of community, creating more compact settlement patterns in appropriate locations in suburban and rural areas, and timing and sequencing the maintenance of capital facilities service levels with development throughout the state.

Capital Planning and Budgeting Coordination

Policy 1 Municipal, County, Regional and State Investments in Infrastructure To Guide Growth

Municipal, county, regional and state agencies should invest in infrastructure in ways to guide growth and prevent sprawl by:

- promoting growth in Centers and other appropriate areas in the Metropolitan and Suburban Planning Areas; and
- accommodating growth in Centers and protecting the Environs in Fringe, Rural and Environmentally Sensitive Planning Areas.

Policy 2 Infrastructure Assessments

Prepare and maintain publicly available state, regional, county, municipal, school district and special district capital plans based on life-cycle infrastructure planning. Identify specific capital improvements that address state, regional and local needs and support all planning objectives of local master plans and state and regional agency functional plans.

Policy 3 Budgeting for Infrastructure

Provide infrastructure through capital budgets based on current, adopted capital plans that identify potential sources of financing for each project.

Policy 4 Infrastructure, Development and Redevelopment

Encourage development, redevelopment and economic growth in locations that are well suited with respect to present or anticipated public facilities and services and where infrastructure can be provided at private expense or with reasonable expenditure of public funds and in accordance with the provisions of the State Plan.

Policy 5 Coordinating Infrastructure Investments

Coordinate infrastructure investments with those of surrounding and overlapping jurisdictions through collaborative capital planning, regionalization or regional sharing of facilities and services.

Policy 6 Impact Assessments

Include in capital plans an assessment of the direct, indirect and cumulative impacts of installing recommended infrastructure, and of the development that the infrastructure may support or induce, based on capacity analysis.



The Arch Street bridge over the Passaic River in Paterson was built in 1905 and restored in 1997.

Policy 7 Official Maps

Use Official Maps and adopted Master Plans as a basis for preparing capital plans, improving the efficiency of the development review process, and for establishing and exercising rights of first refusal in acquiring private land for public uses at the time of private sale.

Policy 8 School Facilities

Make the most effective use of existing school facilities; plan, design and construct multi-use school facilities integrating public and private uses to serve as centers of community and that take advantage of learning opportunities available throughout the community. Size, design and locate new school facilities to serve as focal points for existing and new growth in ways that support compact development and redevelopment. Integrate school facilities planning with neighborhood and community-wide planning and development.



Children enjoy learning in a newly remodeled former industrial space that has been converted for early childhood education in Paterson. To learn more about the role and construction of schools in municipalities, see [Creating Communities of Learning: Schools and Smart Growth in New Jersey](#), published by the Office of State Planning.

Policy 9 Sharing Facilities

Use the capacity of school facilities, roads, transit, parks and other necessary infrastructure in ways that permit maximum use of non-automotive transport, chaining of shopping and other trips with school trips, and sharing of parking, recreational and other public facilities.

Policy 10 State Facilities

Acquire, design, manage and dispose of state agency land and facilities in a manner consistent with the State Plan.

Policy 11 Infrastructure Demand Management

Apply market-based incentives that encourage demand for alternative infrastructure systems or that shift the time and location of infrastructure demand to more effectively use existing capacities. Incentives such as peak price increases and off-peak reductions, providing alternative systems, schedule shifting and load balancing should be employed as alternatives to infrastructure expansion.

Policy 12 Infrastructure Supply Management

Manage the supply of infrastructure systems and assets in ways that improve the effectiveness of infrastructure systems. Techniques such as managing the time and location of access to infrastructure systems, expanding service hours, improving technologies, rescheduling maintenance activities, developing alternative systems, coordinating infrastructure investments, and managing peak and normal levels of service should be employed in evaluating infrastructure investment alternatives.

Infrastructure and Centers and Areas with Endorsed Plans

Policy 13 Expeditious Regulatory Review Within Centers and Areas with Endorsed Plans

Provide expeditious regulatory review of public and private sector projects and programs that are located within Centers or areas with Endorsed Plans planned by municipalities or counties, by moving them ahead of others for priority review and by providing intergovernmental and interagency reviews.

Policy 14 Coordinating Plans

Coordinate municipal, county, regional and state plans and programs that affect the provision of capital facilities and services.

Policy 15 Establishing Level-of-Service Standards

Establish standards in capital plans for adequate levels of service for capital facilities sufficient both to support development within Centers and to maintain capital facility capacities in systems outside Centers that link Centers.

Policy 16 Coordinating Capital Facilities and Service Standards

Provide capital facilities that are necessary to support projected levels of development at desirable levels of service.

Infrastructure Investments, Development and Housing

Policy 17 Public Investment to Shape Community Design

Use public investments in public spaces, streets, water and sewer to shape community design in advance of private sector development or redevelopment.

Policy 18 Infrastructure Investments as a Redevelopment and Development Tool

Make infrastructure investment decisions that shape growth, leverage and promote opportunities for economic development and redevelopment, and link places of residence with areas of employment opportunities.

Policy 19 Infrastructure Investments and Rights-of-Way

Coordinate infrastructure investments by sharing rights-of-way, to the extent safe, efficient and possible.

Policy 20 Infrastructure Investments and Affordable Housing

Provide high priority to infrastructure investments that are necessary or desirable for the construction of affordable housing.

Infrastructure Investments and Natural, Historic, Cultural and Scenic Resources

Policy 21 Infrastructure Investments and Historic, Cultural and Scenic Resources

Provide infrastructure in ways that ensure the preservation and renewal of historic, artistic, archaeological, aesthetic, scenic and other cultural resources, and that protect these resources from the direct, indirect and cumulative impacts of installing infrastructure and induced development.

Policy 22 Infrastructure Investments and Natural Resource Protection

Plan, design, construct and maintain infrastructure in accordance with capital plans that protect the functional integrity of natural resources from the impacts, including direct, indirect and cumulative, of installing the infrastructure and induced development.

Policy 23 Infrastructure Investments and Water Resources

Plan, design, construct and maintain infrastructure and related services in accordance with capital plans that ensure a safe and sufficient supply of water for present and anticipated needs according to a comprehensive watershed management plan that includes water-quality standards, water conservation measures, measures that protect future supplies from the cumulative impacts of development, and use of land assets that protect water supplies.

Policy 24 Infrastructure Investments and Air Quality Standards

Plan, design, construct and maintain infrastructure in accordance with capital plans that will lead to the attainment of National and State Ambient Air Quality Standards within the time frame set forth by the State Implementation Plan (SIP) prepared pursuant to the federal Clean Air Act Amendments of 1990.

Policy 25 Infrastructure Investments and Flood Control and Stormwater Management

Provide integrated flood control and stormwater management infrastructure and related services, address both point and nonpoint sources, and maximize the use of nonstructural alternatives to minimize flooding, water pollution and damage to structures and ecological systems.

Policy 26 Infrastructure Investments and Sanitary Sewer Systems

Support sanitary sewer system installations that promote growth in Centers and other appropriate areas in Metropolitan and Suburban Planning Areas and accommodate growth in Centers in Fringe, Rural and Environmentally Sensitive Planning Areas in ways that achieve water quality goals.

Policy 27 Combined Sewer Systems

Support sanitary sewer system installations that separate wastewater and stormwater systems where feasible.

Policy 28 Rural Wastewater Systems

Encourage the use of innovative technologies and decentralized systems in Centers in communities with Endorsed Plans in the Fringe, Rural and Environmentally Sensitive Planning Areas where they are adequately financed, managed and maintained to achieve environmentally and cost effective operation.

Policy 29 Infrastructure Investments and Recycling and Waste Disposal

After maximum source reduction, plan, design, construct and maintain appropriate recycling and waste disposal facilities for both hazardous and non-hazardous solid waste regionally, at locations throughout the state, in a manner that protects the integrity of natural resources and that is compatible with adjacent development.

Infrastructure Investments and Farmland and Open Space

Policy 30 Infrastructure Investments and Recreational Facilities and Open Space

Protect recreational facilities and open space from direct, indirect and cumulative impacts associated with the installation of infrastructure and induced development.

Policy 31 Acquiring Land for Multiple Benefits

Coordinate and leverage public investment in land assets, in fee or easements, to provide multiple benefits for public purposes including land banking.

Policy 32 Retention of Public Land for Public Purposes

Protect existing public investments in land where they may serve future transportation needs, provide recreation opportunities or benefit other public purposes.

Policy 33 Return of Unused Public Land to the Private Market

Where appropriate and when no public purpose can be found, unused and abandoned public land may be sold for private use.

Policy 34 Infrastructure Investments and Farmland and Contiguous Open Space

Acquire, develop and install infrastructure, related services and public and private utilities in ways that protect and maintain the functional integrity of contiguous open space areas and corridors, farmland and environmentally sensitive features, except where necessary to provide emergency access to existing uses to address immediate or emerging threats to public health and safety.

Infrastructure Investments and Seasonal Demands

Policy 35 Infrastructure Investments and Travel, Tourism and Seasonal Demands

Plan, design, construct and maintain infrastructure in accordance with capital plans that address the special seasonal demands of travel and tourism throughout the state, using innovative management

techniques (for example, reverse lanes) where appropriate and giving priority to the primary resource-based recreational areas of the New Jersey shore and the Highlands. Access to, mobility within and adequate water supply and treatment facilities for these areas should be managed to satisfy seasonal demand while protecting the resource.

Policy 36 Conversion of Seasonal Communities

Use the capital planning process to identify and make the necessary infrastructure investments in seasonal communities that have become or are becoming year-round communities to remedy threats to the public's health and safety and prevent environmental degradation.

5. Economic Development

Promote beneficial economic growth and improve the quality of life and standard of living for New Jersey residents by building upon strategic economic and geographic positions, targeting areas of critical capital spending to retain and expand existing businesses, fostering modern techniques to enhance the existing economic base, encouraging the development of new enterprises, advancing the growth of green businesses, elevating work force skills, and encouraging sustainable economic growth in locations and ways that are fiscally and ecologically sound.

Managing Economic Development Programs

Policy 1 Intergovernmental Planning and Coordination

Coordinate economic development activities both horizontally within each level of government and vertically among the levels of government.

Policy 2 Economic Development Database

Devise, in collaboration with other agencies at all levels of government, an integrated and coordinated economic development database for use in developing state and local economic development plans and programs.

Policy 3 Efficient Regulatory Procedures

Restructure and simplify regulatory activities through comprehensive planning and careful reengineering in order to eliminate unnecessary and costly delays.

Policy 4 Coordination of Economic Development Activities with Secondary and Higher Education Institutions

Coordinate economic development and redevelopment activities with secondary and higher education institutions to encourage technology and information transfer and to assist in curriculum development and job placement.

Economic Development and Public Investment

Policy 5 Capital Facilities

Provide adequate capital facilities, whether publicly or privately owned or maintained, in accordance with capital plans to meet economic development objectives.

Policy 6 Locating Public Facilities to Anchor Redevelopment and Development

Locate public facilities and services and cultural facilities to support revenue producing redevelopment and development in the following order:

- Existing Centers to support redevelopment; then
- Centers to support development



Policy 7 Goods Movement

Promote planning and investments in capital facilities that make the movement of goods safe and efficient within and through New Jersey's ports, airports, rail systems and roads.

Policy 8 Airports

Preserve and enhance the capability of New Jersey's public use airports to support regional economic development and act as a conduit for goods movement and trade development as a recognized part of interstate commerce.

Economic Development and the Private Sector

Policy 9 Existing Business Retention and Expansion and New Business Development

Promote the retention and expansion of existing businesses, the expansion of businesses from other states or abroad, and the creation of new businesses by providing financial incentives, technical assistance, appropriate regulatory reform and information services and by ensuring that qualified workers are available in reasonable proximity to places of employment and by addressing such issues as, but not limited to, adequate public transportation, affordable housing, employee training and child care.

Policy 10 Economic Targeting

Identify and target for appropriate public policy support those economic sectors with the greatest growth potential and public benefit, with special attention to those areas where unemployment is high.

Policy 11 High-technology Activities

Promote the modernization of the existing economic base and support the creation of high-technology economic activities through the provision of financial incentives, technical assistance and the training and retraining of workers to foster the application of high technology in coordination with educational institutions.

Policy 12 Redevelopment and Adaptive Reuse of Obsolete/Underutilized Facilities

Provide financial and technical assistance for the redevelopment and adaptive reuse of obsolete or underutilized public and private facilities for appropriate economic development purposes.

Policy 13 Expand International Trading Opportunities

Expand international trading opportunities by developing trade policies and programs that build upon New Jersey's strategic economic, geographic, existing and planned infrastructure, skilled work force and demographic advantages.

Policy 14 Travel and Tourism

Enhance both domestic and international travel and tourism throughout the state by investing in facilities, services and marketing that capitalize on our natural resources, arts, culture, history, and recreational and urban amenities.

Policy 15 Workforce Skills

Expand efforts at all levels of government, consistent with the Strategic Five-Year Unified State Plan for New Jersey's Workforce Investment System, to enhance the quality of the work force and improve labor-market functioning, with special targeting of women and minority groups and of special needs groups.



Policy 16 Improved Work Place Safety and Health

Promote work place health and safety, in both the private and public sectors, by encouraging employers to make work place safety and health programs an integral part of their overall business plans and by encouraging the use of government services to improve work place health, safety and business productivity.

Policy 17 Skills and Leadership Counseling and Training

Provide skills training, leadership counseling and training, and financial assistance, including micro-loans, to small business enterprises, with special targeting of women and minority groups.

Policy 18 Enhancing Agriculture

Encourage economic development and employment opportunities that enhance the viability of agriculture as an industry.

Policy 19 Use of Markets To Achieve Public Policy Goals

Create new markets or adapt existing markets (for example, emissions trading, density transfers, peak period pricing) to achieve State Plan Goals and Statewide Policies.

Policy 20 Maritime Facilities

Promote planning, investment and maintenance of maritime facilities and services in ways that balance economic and environmental objectives, and that integrate with broader strategies to support and facilitate goods movement throughout the intermodal transportation system.

Spatial Strategies for Economic Development

Policy 21 Urban Revitalization

Coordinate and direct economic development activities to promote urban revitalization.

Policy 22 Balance Housing and Employment

Encourage proximity between housing and employment to achieve a balance between housing and job opportunities and to ease commuter travel.

Policy 23 Import Substitution

In lieu of imports, encourage, where appropriate and cost-effective, the use of energy, retail goods, agricultural products, entertainment services and other products or services produced or manufactured in New Jersey.

Policy 24 Interstate Cooperation

Promote interstate cooperation that maximizes the efficiency of infrastructure and fosters regional growth while discouraging intra-regional bidding wars.

Policy 25 Public/Private Partnerships

Promote public/private partnerships at all levels.

Policy 26 Home-based Businesses

Review state and local regulations and modify where appropriate to accommodate home-based businesses by adopting a definition and setting reasonable limits on activities.

Sustainable Economic Development

Policy 27 Full Cost Accounting

Promote markets and pricing policies that incorporate true social, economic and environmental costs and other externalities, and allocate public goods accordingly.

Policy 28 Sustainable Economic Growth

Economic development activities should avoid the depletion of resources and any other activities which compromise the livelihood of future generations and negatively affect quality of life.

Policy 29 Measuring Sustainable Economic Growth

The depletion of resources and other dimensions of sustainability should be taken into account when measuring economic growth and development.

Policy 30 Eco-industrial Districts

Encourage the clustering of compatible industries in ways that reduce natural resource consumption and minimize industrial waste and pollution.

Policy 31 Green Business

Promote the creation and expansion of businesses, such as remanufacturing and demanufacturing, that use raw materials from renewable sources (including recycled materials), generate minimal emissions through the use of renewable energy resources, and produce products that are either environmentally benign or that mitigate specific environmental problems.

6. Urban Revitalization

Prepare strategic revitalization plans, neighborhood empowerment plans and urban complex strategic revitalization plans that promote revitalization, economic development and infrastructure investments, coordinate revitalization planning among organizations and governments, support housing programs and adaptive reuse, improve access to waterfront areas, public open space and parks, and develop human resources with investments in public health, education, work force readiness and public safety in cities and towns.

Revitalization and Comprehensive Planning

Policy 1 Coordinating Revitalization Planning

Revitalize communities through a coordinated, comprehensive planning process that includes:

- participation from families, neighborhoods, schools, civic-, community- and faith-based organizations, for-profit and nonprofit groups and businesses, municipalities, utilities, school districts, counties and state agencies;

- regional partnerships among neighboring municipalities, counties and states;
- regional planning entities and planning processes that coordinate and implement, as appropriate, Regional Strategic Plans, Urban Complex Strategic Revitalization Plans, municipal and county master plans, Strategic Revitalization Plans, Neighborhood Empowerment Plans and their associated action programs; and
- assessing the social, environmental and economic impacts of proposed development within the region on cities and towns.

Policy 2 Revitalization Planning and Infrastructure

Provide public facilities and services in urban areas in an efficient manner to encourage growth, development and redevelopment in accordance with adopted plans.

Policy 3 Strategic Revitalization Plans

Prepare Strategic Revitalization Plans that:

- assess community strengths and weaknesses;
- define overall physical and social strategies to promote regional efficiencies and revitalization efforts;
- define physical and social strategies for creating interjurisdictional coordination and cooperation;
- specify physical and social strategies to target public investments for greatest efficiency and impact; and
- satisfy applicable state agency application requirements to receive expedited consideration for state funding and technical assistance.



Policy 4 Neighborhood Empowerment Plans

Prepare Neighborhood Empowerment Plans that:

- assess community strengths and weaknesses;
- define short- and long-term community goals and objectives; and
- identify specific neighborhood restoration projects.

Policy 5 Urban Complex Strategic Revitalization Plans

Prepare Urban Complex Strategic Revitalization Plans that substitute for individual municipal Strategic Revitalization Plans within their jurisdiction and that:

- describe the interrelationships that exist within the Urban Complex;
- identify issues affecting the future growth and viability of the Urban Complex;

- assess the strengths and weaknesses of the Urban Complex; and
- specify strategies for regional and cultural cooperation and action.

Policy 6 Community Design

Include in all revitalization efforts community design guidelines that:

- promote mixed-use and public open space in redevelopment projects so that these areas are both attractive and functional for residents and businesses;
- establish design criteria to improve and enhance waterfront areas, corridors, neighborhoods and gateways;
- design and redesign buildings and neighborhoods to both improve public safety and facilitate community interaction;
- encourage compact, mixed-use redevelopment projects through master plans, zoning and other development regulations where they are compatible with the general character of surrounding areas;
- provide and maintain appropriate lighting that improves pedestrian movement and public safety;
- establish compatible design criteria for commercial facades, setbacks and streetscapes;
- encourage the creation of design facilitation teams drawn from public agencies and private groups to consult on development and redevelopment projects; and
- facilitate the inclusion of art work and quality aesthetics in all construction projects.

Policy 7 Land-use Regulations

Modify land-use regulations to maximize the effectiveness of revitalization efforts.

Revitalization, Economic Development, Human Resource Development and Infrastructure

Policy 8 Human Services

Provide adequate public assistance to those in need through networks of providers while ensuring that responsibility for public assistance is shared equitably by the state, its various jurisdictions and all New Jersey citizens.

Policy 9 Public Health

Provide access to cost-effective, comprehensive, primary care and prevention services through networks of providers while ensuring that responsibility is shared equitably by the state, its various jurisdictions and all New Jersey citizens through adequate reimbursement systems to promote health and reduce reliance on hospital-based settings.

Policy 10 Education

Promote improvements in public education, while ensuring that responsibility is shared equitably by the state, its various jurisdictions and all citizens of the state, including investments to provide educational facilities and programs that ensure a thorough and efficient education. This includes:

- investing in school facilities in accordance with school facility and local master plans;
- supporting implementation of advanced technology;
- providing special education services and programs to all eligible students and families;

- providing development curricula to meet educational needs of urban student populations;
- reducing racial and economic segregation in distressed urban schools;
- providing all students, regardless of background or disability, with a rigorous program of core curriculum standards that define what all students should know and be able to do;
- implementing early childhood services and demonstrably effective programs in districts with high concentrations of low income students; and
- providing networking opportunities among public and private schools, nonprofit organizations, colleges and universities.

Policy 11 Work Force Readiness

Target and adapt public and private work force readiness programs, economic development resources and cooperative activities to contribute to revitalization efforts, while ensuring that responsibility is shared equitably by the state, its various jurisdictions and all citizens of the state.

Policy 12 Public Safety and Crime Prevention

Develop policies and programs, with responsibility shared equitably by the state, its various jurisdictions and all New Jersey citizens, to improve safety and prevent crime and thereby encourage revitalization, ensuring that those areas that experience demonstrably persistent high crime rates are given highest priority with respect to approaches that use environmental design and community policing to help prevent crime.

Policy 13 Economic Development Programs

Support urban revitalization efforts by:

- encouraging the formulation of economic development programs that are coordinated with Regional Strategic Plans;
- enabling urban municipalities to create additional sources of funding;
- providing targeted sales and other tax benefits with proceeds available for local public and private investment;
- encouraging the location of public, institutional, educational, medical and cultural facilities to encourage revitalization and add a revenue stream;
- encouraging the use of downtown management programs and business improvement districts;
- promoting microloans for small business creation and retention as a prime vehicle for economic revitalization and integration with the regional economy;
- encouraging the location in downtown locations of large-scale retail which are designed to be compatible with the scale and existing character of a downtown or core;
- encouraging the location of entertainment and cost-effective sports facilities in downtown locations;
- promoting tourism initiatives;
- capitalizing on opportunities for international trade;
- promoting agricultural-related economic development activities; and
- encouraging diverse cultural organizations and institutions to develop new business enterprises to serve local residents.

Policy 14 Mitigation for Tax-exempt Property

Provide appropriate mitigating aid where there is a high proportion of tax-exempt property and fiscal hardship can be demonstrated.

Policy 15 Deferred Maintenance

Eliminate the backlog of infrastructure repair and replacement arising from deferred maintenance and system failures.

Policy 16 Infrastructure Policies

Target infrastructure investments, levels of service and pricing policies to encourage revitalization.

Policy 17 Local Economic Development

Support urban revitalization efforts that:

- encourage the formation of community-based, city-wide and regional economic development corporations and programs to attract both public and private funding;
- actively promote state agency involvement in the formal establishment of innovative private/public partnerships for preparing Strategic Revitalization Plans and other revitalization activities; and
- market New Jersey's cities and towns and work with municipal, county and regional government and the private sector to further business location into these areas.

Policy 18 Industrial and Commercial Adaptive Reuse

Support urban revitalization efforts that:

- provide regulatory, technical and funding assistance to support the industrial and commercial adaptive reuse of obsolete facilities, such as the conversion of older industrial complexes to smaller multi-tenant industrial and commercial mixed-uses, encourage the adaptive reuse of obsolete industrial, commercial and public facilities for cultural tourism and the visual and performing arts; and
- determine which obsolete and abandoned industrial and commercial structures should be demolished where there is no significant market for adaptive reuse and where redevelopment opportunities may be increased by land assembly or land banking.

The City of Trenton has worked aggressively to remediate the former Magic Marker Corp. site. It had been an industrial battery factory for 33 years and then an inks and solvents plant for seven years.



Policy 19 Public Procurement Practices

Undertake public procurement practices that use local vendors, support sustainable industries, products and processes and maximize use of the local labor force.

Policy 20 Environmental Cleanup

Maintain and improve local and regional cooperative planning efforts that reinforce state, local and private brownfields and other environmental cleanup initiatives, giving first priority to sites that present a threat to the public health.

Policy 21 Sewer Systems and Revitalization

Improve wastewater treatment and stormwater management systems where necessary to meet current standards and specified levels of service, including the separation of combined sanitary and storm sewer systems.

Policy 22 Transportation Improvements

Promote transportation improvements to further revitalization, maximizing opportunities for affordable and convenient access to public transportation services both within revitalizing communities and between revitalizing communities and the larger region, and building upon economic and housing redevelopment potential. Locate intercept parking facilities at the edge of town, with reliable transit links into downtown and to major attractions.

Policy 23 Transportation Linkages

Ensure that communities are sufficiently linked with major highway, public transportation and aviation facilities and services throughout the region and state with special efforts to improve linkages between employees and job opportunities, and among consumers and commercial, recreational and cultural facilities.

Policy 24 Locally Undesirable Land Uses

Avoid the disproportionate location of prisons, waste-management facilities and other locally undesirable land uses in municipalities and neighborhoods experiencing distress that are homes to the poor and minorities.

Policy 25 Public Service Delivery

Promote flexibility in the methods of delivering public services for revitalizing communities at the neighborhood, municipal and regional scale.



Policy 26 Neighborhood Service Centers

Create community centers providing and integrating a broad range of public and private social, educational, health, employment and other services.

Revitalization and Housing

Policy 27 Housing Programs

Support state housing programs that encourage revitalization.

Policy 28 Mix of Housing Types

Promote the development of a variety of rental and owner-occupied, single- and multi-family housing and housing for a broad range of income groups, diverse cultures and for groups with special needs, so as to balance the mix of residential uses and to reduce the concentration of low income and minority housing in areas undergoing revitalization without causing undue displacement of existing residents.

Policy 29 Residential Adaptive Reuse

Support urban revitalization efforts that:

- promote the residential adaptive reuse of obsolete facilities, such as the conversion of older industrial, commercial and public facilities by appropriately revising regulations that might prevent or discourage adaptive reuse and by providing state technical assistance and funding;
- promote adaptive reuse of such facilities for artists' living and working studios; and
- support demolition of obsolete and abandoned residential sites outside historic districts that are not suitable for adaptive reuse where redevelopment opportunities may be increased by land assembly or land banking.

Policy 30 Nonprofit Housing Sponsors

Encourage nonprofit housing sponsors as a means to developing a range of reasonably priced housing choices.

Policy 31 Low-income Housing Opportunities

Reverse the trend toward large concentrations of low-income households in municipalities experiencing distress, including those disproportionately occupied by racial minorities, by creating and affirmatively marketing low-income housing opportunities in less distressed neighborhoods and communities, while selectively demolishing vacant, obsolete housing for parks, community gardens or housing expansion, and development of market rate housing.

Policy 32 Neighborhood Parks

Establish safe and accessible recreational facilities, open space and parks in residential areas.

Policy 33 Lead-paint Removal

Intensify rehabilitation activities for lead-paint removal in aging housing units.

Revitalization and the Environment

Policy 34 Revitalization for Sustainability

Use redevelopment and rehabilitation projects that improve and protect the environment and contribute to the sustainability of revitalizing communities by:

- promoting the reuse of vacant and transitional lands for community gardens and ecologically sound intensive farming;
- using rooftops for gardens, and solar-electric- and thermal-collection systems;
- improving access to waterfront areas, public open space and parks through the redevelopment of vacant lots and abandoned structures and uncovering of paved over waterways;
- reducing heat islands; and
- maintaining existing trees and forested areas and planting new trees.

7. Housing

Preserve and expand the supply of safe, decent and reasonably priced housing by balancing land uses, housing types and housing costs and by improving access between jobs and housing. Promote low- and moderate-income and affordable housing through code enforcement, housing subsidies, community-wide housing approaches and coordinated efforts with the New Jersey Council on Affordable Housing.

Planning and Regulation

Policy 1 Balanced Housing Policies for Master Plans and Development Regulations

Provide a reasonable balance in master plans and development regulations between:

- residential and other land uses, to achieve sensible ratios between housing and jobs, housing and retail, housing and open space, and other uses;
- different housing types, to address the full range of housing needs and preferences (different age groups, income levels, mobility options and life styles); and
- housing costs, with an emphasis on quality affordable housing, housing tenures and residential arrangements.

Policy 2 Age-restricted Housing

Planning for age-restricted housing should be grounded in local master plans that are balanced with housing for a range of ages and should be physically integrated into or connected to Centers or other areas with facilities and services.

Policy 3 Housing Location Policies for Master Plans and Development Regulations

In general, master plans and development regulations should encourage:

- the location of housing in proximity and easy access to employment areas; and
- the location of housing with densities of six dwelling units per gross acre or greater, within walking distance of schools, services, transit, civic and employment opportunities.

Policy 4 Municipal Housing Elements and Capital Plans

Maintain up-to-date housing elements coordinated with capital plans in municipal master plans.

Housing Maintenance and Neighborhood Rehabilitation

Policy 5 Housing Preservation and Neighborhood Rehabilitation

Encourage and support housing maintenance which is essential to neighborhood stability through coordinating property maintenance code enforcement and through incentives for housing and neighborhood rehabilitation.

Policy 6 Preservation of Affordable Housing

Preserve the existing, basically sound affordable housing stock, since it is as important as providing new affordable housing opportunities.

Policy 7 Efficient Use of Existing Housing Stock

Facilitate the efficient use of the existing housing stock through codes and regulations as a way of meeting housing objectives.

Housing Finance and Subsidies

Policy 8 Fair-lending Practices

Prohibit discrimination and promote and enforce fair-lending practices to ensure the financing of housing for a full range of income groups, special-needs groups and housing types, including owner-occupied and rental housing.

Policy 9 Housing Financing Techniques

Identify, provide and promote financing techniques which reduce housing costs and broaden the range of eligible housing types and applicants.

Policy 10 Housing Subsidies

Provide adequate subsidies for housing producers and consumers to ensure the provision of housing at reasonable cost for a range of income groups, including the very low income, of special needs groups and of tenure types, including owner-occupied and rental housing.

Policy 11 Housing Co-development

Promote public/private partnerships for housing development and redevelopment, using all available techniques including the development capacities of the New Jersey Housing and Mortgage Finance Agency and county improvement authorities.

Policy 12 Difficult To Finance Housing Types

Financing mechanisms for housing in mixed-use buildings and other difficult to finance housing types should be developed by lending institutions, state entities and other interested organizations.

Policy 13 Mortgage Underwriting

Mortgage underwriting should:

- develop procedures that are streamlined and user friendly;
- develop standards that are flexible and sensitive to the unique needs of individual buildings and applicants; and
- develop standards that reflect the potential household savings resulting from access to mass transit and other cost-saving features of location-efficient neighborhoods.

Housing and Community Development

Policy 14 Nondiscrimination

Ensure access to housing opportunities for all people regardless of race, religious beliefs, color, national origin, ancestry, sources of housing payment (for example, subsidy vouchers), handicaps, marital status, number of children, sexual preference or gender.

Policy 15 Housing and Community Development and Redevelopment

Enhance community development and redevelopment strategies that target housing programs to designated neighborhoods so that housing development is better coordinated with the provision of other community services, economic development, employment opportunities, education and public safety efforts.

Policy 16 Nonprofit Housing

Support the development and redevelopment of nonprofit housing for low- and moderate-income groups and special needs groups by providing adequate funding incentives and technical assistance to nonprofit housing sponsors.

Policy 17 Special Needs Housing

Coordinate planning for an adequate supply of supported housing for persons with special needs at the state, county and municipal levels. Facilities should be designed to assure the safety of residents, facilitate barrier-free community interaction, and be physically and socially integrated within neighborhoods.

Policy 18 Development Fees for Affordable Housing

Development fees on development and redevelopment should continue to provide a way of raising municipal funds for affordable housing.

Policy 19 Housing Revitalization Without Displacement

Minimize displacement effects that may be attributed to development and redevelopment or to condominium or cooperative conversion activities, whether privately or publicly funded.

Policy 20 Mixed-income Neighborhoods

Promote and support housing development and redevelopment which results in mixed-income neighborhoods.

Policy 21 Adaptive Reuse of Obsolete Buildings for Housing

Encourage the adaptive reuse of obsolete commercial, industrial and civic buildings for housing.

Housing and Neighborhood Design

Policy 22 Integration of Housing with Different Unit Types or Costs

Seek to integrate different housing types and units of varied costs in neighborhood design.

Policy 23 Community-oriented Housing Features

Emphasize community-oriented housing features, such as front porches, balconies and small front setbacks, where appropriate, to increase incidental social interaction and neighborhood security.

Policy 24 Security and Community

Balance safety and security considerations with the need to maintain accessibility and openness in residential neighborhood design.

Policy 25 Use of Renewable and Nontoxic Building Materials

Favor the use of nontoxic and sustainable building materials in housing construction.

Policy 26 Universal Design

Accommodate in a cost-effective manner the present and future needs of various age groups and developmental abilities through the design of housing interiors and exteriors.

Coordination with the New Jersey Council on Affordable Housing

Policy 27 Coordination with the New Jersey Council on Affordable Housing

Using the State Plan as a guide, collaborate with the Council on Affordable Housing on the allocation of affordable housing needs to coordinate timetables and policies to increase predictability for municipalities.

Policy 28 Municipalities and COAH Certification

All municipalities should address their affordable housing obligations and are encouraged to petition the Council on Affordable Housing to have their housing elements and fair share plans receive substantive certification.



This former cigar factory in Trenton was converted into apartments.

8. Transportation

Improve transportation systems by coordinating transportation and land-use planning; integrating transportation systems; developing and enhancing alternative modes of transportation; improving management structures and techniques; and utilizing transportation as an economic development tool.

Coordinated Transportation Planning

Policy 1 Transportation Maintenance and Repair

The maintenance and repair of the existing transportation network is the highest transportation priority.

Policy 2 Public Transportation Priorities

Public transit funds should be invested in the following areas beyond preservation of the existing network:

- Improvements that provide greater accessibility to rail, bus and ferry transit stations and Centers from within and outside the state.
- Improvements that promote system usage for intra-state trips, especially realizing the potential of the major transfer facilities and connecting the rail system to important in-state traffic generators.
- Improvements that foster mobility within developed areas and that link neighborhoods, for example, intra-city transit.
- Improvements that link redevelopment to existing and planned mass transit facilities.
- Connect developed areas that are under served by mass transit.
- Promote development that is conducive to mass transit services.
- Expansions of fixed rail networks that, where feasible, complete coverage to all significant corridors in locations and ways that support compact development and redevelopment.
- Capacity that permits travel conveniently and comfortably to major centers adjacent to the state.

Policy 3 Coordination of Transportation Planning Among Public, Quasi-public and Private Agencies

Improve the coordination and integration of transportation planning among the relevant public, quasi-public and private transportation interests in New Jersey, including the metropolitan planning organizations, bistate authorities, toll road authorities and commissions. Transportation planning coordination should also be improved through the provisions of the federal Transportation Equity Act for the 21st century, including the Metropolitan Planning Organization Transportation Improvement Plan process.

Policy 4 Integration of Land Use and Transportation Planning

Establish a working partnership between transportation agencies, municipal, county and regional governments and the private development community to strengthen the linkages between land use planning and transportation planning for all modes of transportation including mass transit, highways, rail, aviation, passenger ferry service and port facilities. Transportation system

improvements and good land use planning practices must be mutually supportive. Coordinate and harmonize local, state and regional infrastructure investment plans and programs with local land use plans to achieve the following objectives:

- Reduce consumption of land and increase the efficiency of infrastructure.
- Support public transportation systems and other alternatives to the automobile.
- Reduce total vehicle miles of travel.
- Reduce the overall consumption of energy resources for transportation purposes.

Policy 5 Transportation and Environmental Resource Protection

Coordinate transportation planning and project development with environmental planning through a capital planning process. Before programming for construction, evaluate the direct, indirect and cumulative impacts of installing transportation improvements and of the development that these improvements may support or induce to ensure that they accommodate and protect sensitive environmental resources.

Policy 6 Transportation and Air Quality

Coordinate transportation planning and project development with the State Implementation Plan to attain the National Ambient Air Quality Standards within the timeframe set forth by the Clean Air Act and the greenhouse gas emission reduction targets of the New Jersey Department of Environmental Protection.

Policy 7 Transportation and Energy Conservation

Reduce the consumption of energy resources for transportation purposes by:

- reducing the total vehicle miles traveled through efficient land development patterns;
- using public and alternative transportation systems; and
- encouraging the development of higher-mileage vehicles.

Policy 8 Transportation and Aesthetics

Incorporate aesthetic values in capital planning, design and maintenance of transportation systems and corridors.

Policy 9 Transportation and Context-sensitive Design

Promote flexible transportation design standards and flexible application of standards which take into consideration the needs of people and the design and natural characteristics of adjacent areas.



Protection of Transportation Investments

Policy 10 Unused and Abandoned Transportation Rights-of-way

Protect appropriate rights-of-way that may serve future transportation or public purpose needs (for example, where rail service has been discontinued or land has been acquired for projects that were later abandoned). Ensure that neighboring land uses are compatible with potential future uses for rights-of-way.

Policy 11 Aviation Facilities

Preserve and protect New Jersey's public use aeronautical facilities to maintain statewide access to the global air transportation network. Enhance those facilities for goods and people to maintain the viability of the airport to meet its role in the transportation system and where appropriate to act as a stimulus for the regional economy. Provide adequate land use management for those areas immediately surrounding public use airports through air safety zones, master plans, capital plans, official maps and development regulations.

Transportation Systems Management

Policy 12 Transportation Systems Integration

Complete intra- and inter-modal transportation linkages and facilities to ensure that the various systems work together as a unified, integrated, comprehensive and efficient network.

Policy 13 Mobility and Access

Emphasize the movement of more people rather than the movement of more vehicles and enhance access to employment, goods, services and information. Promote greater use of, and invest in, public transportation, alternative transit modes (for example, car and van pooling, ferry services), organizational arrangements (for example, transportation management associations), bicycling and pedestrian design, before increasing automobile related system capacity.

Policy 14 Efficient Utilization of Capacity

Efficiently manage the existing transportation network. Employ or provide for both capital and operational improvements the latest available technology and design techniques where they can efficiently increase the capacity or reduce costs of all forms of existing and planned transportation infrastructure and services.

Policy 15 Provision of Public Transportation Services

Maintain or expand public transportation services to areas of existing and planned high-density development that provide opportunities to exploit the efficiencies of mass transportation systems in ways that support development and redevelopment. Promote the use of high-occupancy vehicles, bicycle and pedestrian facilities in all development where feasible.

Policy 16 Transportation Demand Management Strategies

Promote market-based incentives to encourage transit, intercept parking, carpooling, park-and-rides, telecommuting, flexible hours, and other travel demand alternatives that utilize existing capacity. Specific demand-side programs include cashing out of free parking, implementing peak and off-peak pricing on roads, automobile insurance discounts for transit riders and providing transit vouchers.

Policy 17 Transportation Supply Management Strategies

Alleviate congestion on the existing infrastructure system by managing the supply of transportation services. Specific supply side programs that should be considered include electronic toll collection, intelligent transportation systems, highway access management plans, transportation improvement and development districts and employer or other shuttle pick-up at transit stations.

Policy 18 Highway Access Management

Develop and adhere to highway access management plans and programs that protect system capacity and provide for safe travel. Control local access to highway capacity through plans, regulations and negotiated agreements between appropriate levels of government in ways that ensure that regional needs, adequate system capacity and public health and safety are protected and minimize sprawl. Encourage parallel service roads, shared driveways and parking, and pedestrian access between neighboring uses.

Policy 19 Regional and Local Traffic Patterns

Separate regional through traffic from local traffic by way of limited access bypass roads—planned to minimize sprawl and adverse impacts on adjacent communities—where alternative circulation patterns using existing roads are not feasible.

Transportation and Economic Development

Policy 20 Transportation Planning as a Redevelopment and Development Tool

Employ transportation planning, facilities and services as development and redevelopment tools to shape growth and leverage economic development opportunities.

Policy 21 Labor Markets

Use appropriate transportation connections to link places of residence with those areas of growing employment opportunities identified in the State Plan.

Policy 22 Recreational and Tourism Travel

Promote travel and tourism in New Jersey by making appropriate transportation investments that consider seasonal demands, enhance mobility and accessibility through infrastructure improvements, access management and demand management strategies, and protect the resources on which recreation and tourism are dependent.

Policy 23 Goods Movement

Enhance the movement of goods throughout New Jersey by investing in a comprehensive network for regional and interstate commerce, including, where appropriate:

- developing intermodal facilities linking seaports, airports, railroads and highways;
- encouraging movement of goods by rail to and from the ports and elsewhere, while protecting current and future passenger use on available rights of way;
- dredging channels to provide shipping access;

- developing new port facilities, including new land for expansion; and
- providing exclusive rights-of-way congestion bypasses for local port and distribution activities and regional through movement of trucks.

Policy 24 Traffic Calming

Encourage the use of traffic calming techniques to enhance pedestrian and bicycle circulation and safety within compact communities and other locations where local travel and land access are a higher priority than regional travel.

9. Historic, Cultural and Scenic Resources

Protect, enhance, and where appropriate rehabilitate historic, cultural and scenic resources by identifying, evaluating and registering significant historic, cultural and scenic landscapes, districts, structures, buildings, objects and sites and ensuring that new growth and development is compatible with historic, cultural and scenic values.

Policy 1 Identification and Inclusion

Coordinate the identification of historic areas, historic sites, landscapes, archeological sites and scenic corridors for inclusion in state and national registers and in county and municipal planning documents.

Policy 2 Municipal Plans

Include historic surveys and scenic corridors in local master plans.

Policy 3 Preservation Guidelines

Ensure uniformity in guidelines used by all levels of government for the preservation and rehabilitation of historic buildings.

Policy 4 Historic Resources and Development Regulations

Protect the character of historic sites, landscapes, structures and areas through comprehensive planning, flexible application of zoning ordinances, construction codes and other development regulations.

Policy 5 Archaeological Resources

Investigate, protect and document archaeological resources identified prior to disturbance of the site. Encourage voluntary, expedited documentation of archaeological finds that might not otherwise be investigated, especially in private construction sites.

Policy 6 Historic Resources and Infrastructure

Locate and design public and private capital improvements to protect historic resources and their settings from the immediate and cumulative effects of construction and maintenance of these improvements.

Policy 7 Historic Structure Re-use and Affordable Housing

Promote adaptive reuse of historic structures to provide affordable housing, where appropriate, in ways that respect architectural and historic integrity.

Policy 8 “Main Street” Programs

Promote “Main Street” and other programs to aid in protecting historic sites and structures during revitalization of traditional downtown areas.

Policy 9 Identification and Delineation of Scenic and Historic Corridors

Participate in the coordination of state, regional and local government identification and delineation of scenic and historic corridors throughout New Jersey, and take the necessary steps to protect them.

Policy 10 Greenways, Scenic and Historic Corridors

Establish within a regional greenway system publicly accessible portions of scenic and historic corridors to provide passive and active recreational and cultural opportunities.

Policy 11 Development Patterns and Design to Support Scenic and Historic Values

Manage development and redevelopment to maintain, complement and enhance scenic and historic values within identified and delineated scenic and historic corridors.

Policy 12 Protection and Preservation of Scenic and Historic Corridors

Protect scenic and historic corridors by appropriate means and preserve them by using easement purchase, density transfers, fee simple purchase and other innovative and effective mechanisms.

Policy 13 Museums

Support museums, libraries, interpretive centers, archives and other public buildings as repositories of past culture and showcases for contemporary culture, and locate them in Centers, where appropriate, as interconnected components of community-based learning networks.





Policy 14 Civic Design and Public Art

Encourage high-quality design of all public buildings and landscapes, and promote the use of art in all public buildings and spaces.

Policy 15 Economic Development

Use historic preservation as a tool to promote economic development.

10. Air Resources

Reduce air pollution by promoting development patterns that reduce both mobile and stationary sources of pollution, promoting the use of alternative modes of transportation, and supporting clean, renewable fuels and efficient transportation systems.

Policy 1 Statewide Coordination

The State Implementation Plan (SIP) should devise, enact, and implement necessary initiatives to help the state meet the provisions of the federal Clean Air Act. State government should involve municipal, county and regional governments, metropolitan planning organizations, major authorities and commissions and appropriate public and private sector organizations in the preparation of the SIP. Planning at all levels of government should be coordinated to ensure that both land and capital facility development and redevelopment will lead to attainment of National Ambient Air Quality Standards (NAAQS).

Policy 2 Regional-Interstate Coordination

Undertake cooperative regulatory, land use development and transportation programs by the state to meet NAAQS through research and cooperation with other states in the region and with appropriate federal and interstate authorities.

Policy 3 Land-use Patterns

Establish and maintain growth management programs at all levels of government that promote Center-based land-use patterns that reduce automobile dependency, shorten automobile trip lengths and encourage use of alternative modes of transportation.

Policy 4 Carbon Monoxide Hot Spots and Ozone

Recognize the deleterious impacts of both ozone and carbon monoxide pollutants caused by traffic congestion in regional and local plans. Undertake remedies that mitigate or eliminate these impacts through public and private sector actions addressing transportation mobility choices, use of clean, renewable, alternative forms of energy and development or redevelopment activities within the affected areas.

Policy 5 Vehicle Miles Traveled Reduction

Reduce vehicle miles traveled by trip reduction strategies, better local and regional land use planning and greater use of other modes of transport.

Policy 6 Air Quality and the Biosphere

Promote government policies that support the reduction of acid rain, global warming, ozone depletion, sea level rise and other pollutant transport mechanisms, and toxic emissions generally.

11. Water Resources

Protect and enhance water resources through coordinated planning efforts aimed at reducing sources of pollution and other adverse effects of development, encouraging designs in hazard-free areas that will protect the natural function of stream and wetland systems, and optimizing sustainable resource use.

General

Policy 1 Intergovernmental Coordination

Coordinate the planning efforts of agencies that manage and protect land, water and other environmental resources to ensure consistency among plans and that the cumulative effects of development and redevelopment do not degrade water quality and supply.

Policy 2 Integration of Water Quality and Land-use Programs

Integrate state, regional and local land-use and water-management planning to avoid surface and ground water degradation due to the cumulative effects of point and nonpoint source pollution.

Policy 3 Watershed Resource Planning

Institute a watershed-based resource planning and permitting program which addresses sustainability of ground and surface water resources including, at a minimum: water quality, water supply, wastewater management, land-use planning and regulation, nonpoint and point source pollution abatement, flood control and effects of inter-basin transfers.

Policy 4 Prevention of Water Pollution

Prevent pollution by managing the character, location and magnitude of development based on direct and indirect, individual and cumulative impacts on ground and surface water quality as measured by recognized scientific methods.

Policy 5 Water Quality/Individual and Community On-site Wastewater Treatment Systems

Provide for well-designed and maintained individual and community on-site wastewater treatment systems that produce treated effluent suitable for recharging ground water or for assimilation in surface water bodies.

Policy 6 Toxic and Hazardous Materials

Manage the location and design of land uses and structures that involve the use, storage, treatment or disposal of toxic and hazardous materials to prevent contamination of ground and surface water.

Policy 7 Wetlands

Protect and enhance wetlands as a means of protecting and improving water quality, controlling floods and ensuring habitat diversity through watershed planning, local and regional land-use planning, incentives, education and regulation.

Policy 8 Nonpoint Source Pollution

Reduce and where feasible eliminate the volume and toxicity of pollution in surface and ground water from nonpoint sources.

Policy 9 Integrating Land-use Planning and Natural Resource Information

Integrate county and municipal land-use planning with information on carrying capacity of natural systems and landscape units (for example, watershed), including aspects of the local or regional hydrologic system.



Ground Water

Policy 10 Protecting Ground Water Sources

Include policies and standards for managing development and redevelopment in county and municipal master plans and development regulations to protect aquifer recharge areas and wellheads of public and private potable water supply systems.

Policy 11 Aquifer Recharge Areas

Delineate prime and locally important aquifer recharge areas and include them in municipal and county plans to protect ground water resources and improve the statewide coordination of planning efforts.

Policy 12 Management Programs for On-site Waste Disposal and Septage Removal

Establish management programs for the maintenance of on-site wastewater systems and the appropriate disposal of septage to prevent system failure and eliminate pollution from septic systems.

Policy 13 Water Quality and Limestone Areas

Protect surface and ground water quality in limestone areas by utilizing state-of-the-art planning and engineering standards specifically designed for use in limestone areas.

Policy 14 Managing Development for Water Quality

Protect ground water quality by assuring proper siting, design and installation of on-site wastewater or stormwater treatment systems which would not drain directly into areas of limestone, porous soils, high water tables, and fresh and saltwater wetlands.

Policy 15 Aquifer Protection

Manage the character, location and magnitude of development and redevelopment in aquifer recharge areas to avoid potential contamination or saltwater intrusion and to otherwise avoid adversely affecting the quantity and quality of water in the aquifer.

Policy 16 Wellfield Protection

Manage the character, location and magnitude of development and redevelopment to prevent the discharge of pollutants that may adversely affect wellfields and areas designated as existing or future water supply sources.

Surface Water

Policy 17 Identification and Delineation of Surface Water Systems

Identify and delineate headwaters, reservoirs and other sensitive surface water resource systems and manage activities in areas containing, or adjacent to, these systems to protect them from immediate or cumulative negative impacts to flow and quality.

Policy 18 Stream Corridor Protection and Management

Protect, establish and maintain appropriately vegetated buffers along streams, rivers, wetlands, reservoirs and scenic waterways to protect the natural functions and quality of surface water resources.

Policy 19 Site Disturbance

Site disturbance should be minimized to prevent or reduce soil erosion, sedimentation, compaction and loss of native vegetation.

Policy 20 Stormwater Management Facilities

Convey stormwater to surface water bodies at a quantity, quality and rate equal to that which would be achieved through natural processes, emphasizing the use of naturally functioning systems and nonstructural methods.

Policy 21 Regional Stormwater Management

Encourage regional flood and stormwater management planning and where appropriate the creation of regional control facilities to minimize the proliferation of on-site basins.

Water Supply Management

Policy 22 Development and Water Supply

Establish the character, location, magnitude and timing of development and redevelopment based on, and linked to, the quantity of water that is available without adversely affecting water-dependent habitats and ecosystems and without exceeding the sustainable yield of the water source.

Policy 23 Water Supply and Facilities Capacity

In areas experiencing stressed water supply resources, improve current systems and manage water use and development intensity, to minimize the need for additional water supply facilities.

Policy 24 Water Supply Planning

Coordinate the Statewide Water Supply Master Plan with the State Plan, and coordinate state, regional and local land use with the Statewide Water Supply Master Plan to ensure that water demands of new development do not exceed or degrade water resources.

Policy 25 Water Conservation

Encourage appropriate use of indigenous plants in landscaping, water-saving design, building standards and construction techniques, agricultural best management practices, water reclamation and reuse, peak and off-peak period pricing, and water conservation measures to reduce demand for water.

Policy 26 Agricultural Water Supply

Consider the water needs of the agricultural industry in water supply planning at all levels of government.

Policy 27 Drought Planning System Interconnections

Interconnect individual public water supply networks to create an emergency system that can meet water supply need during periods of drought.

Flood Control

Policy 28 Flood Plain Development and Redevelopment

Protect and enhance wetlands and avoid development and redevelopment in designated flood plains.

Policy 29 Natural Systems and Nonstructural Methods

Use naturally functioning systems and nonstructural methods for stormwater management and flood control in public and private development, wherever practicable.

Policy 30 Stormwater Management Systems

Plan for stormwater management and flood control systems on a watershed basis, incorporating where feasible natural systems and nonstructural methods, including increased filtration.

Policy 31 Flood Protection

Where natural and nonstructural methods, including buy-outs, are insufficient to provide flood protection, design and construct adequate flood protection facilities to minimize risk to life and property and to preserve water-dependent ecosystems.

Policy 32 Flood Hazard Areas

Include Flood Hazard Areas within stream corridors to ensure coordination of planning efforts and to support federal, state and local emergency management and resource protection efforts.

Policy 33 Managing Development and Redevelopment outside of Flood Plains

Design and construct new development so that there is no net increase in the runoff rate or flood peak to prevent increases in flooding and damage to stream corridors.

Policy 34 Flood Control in Tidal Areas

Implement federal flood hazard reduction standards in areas subject to tidal flooding to reduce flood damage.

12. Open Lands and Natural Systems

Protect biological diversity through preservation and restoration of contiguous open spaces and connecting corridors; manage public land and provide incentives for private land management to protect scenic qualities, forests and water resources; and manage the character and nature of development for the protection of wildlife habitat, critical slope areas, water resources, and for the provision of adequate public access to a variety of recreational opportunities.

Open Space and Recreational Lands

Policy 1 Open Space Acquisition Priorities

Funds for the acquisition of open space and farmland retention should be used for the following features (not listed in order of priority):

- Critical Environmental Sites;
- greenbelts that define Centers;
- greenways;
- land containing areas of significant agricultural value, recreational value, scenic value or with environmentally sensitive features;
- land in agricultural production that achieves other open space goals;
- land needed to meet existing and future needs for active recreation; and
- parks, plazas and public spaces in urban areas that enhance community character and support redevelopment efforts.

Policy 2 State Open Space and Outdoor Recreation Plan

Prepare and maintain a detailed state Open Space and Outdoor Recreation Plan, including appropriate maps, for existing and needed recreational and open space land in New Jersey.

Policy 3 Coordinated Planning

Coordinate regional, county and municipal plans with the state Open Space and Outdoor Recreation Plan to ensure there are adequate lands available to meet the needs of future generations and to ensure that the character, location and magnitude of development is compatible with the recreational and open space value of existing and needed recreational and open space facilities.

Policy 4 Integration of Goals

Plan and design the preservation of recreational and open space land to maximize implementation of other Statewide Policies, including environmental protection and protection of the Environs, while implementing recreational and open space policies.

Policy 5 Adequate Recreational Facilities

Ensure that there are adequate indoor and outdoor recreational facilities where appropriate for the year-round enjoyment and health of residents and tourists.



Policy 6 Adequate Facilities for Development and Redevelopment

Ensure that the character, location, magnitude and timing of development and redevelopment are linked to the availability of adequate recreational facilities and open space land needed to serve growth.

Policy 7 Open Space and Redevelopment

Provide, in redevelopment programs, for the acquisition, development and maintenance of recreational and public open space that will assist in the creation of an attractive and desirable quality of life in the redevelopment area.

Policy 8 Trails, Greenways and Blueways as Public Open Space Linkages

Implement the New Jersey Trails Plan for a statewide network of open space corridors (greenways) and waterway corridors (blueways) that link recreational and open space land by way of corridors, paths, river and stream corridors, migratory routes, hiking and biking trails, beaches, abandoned railroad rights-of-way, scenic trails and outlooks, historic areas and other resources and public open spaces, through the cooperation of state, regional and local government, as well as private groups and property owners.

Policy 9 Retention of Recreational and Open Space Land in Private Ownership

Promote and encourage the protection and enhancement of privately owned tracts of open space, wetlands or forest lands, as well as privately owned recreation facilities such as golf courses and ski resorts, as appropriate, through technical assistance, easement purchases, density transfers and deed restriction programs at the state level.

Policy 10 Publicly Owned Watershed Lands

Establish and maintain undeveloped publicly owned lands within the watersheds of potable water supply reservoirs as public open space and distribute the cost of maintaining such lands equitably as a public asset.



Policy 11 Tax-exempt Property Used for Open Space

Provide appropriate mitigating aid where there is a high proportion of tax-exempt property to be used as open space and fiscal hardship can be demonstrated.

Policy 12 Coastal/Waterfront Access

Maintain and improve public access to coastal and waterfront areas of recreational, aesthetic, cultural or ecological value, provided that such access does not degrade the function and value of the natural resource system.

Policy 13 Location of Recreational Facilities and Open Space

Locate recreational facilities and open space as close as possible to the populations they serve, taking into account the nature of the recreational facility or open space.

Policy 14 Public Use of Public Lands and Facilities

Provide for public recreational use of public lands and facilities, including schools.

Policy 15 Public Use of Private Lands

Encourage and provide incentive programs to property owners who are willing to allow public use of private recreational or open space lands and facilities.

Biological Diversity

Policy 16 Contiguous Open Space

Preserve and restore the functional integrity of natural systems, including large contiguous tracts of forest, grasslands and other natural land, to protect biological diversity.

Policy 17 Corridors

Connect large contiguous tracts of forest, grasslands and other natural lands with stream and river corridors with corridors and greenways to enhance their functional integrity for biological diversity.

Policy 18 Critical Habitats

Identify critical habitats during the preparation of municipal plans to ensure coordination of planning efforts and to support state and local resource-protection efforts.

Policy 19 Resident and Migratory Threatened and Endangered Species

Identify and protect the habitats of resident and migratory threatened and endangered species. Manage the character, location and magnitude of growth and development in, and adjacent to, such habitats to avoid direct or indirect negative impacts on threatened or endangered species or their habitat.

Policy 20 Wildlife Management

Manage wildlife and invasive species to control overpopulation and maintain balance of the eco system.

Policy 21 Dark Areas

Designate areas determined to provide nocturnal benefits to flora and fauna or to be especially suitable for astronomical observations as “dark areas” where lighting is prohibited or limited.

Critical Slopes

Policy 22 Protection of Critical Slopes and Ridgelines

Cooperate in the implementation of a comprehensive, statewide program by municipal, county, regional and state agencies to map critical slope and ridgeline areas to ensure coordination of planning efforts and to support state and local resource protection efforts.

Policy 23 Design of Development

Manage the character and location of development in critical slope and ridgeline areas through municipal master plans and regulations that ensure that the development and redevelopment is visually compatible with the scenic character of the critical slope and ridgeline area.

Policy 24 Performance Standards for Critical Slope Areas

Incorporate performance standards based on local soil, topographic and geological conditions for development in critical slope and ridgeline areas in development regulations to maintain the hydrologic cycle, prevent erosion and preserve critical habitats.

Policy 25 Soil Disturbance and Stormwater Management

Construction standards that minimize soil disturbance during construction in critical slope areas should be prepared and implemented by municipalities with the technical support and assistance of state agencies. Critical slope areas that are cleared during development or forestry activities should be revegetated with native vegetation according to appropriate soil conservation and stormwater management techniques.

Policy 26 New Capital Facilities

New capital facilities should not be extended to critical slope areas except where necessary to provide emergency access to existing uses or to address a public health and safety need.

Forested Areas

Policy 27 Prime Forested Areas

Cooperate in mapping prime forest areas by municipal, county, regional and state agencies throughout the state to ensure coordination of planning efforts and to support state and local forestry and resource protection efforts.

Policy 28 Urban Forestry

Maintain existing trees and plant new trees in developed areas through sound planning and management, applying urban forestry principles.

Policy 29 Commercial Use of Forest Resources

Manage forest resources on a long-term, sustained-yield basis in terms of the viability and productivity of commercial timber use. Forestry practices should be sensitive to the environmental value of forested lands, and forestry should be carried out to the maximum extent practicable without impairing environmental quality.

Policy 30 Public Acquisition of Forest Resources

Acquire forest resources that serve an overriding public purpose for public use and preservation.

Policy 31 Water Quality

Design forest management practices to protect watersheds, wetlands, stream corridors and water bodies from nonpoint source pollution and other adverse effects to water quality and aquatic habitat.

Policy 32 Scenic Qualities

Protect scenic qualities of forested areas that are visible from public roads, trails and waterways from visually intrusive land uses. Preserve these qualities through setbacks and other scenic corridor maintenance programs.

Policy 33 Private Forested Lands

Provide incentives by all levels of government for the continued maintenance of forested lands in private ownership.

Policy 34 Maintaining Tree Resources

Encourage the planting and maintenance of trees, including the establishment of small forested areas of native species in communities, by all levels of government statewide.

13. Energy Resources

Ensure adequate energy resources through conservation, facility modernization, renewable energy and cogeneration; to continue economic growth while protecting the environment; and to modify energy consumption patterns to capitalize on renewable, domestic energy supplies rather than virgin extraction and imports.

Policy 1 Energy Resource Planning

Use the State Energy Master Plan as a vehicle to coordinate the energy planning activities of state agencies, private utilities and utility authorities, and encourage municipal and county capacity analyses to include energy demand to ensure consistency among them and so that sufficient energy resources are available to meet the energy demands of the state.

Policy 2 Energy and the Environment

Promote and encourage development and expanded use of environmentally sensitive, renewable energy resources and energy conversion processes that reduce the demand for fossil fuel consumption and the byproducts created during the combustion of fossil fuels.

Policy 3 Energy-efficient Community Design

Promote and encourage development and redevelopment in higher intensity mixed-use Centers and redesigned Nodes that accommodate the use of alternative modes of transportation and shared parking and other site improvements and infrastructure. Design, locate and orient development and redevelopment, including lighting plans, to allow maximum use of passive solar energy and to take advantage of topography, vegetation and prevailing climatic conditions, to reduce energy demands and needs.

Policy 4 Energy-efficient Buildings

Ensure that all new buildings in the state are energy-efficient and that existing buildings are retrofitted and weatherized to reduce energy demand. Encourage owners and tenants of commercial and industrial buildings to capture and recycle energy from production processes using devices such as heat exchangers.

Policy 5 Energy Efficiency and Transportation

Encourage energy-efficient pedestrian, public and group transportation options by developing and redeveloping in compact forms and by providing facilities and services that support energy-efficient travel options.

Policy 6 Cogeneration

Encourage and promote cogeneration of energy from waste heat produced by on-site industrial processes.

Policy 7 Energy Supply Resources

Support a shift from virgin extraction and imported fossil fuels to renewable, domestic energy supplies through energy conservation programs.

Policy 8 Adequate Energy Capacity

Ensure that adequate energy capacity exists to meet statewide demands through conservation, cogeneration and either facility additions or upgrades.

Policy 9 Energy Conservation

Promote the use of energy-efficient transportation vehicles and systems, industrial processes, buildings and building systems, including heating, ventilation and air conditioning, appliances and lighting, and the use of other energy conservation measures that reduce demand for energy resources.



A cogeneration plant in Trenton.

Policy 10 Energy Deregulation

Ensure through market-based incentives, regulatory streamlining or other means that energy infrastructure capacity is maintained and upgraded to high levels of service and state-of-the-art technologies in existing developed areas, particularly in municipalities experiencing distress.

14. Waste Management, Recycling and Brownfields

Promote recycling and source reduction through product design and materials management and by coordinating and supporting legislative, planning and facility development efforts regarding solid and hazardous waste treatment, storage and disposal. Capitalize on opportunities provided by brownfield sites through coordinated planning, strategic marketing and priority redevelopment of these sites.

Policy 1 Planning for Solid and Hazardous Wastes

Coordinate the existing statutory and regulatory mechanisms for planning, siting, designing, permitting, constructing and operating facilities for the treatment, storage and disposal of solid and hazardous wastes.

Policy 2 Regionalization of Waste Management Facilities

Promote multi-jurisdictional planning, design and siting of waste management and disposal facilities and of recyclable materials collection and processing systems.

Policy 3 Self-sufficiency in Waste Management

Promote self-sufficiency in waste management to the extent possible by preparing and implementing Solid Waste Management Plans that support a hierarchy of techniques, starting with source reduction, reuse, recycling, composting and state-of-the-art disposal of remaining waste.

Policy 4 Waste Stream Reduction

Promote waste stream reduction at the source through product design by eliminating or reducing the weight or volume of packaging materials by decreasing the toxic components contained within products and packaging and by increasing product durability, reuse, refillability and repair.

Policy 5 Recycling and Resource Conservation

Conserve resources and promote the economic reuse of materials by fostering programs to recycle and reuse waste and by creating markets for recyclable materials.

Policy 6 Removal and Proper Management of Hazardous Wastes from the Solid Waste Stream

Reduce exposure to toxic emissions by removing hazardous wastes from the solid waste stream using pollution prevention technologies and developing permanent household hazardous materials management and disposal programs in each county or on a regional basis throughout the state.

Policy 7 Markets for Recycled Products

Promote the development of markets for recycled goods by:

- providing incentives for private industry to accept recyclable material and products manufactured from recycled goods;
- expanding the state's capacity for demanufacturing and remanufacturing; and
- encouraging government agencies to maximize their use of goods that incorporate recycled materials.

Brownfields and Contaminated Sites

Policy 8 Priority for Community Brownfield Plans

Give priority for public resources and assistance to communities with brownfield redevelopment strategies consistent with neighborhood and municipal plans.

Policy 9 Redevelopment of Brownfield Sites

Plan, locate and market redevelopment to capitalize on opportunities presented by brownfield sites, including existing infrastructure systems; established communities, businesses and industries; available work force and human resources; and regulatory, statutory and financial incentives.

Policy 10 Coordinated Planning for Brownfield Sites

Identify sites and areas for redevelopment consistent with a community-based vision and consensus and prepare brownfield redevelopment strategies that coordinate community planning efforts with all levels of government.

Policy 11 Brownfields Reuse

Base the selection of remedial standards and actions on future use in a manner that ensures protection of public health and the environment.



15. Agriculture

Promote and preserve the agricultural industry and retain farmland by coordinating planning and innovative land conservation techniques to protect agricultural viability while accommodating beneficial development and economic growth necessary to enhance agricultural vitality and by educating residents on the benefits and the special needs of agriculture.



Sustainable Agriculture and Comprehensive Planning

Policy 1 Agricultural Land Retention Program Priorities

Funds for farmland retention should be given priority in the following order, unless a county or municipal farmland preservation plan has been prepared and approved by the State Agriculture Development Committee (in which case, priority shall be based on said plan):

1. Rural Planning Area
2. Fringe and Environmentally Sensitive Planning Areas
3. Metropolitan and Suburban Planning Areas

Policy 2 Preservation of the Agricultural Land Base

Consider the expenditure of public funds for preservation of farmland as an investment in public infrastructure and thereby emphasize the public's interest in maintaining long-term agricultural viability.

Policy 3 Coordinated Planning

Coordinate planning efforts of all levels of government to ensure that policies and programs promote agriculture.

Policy 4 New Development

Plan and locate new development to avoid negative impacts on agriculture.

Policy 5 Creative Planning and Design Techniques

Encourage creative land planning and design through tools such as clustering, phasing and density transfers, purchase and donation of development rights, agricultural enterprise zones and districts and the provision of self-contained community wastewater treatment systems to serve Centers, to accommodate future growth in ways that maintain the viability of agriculture as an industry, while avoiding conflict with agricultural uses.

Policy 6 Agricultural Water Needs

Include consideration of the water needs of the agricultural industry in water supply planning at all levels of government.

Agriculture and Economic Development

Policy 7 Provision of Capital Facilities

Provide adequate capital facilities including grain storage and food processing facilities to enhance agriculture in rural areas.

Policy 8 Access to Capital

Improve access to capital funds, including rural revolving loan funds and rural venture capital networks, operating funds and portfolios that reduce the reliance on land as an asset for collateral or retirement.

Policy 9 Enhancing the Agricultural Industry

Promote economic development that supports the agricultural industry on municipal, county and statewide levels.

Policy 10 Diversify the Rural Economy

Promote beneficial economic growth that recognizes the need to provide the essential facilities and infrastructure to diversify the rural economy. Provide opportunities for business expansion, off-farm employment, on-farm income generating enterprises such as agricultural-related educational or recreational activities and environmental activities such as leaf composting.

Policy 11 Enhance Agricultural Marketing

Enhance marketing programs to promote the sale of New Jersey agricultural products.

Policy 12 Simplify the Regulatory Process

Adapt the permitting, licensing and land-use planning and regulation processes to be sensitive to agricultural needs, to enhance the industry and to facilitate new agricultural development.

Policy 13 Local Ordinances and Building Codes Sensitive to Agricultural Use

Promulgate local ordinances and state building code and fee criteria which are sensitive to the special purposes of agricultural construction and seasonal use.

Policy 14 Right to Farm

Coordinate actions of state and local government to encourage the maintenance of agricultural production by protecting farm operations from interference and nuisance actions when recognized methods or practices are applied, and to ensure that the numerous social, economic and environmental benefits of agriculture serves the best interests of all citizens in the state.

Policy 15 Aquaculture

Recognize aquaculture as an agricultural activity.

Agriculture and Environmental Protection

Policy 16 Promote Agricultural Management Practices

Encourage the use of agricultural management practices to ensure sustainable and profitable farming while protecting natural resources.

Policy 17 Incorporate Agricultural Land in Recycling of Organic Materials

Use appropriate agricultural lands for the recycling of non-farm generated biodegradable and organic materials.

Human Resources

Policy 18 Housing Supply and Financing

Use federal and state funding to expand the supply of decent, safe and reasonably priced housing that will benefit those employed in agriculture.

Policy 19 Vocational and Technical Training

Create and expand access to training and technical assistance for agriculture and agriculture-related businesses.

Policy 20 Agricultural Education

Create and expand agricultural education and leadership opportunities through basic skills training, and vocational and entrepreneurial training on the secondary, county college and university levels.

Policy 21 Encourage Young and First-time Farmers

Coordinate federal, state and local financial incentives and tax and regulatory policies to encourage more individuals to enter the agricultural industry.

Policy 22 Promote the Value of Agriculture

Educate New Jersey residents on the economic and environmental value of sustainable agriculture in New Jersey and its important contribution to the state's quality of life.

Policy 23 Agro-tourism and Eco-tourism

Expand opportunities for agro-tourism and eco-tourism.



16. Coastal Resources

Acknowledge the statutory treatment of the coastal area under federal and state legislation, coordinate efforts to establish a comprehensive coastal management program with local planning efforts, undertake a regional capacity analysis, protect vital ecological areas and promote recreational opportunities.

Among New Jersey's many important and irreplaceable natural resources, those of the coast are unique. The estuaries, bays, beaches and upland areas make up a natural system that provides residents and visitors with opportunities for recreation, sport and commercial fishing, tourism, agriculture and forestry. These diverse elements create a unique quality of life at the shore, and are the reason why many New Jersey residents choose to live at or near the coast and why hundreds of thousands more make frequent trips to the Jersey shore. As is the case throughout the nation, the coastal area has for some time been the fastest-growing region of New Jersey.

In 1973, the state of New Jersey recognized the pressures of rapid growth and passed the Coastal Area Facility Review Act (CAFRA), N.J.S.A. 13:19-1 et. seq., giving the Department of Environmental Protection (DEP) authority to regulate all major development within a defined coastal area along New Jersey's bay and oceanfront areas. CAFRA is one of the legal mechanisms for implementing the state's Coastal Zone Management Program (CZMP). The Coastal Zone Management Program was approved by the National Oceanic and Atmospheric Administration (NOAA), demonstrating compliance with the requirements of the federal Coastal Zone Management Act (CZMA). Under the CZMA, New Jersey receives funds to develop and implement a program to achieve effective management of the land and water resources of the coastal zone. New Jersey's CZMP is implemented through existing laws including CAFRA, the Wetlands Act of 1970, the Waterfront Development Law and tidal lands and shore protection statutes, and is updated annually.

The success of New Jersey's shore economy is due to the number and quality of its varied resources. As development pressures increase, the quality of the resources responsible for the surge in development begins to decline. Traffic congestion, water pollution and beach deterioration result in adverse impacts to the shore's otherwise strong economy. Increased development results in exacerbated stormwater runoff, waste disposal problems and accelerated water quality impairments in the ocean and back bays. Consequences can be measured in terms of storm-related property damage, commercial losses from declines in tourism and fishing, and threats to the public health and safety. Improving the integrity of the coastal ecosystem, therefore, will have economic benefits, as well.

Highlights of the 1993 CAFRA Amendments

- Broadens scope of residential, commercial, industrial and public developments subject to regulation.
- Exempts from regulation the reconstruction of any development destroyed by fire, storm, natural hazard or act of God, building enlargements and minor additions that do not increase the building footprint.
- The State Planning Commission may adopt the coastal rules as the State Plan for the coastal area;
- Requires any new development on a dune or beach be subject to permit review.
- Eliminates the requirement for a public hearing to be held on all CAFRA permit applications.

CAFRA was substantially amended by the New Jersey Legislature in 1993. Originally designed to control new large-scale residential development, energy facilities, commercial and industrial developments and certain types of public works projects, the act had been criticized for its failure to address the impacts of small residential projects, which fall under the state's review threshold, allowing them to proliferate. The 1993 amendments substantially changed the thresholds for development along the water's edge and in urban and municipalities to better accommodate urban redevelopment and provide for greater protection for the sensitive coastal areas at the water's edge.

Another key part of the 1993 amendments is the requirement that the Department of Environmental Protection (DEP) consult with the State Planning Commission and county and municipal governments in the coastal area and to closely coordinate with the provisions of the State Plan.

In response to this, the New Jersey Department of Environmental Protection has adopted regulations to incorporate portions of the State Plan and its State Plan Policy Map into the Rules on Coastal Zone Management (N.J.A.C. 7:7E-1, et seq.) that concern planning and regional growth. Highlights of these revisions are:

- substitute the State Plan Policy Map for the existing Coastal Growth Ratings;
- adjust the allowable Site Coverage and Intensity Values to encourage development in Centers and discourage development in Environs; and
- streamline regulatory requirements in areas favored for development and redevelopment in the State Plan.

The intent of these changes is to make the coastal decision making process more predictable, to make the rules easier to interpret and to apply, and to make New Jersey Department of Environmental Protection's coastal decisions more consistent with regional planning objectives and local zoning.

Planning

Policy 1 Reliance on Plans and Regulations

Acknowledge the statutory treatment of the coastal area under the federal Coastal Zone Management Act, the State Coastal Area Facility Review Act as amended, the National Parks and Recreation Act of 1978, and the Pinelands Protection Act and rely on the plans and regulations of the New Jersey Department of Environmental Protection which may incorporate policies of the State Plan as a basis for implementing the objectives of the federal Coastal Zone Management Act and the State Coastal Area Facility Review Act as amended.

Policy 2 Intergovernmental Coordination State/State

Coordinate efforts to establish a comprehensive, detailed, intergovernmental coastal management program to identify and address the existing and prospective conditions and problems of the New Jersey shore through such effective techniques as comprehensive planning, regulation, financing and interjurisdictional cooperation.

Policy 3 Intergovernmental Coordination State/Local

Coordinate planning efforts with coastal counties and municipalities to ensure that CAFRA regulations and county and local plans are consistent concerning growth management objectives and promote use of the State Plan covering issues not addressed under CAFRA regulations.

Policy 4 Consistency Between the State Plan and the CAFRA Plan

The New Jersey Department of Environmental Protection, in cooperation with counties, municipalities and the State Planning Commission, should ensure consistency of Planning Areas, Centers and Critical Environmental Sites and Historic and Cultural Sites with the CAFRA regulations.

Policy 5 Coastal Resource Management

Promote well-planned and revitalized coastal communities that sustain economies, are compatible with the natural environment, minimize the risks from natural hazards and provide access to coastal resources for the public use and enjoyment.

Policy 6 Management Areas for Special Uses and Unique Qualities

Develop an integrated set of coastal management areas that contain policies to manage development to protect and enhance the special uses and unique qualities of the coastal area.

Policy 7 Disaster Planning and Mitigation

Coordinate growth management plans and policies with response planning and mitigation for disasters, including major storm events and events that can result in loss of life, extensive flooding and shorefront erosion.

Policy 8 Capacity Analysis

Undertake a regional capacity analysis to determine the levels of growth that can be sustained in the coastal area while maintaining the functional integrity of the coastal ecosystem. The analysis should be based on factors that guide development, including infrastructure and natural systems capacities, the impacts of seasonal population increases and disaster preparedness considerations. The results of the analysis should be incorporated into state and local planning and regulatory processes.

Policy 9 Shoreline Development

Protect vital ecological areas and coastal high hazard areas to prevent significant adverse long-term impacts on the natural functions of these sensitive areas. Support



guidelines that restrict or limit development adjacent to these sensitive areas to water-dependent and compatible uses.

Policy 10 Coastal Maintenance

Promote coastal maintenance and restoration programs to provide coastal communities with protection from storm damage, attract tourism and enhance our coastal communities and natural habitats, including the Delaware Bay.

Policy 11 Public Access

Promote recreational opportunities and public access, and encourage tourism along the oceanfront, bay front and rivers of the coastal area by protecting public access rights.

Water Resources

Policy 12 Aquifer Protection and Water Conservation

Conserve water resources in the coastal area, particularly those areas dependent on ground water withdrawals, to reduce water demand so that withdrawal does not exceed aquifer recharge, to prevent saltwater intrusion that could degrade or destroy ground water resources and to maintain and preserve flows to streams and wetlands.

Policy 13 Water Quality

Protect coastal water quality and prevent beach closings through proper wastewater treatment, nonpoint source pollution control and adequate stormwater management facilities, thus ensuring safe recreation, healthful seafood and economic vitality.

Historic, Cultural and Scenic Resources

Policy 14 Identification of Historic, Cultural and Scenic Resources

Coordinate the identification of historic areas, historic sites, archaeological sites, landscapes and scenic features unique to the coast in municipal and county master plans and inclusion of eligible sites and areas in the state and national registers of historic places.

Policy 15 Coastal Heritage Trail

Link public pedestrian, cycling and boating access to the federal Coastal Heritage Trail.



The Wetlands Institute, located near Stone Harbor, is situated on 6,000 acres of coastal wetlands. The marsh, nearby upland and barrier islands serve as a living laboratory where tens of thousands of visitors each year learn about the Atlantic coastal region's natural resources.

17. Planning Regions Established by Statute

The State Plan acknowledges the special statutory treatment accorded the New Jersey Pinelands under the Pinelands Protection Act, and the Hackensack Meadowlands under the Hackensack Meadowlands Reclamation and Development Act. The State Planning Commission is explicitly directed to “rely on the adopted plans and regulations of these entities in developing the State Plan.” In the State Plan, these areas are considered Planning Regions Established by Statute.

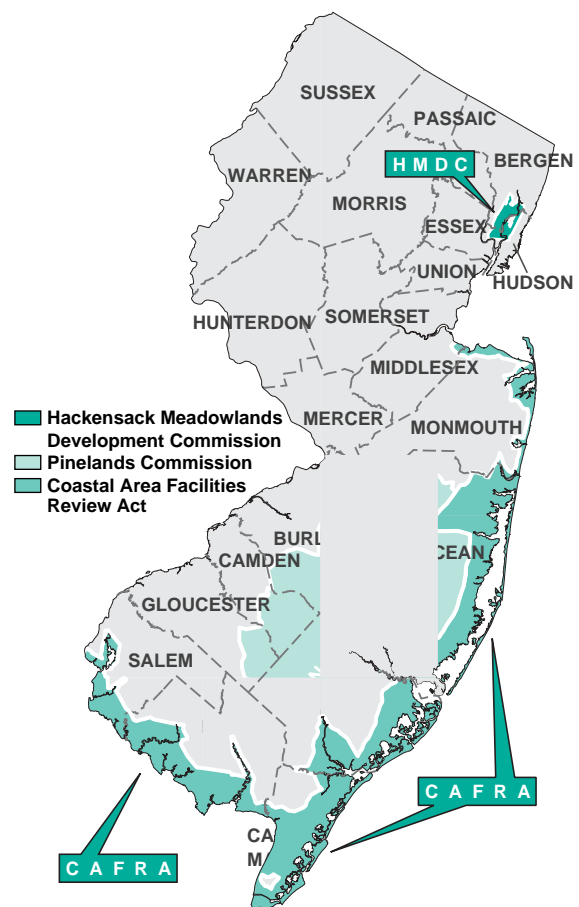
The Statewide Policies for Planning Regions Established by Statute are intended to coordinate the planning efforts of the State Planning Commission with the Pinelands Commission and the Hackensack Meadowlands Development Commission and their adopted plans and regulations in order to gain compatibility with the provisions of the State Plan.

Pinelands

The Pinelands area of New Jersey is one of the nation’s premier environmental treasures. This 1.1 million acre forest is renowned for its multitude of unique natural, physical and cultural qualities and for its extensive water resources of very high quality. The United Nations has designated the Pinelands as an International Biosphere Reserve. The Pinelands are also very special in terms of geographic location. The position of this vast, largely undeveloped area in the center of the urbanized Northeast is an outstanding characteristic that contributes to its national importance. The area is a significant natural and recreational resource in a region of the country where open space is scarce.

The character of the Pinelands has been shaped by both natural and human factors. The region has a long history of human use. For at least 300 years, it has experienced a cycle of resource exploitation including lumbering, bog iron production and sand and gravel extraction. Settlements have appeared and disappeared as new resources were found and exhausted. Throughout this time, the ecosystem kept its potential to maintain itself.

Yet, some activities over the years have not proved compatible. Development pressures grew in the Pinelands and threatened the existence of the unique ecosystem. In the 1960s, efforts began to protect and preserve the Pinelands. There are current legislative mandates to protect the Pinelands.



The Hackensack Meadowlands and the Pinelands are planning regions established by statute. The State Planning Commission relies on the adopted plans and regulations for these areas. The CAFRA area is within the jurisdiction of the State Planning Commission, under the regulatory authority of the New Jersey Department of Environmental Protection.

The federal National Parks and Recreation Act of 1978 established the Pinelands National Reserve, encompassing parts of seven southern New Jersey counties. The federal act required the governor to establish a planning entity to develop a Comprehensive Management Plan for the National Reserve. The entity was to be made up of a representative appointed by the Secretary of Interior; a representative from each of the seven counties, and seven appointed by the governor. In 1979 the New Jersey Legislature passed the Pinelands Protection Act which established the Pinelands Commission as the planning entity charged with developing the management plan for the 1.1 million acre National Reserve and granting regulatory authority over 934,000 of those acres. Most of the remainder falls within the CAFRA regulatory jurisdiction where the New Jersey Department of Environmental Protection is charged with implementing the Pinelands Plan.

The Pinelands Commission exercises regulatory control over development activities to preserve, protect and enhance the significant values of the land and water resources of the Pinelands. A Comprehensive Management Plan (CMP, November 1980, as amended) guides the Commission in its effort to meet the mandates of both state and federal legislation. The New Jersey Pinelands is a unique natural and cultural treasure. Preserving the Pinelands is dependent on sound management of its resources. The Pinelands Comprehensive Management Plan (CMP) was crafted to protect those resources that lend the Pinelands its significance while accommodating development in a manner consistent with resource protection.

The Pinelands area of New Jersey is one of the nation's premier environmental treasures... The area is a significant natural and recreational resource in a region of the country where open space is scarce.

During Cross-acceptance, the Office of State Planning, the Pinelands Commission and the New Jersey Department of Environmental Protection worked cooperatively to achieve mapping and policy consistency among state agency, county plans and regulations in the CAFRA/National Reserve overlap area. In the spring of 1999, this effort along with other objectives were memorialized in a memorandum of agreement by and between the Pinelands Commission and the State Planning Commission.

While the State Planning Act requires the State Planning Commission to rely on the CMP in the Pinelands area, the State Plan should be used for those issues not addressed in the CMP. State Plan Statewide Policies covering such areas as economic development, urban revitalization, transportation and design should be used by municipalities in their local planning.

The State Plan policies call for the coordination of Pinelands management area designations with State Plan Planning Area and Center designations so that certified communities in the Pinelands area receive the priority benefits equal to that of Planning Areas and Centers. This coordination is detailed in the memorandum between the bodies.

Hackensack Meadowlands Development District

The Hackensack Meadowlands encompass a 32-square-mile area lying along the Hackensack River in Bergen and Hudson counties. This environmentally sensitive area had fallen victim over the years to environmental degradation through haphazard development and the indiscriminate dumping of human, industrial and solid wastes. So thorough was the abuse of the Meadowlands that its waterways were reduced to no more than open sewers surrounded by a patchwork of undesirable development.

The Meadowlands are located just three miles from Manhattan, and represent the last large tract of open land near New York City. The New Jersey Legislature realized that a restored Meadowlands held potential as prime developable real estate. The Hackensack Meadowlands Reclamation and Development Act (N.J.S.A. 13:17-1, et seq. L. 1968, c. 404) was enacted to regulate the development of 21,000 acres of Hackensack River Meadowlands in 14 municipalities.

The act created the Hackensack Meadowlands Development Commission (HMDC) and gave it three distinct mandates: (1) to oversee the growth and development of the region; (2) to protect the delicate balance of nature; and (3) to continue to use the Meadowlands to meet the region's solid waste disposal needs.

The act empowers the HMDC to prepare and adopt a master plan for the development of land in its jurisdiction, irrespective of the boundaries of its constituent municipalities. The HMDC has the authority to review all local plans to be sure that they are consistent with the Commission's Master Plan. Additionally, the HMDC must review each application for a subdivision, site plan or building permit within its jurisdiction.

The State Planning Act recognizes the statutory jurisdiction of the HMDC over the Hackensack Meadowlands District. The State Planning Commission will rely on the HMDC Master Plan and zoning regulations for those issues addressed therein. The state planning process should promote close cooperation between the HMDC, its constituent counties and municipalities and the state.

As with the Pinelands, the Statewide Policies apply to the areas in the State Plan not addressed in the district's plans.

The name of the Hackensack Meadowlands Development Commission was changed to the New Jersey Meadowlands Commission, under a law signed on August 27, 2001, by Acting Governor Donald T. DiFrancesco. Officials said the word "development" in the former name did not properly reflect the commission's charge to protect, preserve and enhance the Meadowlands wilderness and ensure that any permitted development be both orderly and environmentally compatible.

New Jersey Pinelands

Policy 1 Reliance on Plans and Regulations

Acknowledge the statutory treatment of the New Jersey Pinelands under the Pinelands Protection Act and the National Parks and Recreation Act and rely on the plans and regulations of the New Jersey Pinelands Commission to achieve the objectives of the State Plan.

Policy 2 Intergovernmental Coordination—State and Local

Coordinate planning efforts so that there is consistency between the adopted plans, maps, programs and regulations of various levels of government, consistent with the objectives of the State Plan and promote utilization of the State Plan's Statewide Policies covering issues not addressed by the Pinelands Comprehensive Management Plan.

Policy 3 Intergovernmental Coordination—Federal and State

Coordinate planning efforts with the New Jersey Pinelands Commission so that the Pinelands Comprehensive Management Plan, municipal, county and regional plans, and CAFRA regulations, as amended are consistent within the Pinelands National Reserve.

Policy 4 Review of Potential Regional Impacts

Develop procedures for the review of developments that may have regional impacts affecting the Pinelands area, including proposals outside the bounds of the Pinelands, such as Regional Centers or highway corridor improvements or the expansion of facilities within the Pinelands, so that the objectives of the State Plan and the Pinelands CMP are met.

Policy 5 Water Resources/Aquifer Protection

Protect the Cohansey/Kirkwood aquifer system that underlies both the New Jersey Pinelands and substantial adjacent areas. Analyze the condition and capacity of the system to maintain the delicate ecological balance of the Pinelands, and also its ability to support diversions from the aquifer that are not recharged. Until this analysis is completed, viable alternate water supply systems rather than diversions are strongly recommended.

Policy 6 Public Investment Priorities

Coordinate management area policies of the Pinelands CMP and the State Plan to ensure that management area designations within the Pinelands CMP receive state public investment priority equal to that of designations in the State Plan.

Hackensack Meadowlands District (HMDC jurisdiction)

Policy 1 Reliance on Plans and Regulation

For lands within the jurisdiction of the HMDC, the State Planning Commission shall rely on the plans and regulations of the HMDC to implement the objectives of the State Plan.

Policy 2 Intergovernmental Coordination—State and State

Coordinate planning efforts to ensure that the HMDC Master Plan and the State Plan are consistent concerning growth management objectives, with special emphasis on those portions of constituent municipalities immediately adjacent to the Hackensack Meadowlands District.

Policy 3 Intergovernmental Coordination—State and Local

Coordinate planning efforts with the HMDC's constituent counties and municipalities to ensure that the HMDC Master Plan and county and municipal plans are consistent concerning State Plan objectives, with special emphasis on those portions of constituent municipalities immediately adjacent to the Hackensack Meadowlands District and promote utilization of Statewide Policies covering areas not addressed under the HMDC Master Plan and zoning regulations.

Policy 4 Public Investment Priorities

Establish public investment priorities within the HMDC jurisdiction consistent with State Plan priority system intent.



18. Special Resource Areas

Recognize an area or region with unique characteristics or resources of statewide importance and establish a receptive environment for regional planning efforts. The Highlands region has been recognized as the first Special Resource Area in New Jersey.

The State Plan seeks to foster increased communication and cooperation among state agencies, counties and municipal governments and to establish a receptive environment for regional planning efforts. In addition to the Planning Regions Established by Statute, the Plan acknowledges that there are areas of special resource value that would especially benefit from comprehensive regional planning.

The state has an interest and responsibility to steward the special resources of the state, especially those contributing unique or special value at a greater-than-local scale. These may be unique physiographic provinces, such as the Highlands, or areas of globally significant economic activity, such as the Port of New York and New Jersey. Decisions that can alter resource value are frequently made without the benefit of a regional view. Recognition of Special Resource Areas should stimulate and support collaborative planning to sustain the value of those resources. Such recognition is an indication of the need for coordinated planning with regional vision. The State Planning Commission may identify Special Resource Areas and municipalities, counties and the public are encouraged to propose Special Resource Areas.

A Special Resource Area is an area or region with unique characteristics or resources of statewide importance which are essential to the sustained well being and function of its own region and other regions or systems—environmental, economic, and social—and to the quality of life for future generations.

The Commission intends that the recognition of a region as a Special Resource Area should prompt action to implement and support integrated regional planning for the purpose of sustaining and protecting the resource and amenity value of the area. The coordinated regional planning effort should result in strategies for regional cooperation and action—inclusive of local governments, state and federal agencies and citizens—including those to:

- identify issues affecting growth and viability of the region;
- assess strengths and weaknesses of the region;
- coordinate development and redevelopment on a regional basis;
- promote regional efficiencies in facilities and service;
- target public investments for greatest public benefit; and,
- advance sustainable resource use.

The State Planning Commission recognizes the important role that the Commission and the Office of State Planning must play in fostering regional planning for these Special Resource Areas. Such support should include coordinating state, local and federal planning and technical assistance to advance the provisions of the State Plan in these areas.

Policy I Special Resource Area Planning and Implementation

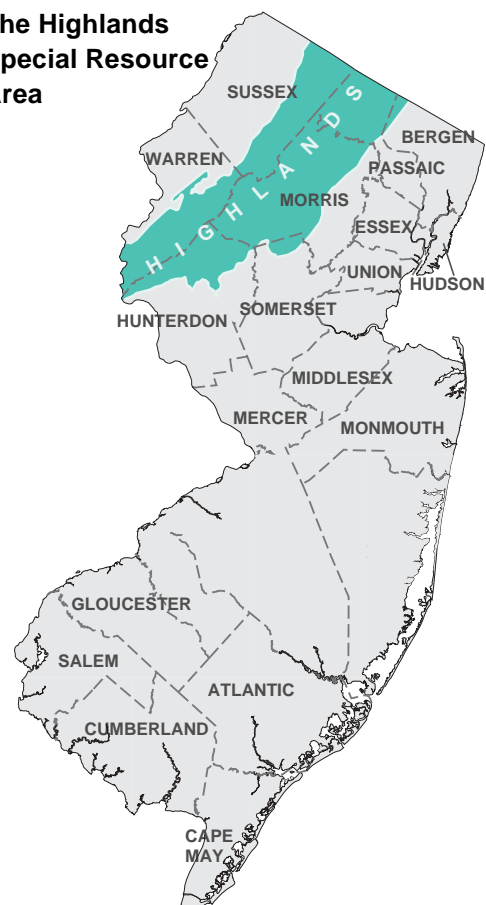
Develop and adopt planning and implementation strategies to advance State Plan Goals and Objectives relevant to the unique resources of the area.

The Highlands

The New Jersey Highlands region is slightly less than a third of the larger two million acre Highlands physiographic area, stretching from northwestern Connecticut across the Lower Hudson River Valley and northern New Jersey into eastern-central Pennsylvania. The mountains and valleys that comprise the Highlands are part of the Reading Prong and represent the oldest geology in the state. Within New Jersey, the Highlands region is one of four primary physiographic provinces, forming a distinct pattern of rugged topography, distinguishing geology and abundant precipitation. This Special Resource Area, representing about 13 percent of the state's land area, includes seven counties and 90 municipalities all or partly within the New Jersey Highlands Region (see Appendix G—Highlands Municipalities).

The 1,000-square-mile region, already part of a multi-state federal study for forest resource protection, is distinguished by a preponderance of environmentally sensitive features. Nearly 70 percent of the area is mapped as

**The Highlands
Special Resource
Area**



Environmentally Sensitive (Planning Area 4B or Planning Area 5). The region's significance extends beyond the physiographic boundary. The headwaters and reservoirs, forests, valleys and ridges provide drinking water for more than 4.2 million people, and fresh air, open space, and recreation for millions of metropolitan residents to the east. There is also evidence that the habitat the region provides is substantially diverse and unique and of regional, national and perhaps international significance. Recreation, eco-tourism and wildlife activities, including fishing and hunting, continue to play important roles in the economy of the region. Agriculture, forestry and mineral extraction—enterprises directly related to the natural resource base—also contribute to the economy.

The Highlands Trail is a 150-mile long distance hiking trail connecting the Delaware and Hudson rivers and traversing the Highlands geologic province. It was chosen by the Millennium Trails program, a collaboration between the White House Millennium Council, the U.S. Department of Transportation, and the Rails-to-Trails Conservancy, in cooperation with other agencies and organizations, to join the select list featuring one trail from each state which exemplifies the state's past and future.

Growth pressures continue in the region with the trend for land consumption expected to average more than 3,000 acres per year. While there are a number of ongoing planning efforts in the Highlands—including growth management efforts by the counties and communities, several watershed management initiatives by non-governmental organizations and the NJDEP, and significant highway and transit planning—there is no mechanism to formally coordinate these efforts. Recognizing the resources and geographic scope of the Highlands as a Special Resource Area will aid in coordinating planning in the region.

Planning and Implementation Strategies

To achieve consistency with the Goals of the State Plan, the state of New Jersey, in cooperation with federal and interstate agencies, municipal, county and regional governments, the private sector and the public, should initiate the following activities:

- Establish an intergovernmental planning initiative, inclusive of public participation, to:
 - identify and address the existing and prospective conditions, opportunities, and challenges of the Highlands Region;
 - secure the protection of water quality and water supply, natural resources, open space, unique landscape and community character;
 - promote sustainable economic development; and
 - encourage redevelopment, especially in existing urban areas.
- Undertake a regional capacity analysis to determine levels and locations of growth that can be sustained within the Highlands Region while maintaining the functional integrity of the regional ecosystems, agriculture, water supplies and local community character.
- Establish sound planning, development and water use practices to maintain and enhance the quality and function of the water ecology—including the ground water, aquifer recharge areas, headwater streams, rivers, lakes, reservoirs and the forested areas that support system functions—and the sustainable management of water resources for both local and extra-regional use.
- Link the planning and implementation strategies to the ongoing watershed planning initiative established by NJDEP.

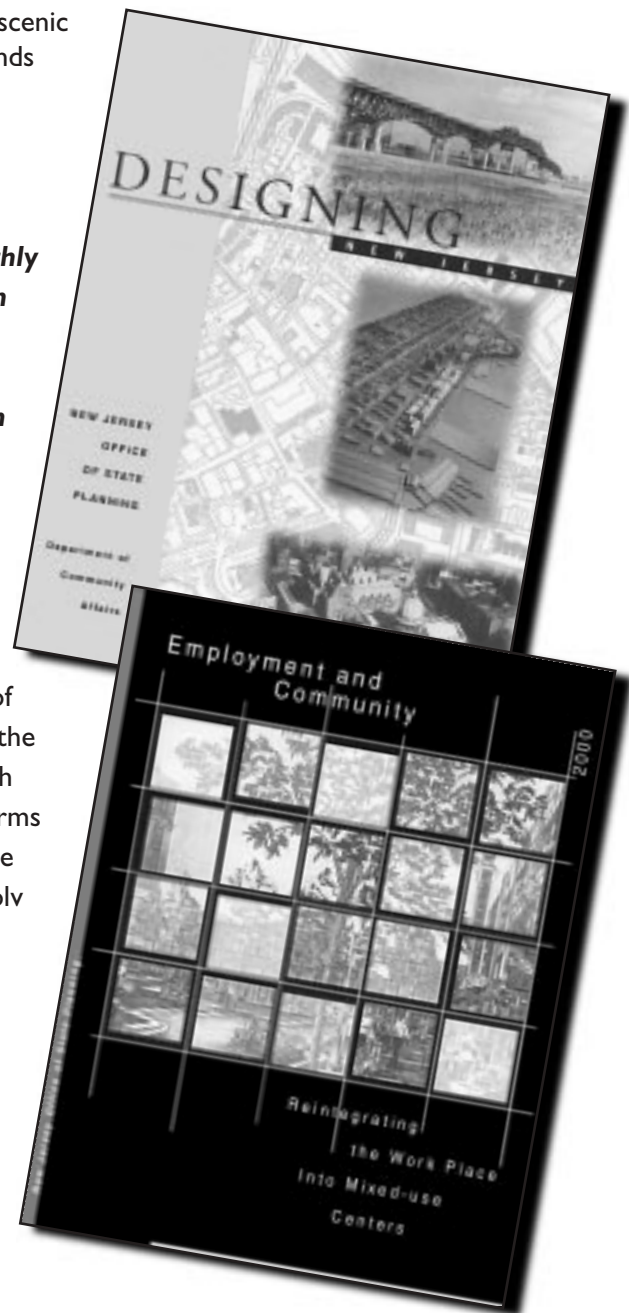
- Apply the implementation strategies of the applicable Planning Areas as described in the State Plan.
- Recognize and enhance the existing linkages between the Highlands region and the areas beyond the region especially in regards to tourism and sustainable resource use, agriculture and economic development.
- Coordinate the identification of historic areas, historic sites, archeological sites, landscapes and scenic features unique to the Highlands region for inclusion in the state and national registers of historic places, in county and municipal master plans and as Historic and Cultural Sites.
- Link public pedestrian and cycling access to the Highlands Trail and ensure transportation access to support eco-tourism, agri-tourism and recreation opportunities. Investigate and encourage the provision of alternate transportation modes within and to the Highlands region.
- Prioritize the targeting of funds for land acquisition in order to protect critical natural, historic, scenic and agricultural resources within the Highlands region.

19. Design

Mix uses and activities as closely and as thoroughly as possible; develop, adopt and implement design guidelines; create spatially defined, visually appealing and functionally efficient places in ways that establish an identity; design circulation systems to promote connectivity; maintain an appropriate scale in the built environment; and redesign areas of sprawl.

The physical design of our communities and their Environs—the way in which space is physically organized—is key to State Plan implementation and critical to the full achievement of its objectives. Physical design is integral to achieving the Goals of the State Plan and is considered on par with coordinated planning and strategic investments in terms of its importance to State Plan implementation. While recognizing that physical design does not, by itself, solve the state’s social, economic and environmental problems, an appropriate physical design framework influences the success of other strategies and is considered indispensable to a sustainable future and to the long-term environmental quality, economic vitality, and community stability of New Jersey.

From a functional perspective, physical design can be a powerful influence on human behavior. It can promote or deter human interaction, inspire a



sense of security or provoke apprehension, provide or deny access, indicate acceptance or rejection. It can improve efficiencies in infrastructure and service provision; and it strongly conditions transportation choices. An appropriately supportive physical environment will encourage walking, bicycling and the use of public transit, whereas a barren environment will discourage these modes of transportation and increase automobile dependence. Consequently, improved community design can promote more active, healthier lifestyles that would reduce the frequency of obesity in New Jersey and the resulting chronic diseases—including diabetes, coronary-artery disease, high blood pressure and other diseases—that affect a growing number of New Jerseyans.

In addition, a well-designed environment achieves more than efficiencies: it can also play an important role in the quality of life assessments which we all make on a daily basis and influence the locational choices and investment decisions of residents and employers alike. A well-designed environment is much more than the sum of its parts. It represents an asset to the community, it enriches its users, and it creates real estate value; whereas a poorly designed physical environment will not achieve these purposes, and can reinforce feelings of disenfranchisement and lead to disinvestment and community fragmentation.

The New Jersey Municipal Land Use Law grants wide powers to municipalities to control design. Formal design review is one of the functions of the municipal Planning Board, under site plan review (N.J.S.A. 40:55D-37) or of the Zoning Board of Adjustment, if a variance is involved (N.J.S.A. 40:55D-76B). Unfortunately, many communities actually prohibit the compact, mixed-use development promoted in the State Plan. The Plan encourages these municipalities to reflect these design policies in their plans and ordinances. More specialized design review functions are often delegated to other agencies with advisory capacities. New Jersey municipalities are increasingly adopting design controls, although these have often been directed at built areas, such as downtowns or historic districts, with less emphasis placed on shaping new areas of growth.

The Statewide Policies on Design are considered valid throughout the state and equally appropriate to urban, suburban and rural conditions. General policies for redesigning automobile oriented sprawl are also included. The Metropolitan Planning Area and the developed parts of the Suburban Planning Area contain significant sprawl. Other Planning Areas may contain areas of sprawl as well. These existing areas may be dispersed, or concentrated in high intensity Nodes which are distinguished from Centers because they lack a residential component and a pedestrian orientation. More detailed design policies specifically oriented to compact communities and Centers are provided in the policies for Centers in the State Plan Policy Map section.

The Statewide Policies on Design are intended to be applied flexibly with due consideration to local conditions. They are also meant to be used in an integrated fashion with relevant Statewide Policies for functional areas such as housing, transportation and the environment, and with the appropriate Intent and Policy Objectives for each Planning Area.

The physical design of our communities and their Environs—the way in which space is physically organized—is key to State Plan implementation and critical to the full achievement of its objectives.

Policy 1 Mixing Uses

Mix uses and activities as closely and as thoroughly as feasible. Exceptions are heavy industry (such as petrochemical refineries), land-intensive transportation facilities (such as airports, seaports, container terminals and major distribution centers) and other uses and facilities which as a result of their vast scale or given the nature of their activities cannot meet acceptable performance standards for mixed-use.

Policy 2 Design Guidelines

Develop, adopt and implement design guidelines that achieve the Goals of the State Plan, are consistent with its Statewide Policies, and are integrated with master or functional plans, investments, regulations, standards and programs.

Policy 3 Creating Places

Apply design principles to create and preserve spatially defined, visually appealing and functionally efficient places in ways that establish a recognizable identity, create a distinct character, and maintain a human scale.

Policy 4 Increasing Choices

Design communities to increase choices and diversity for residents and workers. This can include using design to provide a wide range of housing types, transportation modes, employment centers and recreational opportunities.

Policy 5 Establishing Connectivity in Circulation Systems

Design circulation systems to maximize connectivity, in ways that:

- create and maintain a network of interconnected segments designed to be shared by a wide variety of modes and users, and which pays particular attention to the needs of the elderly, the young, the transportation-impaired and the disabled;
- ensure the safety of pedestrians and bicyclists and create communities and places that are safe and attractive to walk and ride and promote physically active lifestyles;
- establish and maintain a regional network that facilitates multi-modal links to, from, around and between Centers, other compact communities and significant traffic generators such as employment centers; and
- distinguish between local and regional road networks and, where appropriate, use access management to control access to regional facilities and separate local from regional traffic.

In compact communities:

- use a flexible (modified) approach to the grid, which can respond to physical features (for example, topography, water bodies, etc.) while maintaining a high level of connectivity;
- create and maintain pedestrian and bicycle connections in those cases where cul-de-sacs are justified due to environmental, physical, social or other constraints;
- use a full range of street types that are closely matched with the prevalent surrounding land uses;
- provide a barrier-free, continuous and accessible pedestrian and bicycle network;
- eliminate or mitigate physical barriers to pedestrian activity, including excessive or unnecessary setbacks, buffers and berms, excessive street widths, and over-engineered street geometrics which encourage vehicular speed over pedestrian safety; and

- provide a comprehensive bicycle network with paths, lanes, racks and lockers to link neighborhoods, civic uses, employment and recreation opportunities.

Policy 6 Balancing the Natural and Built Environments

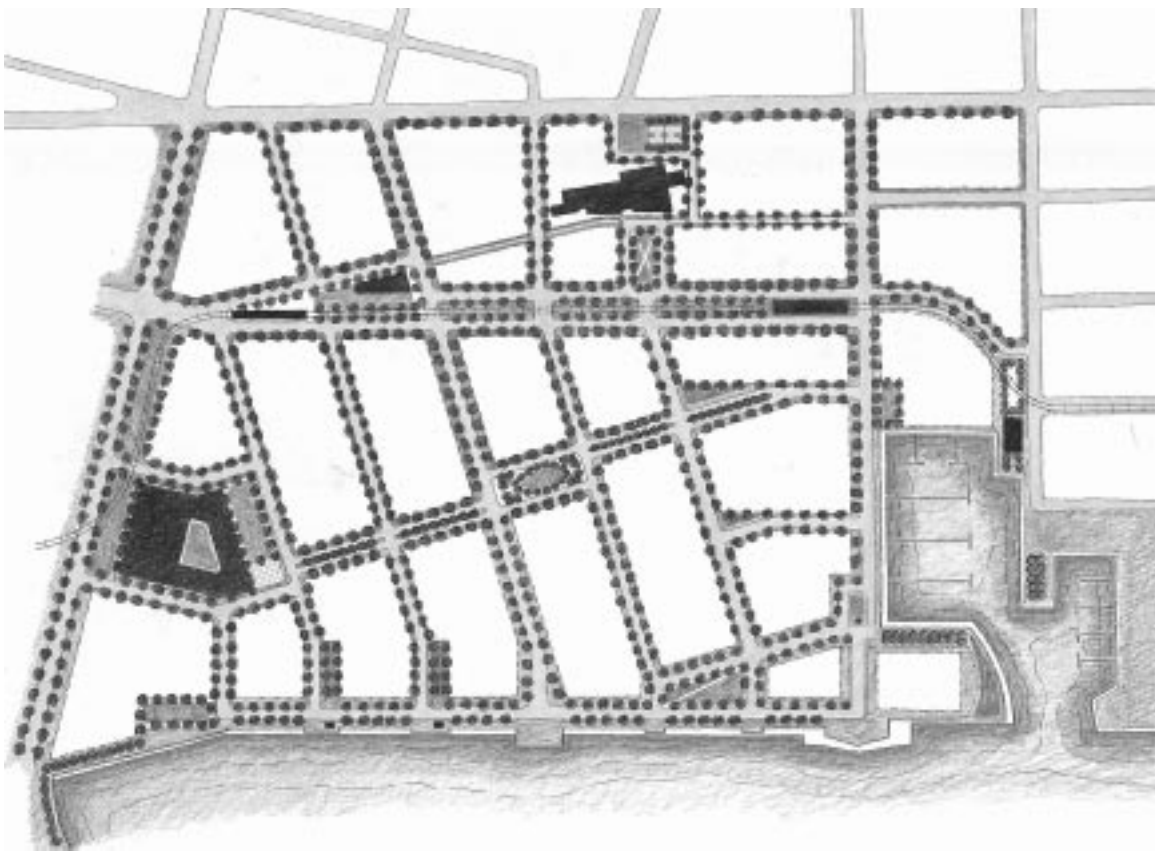
Use physical design to both enhance the workings of natural systems and support the quality, integrity and continuity of the built environment.

Policy 7 Maintaining an Appropriate Scale

Design buildings and structures (including infrastructure) to relate to the human scale, using modular elements (such as doors and windows), facade treatments and design details to display a variety of sizes, from large to small. Integrate large and small buildings and facilities.

Policy 8 Designing Infrastructure

- Design infrastructure and other site facilities to satisfy their functional purpose while contributing to local character and sense of place.
- Minimize site disruption, respect the physical, scenic and historic assets of a site, limit overhead utilities and use every possible opportunity to meet all relevant State Plan provisions.



Connectivity is the key principle in the design of circulation systems. This does not mean the application of a rigid grid, with all streets intersecting at right angles and all blocks of identical size. Streets can be oriented to take advantage of solar exposure or to provide special views. The grid can stretch and bend to respond to natural or manmade features, while providing a multiplicity of routes.

- Encourage co-location and the placement of towers for radio, television, and wireless communication and broadcast services on public property and in nonresidential areas.

Policy 9 Reducing Resource Consumption

Consider the consumption of energy, water and materials and the potential advantages of natural over mechanical approaches when designing street layout and selecting building location, building orientation, building materials, heating and cooling systems and plant materials.

Policy 10 Respecting Local Context and its Vernacular

Acknowledge and incorporate local history, climate, ecology, topography, building materials, building practices and local scale into the design of the built environment and the protection of the natural environment, where practicable and cost-effective.

Policy 11 Creating Civic Buildings and Spaces

Site civic buildings and spaces in prominent locations, easily accessible to the majority of the community, preferably by foot. Design civic buildings and spaces in ways that recognize their importance and clearly distinguish them from other uses. Foster the development of other public or semi-public gathering places such as plazas or pocket parks, which promote informal social interaction and provide a quality setting for artistic and cultural events, live entertainment and outdoor dining.

Policy 12 Integrating the Arts

Promote the permanent and temporary display of a variety of artistic forms in public and semi-public spaces. Incorporate elements of public art as integral to the design of buildings and public spaces. Encourage artistic and cultural events in public locations, both indoors and outdoors.

Policy 13 Balancing Security and Community

Make places safer, more accessible and more desirable through site layout, building placement, land use mix, lighting and other positive design techniques which establish clear distinctions between public and private realms, instead of relying exclusively on institutional law enforcement mechanisms or turning to exclusionary design techniques such as cul-de-sacs and gated communities.

Policy 14 Using Special Design Elements

Use special elements such as gateways, focal points, points of visual termination, landmarks, deflected views, skylines, distinctive signage and special lighting to create places, add character and make community form and structure more legible.

Policy 15 Lighting

In the interest of improved safety, energy conservation and maintenance of environmental integrity, outdoor roadway and area lighting should be designed, installed and maintained to minimize misdirected and upward light and optimize the use of the lighting system.

Policy 16 Reducing the Visual Impacts of the Automobile

Reduce the visual impacts of the automobile and its related facilities on the landscape. Conceal garage doors, reduce curb cuts, downsize over-engineered streets, downscale lighting systems and intensities, locate surface parking behind buildings, promote rear-alley access, replace parking lots with well-designed structured parking, and promote shared parking, central parking facilities and curbside parking wherever possible.

Policy 17 Managing Corridors

Design corridors, including rivers, greenways, transit and roadways, to connect communities in ways that preserve rights of way, protect viewsheds, and encourage gateways and distinct transitions between communities.

Policy 18 Redesigning Sprawl

Redesign existing areas of sprawl to look and function more like Centers:

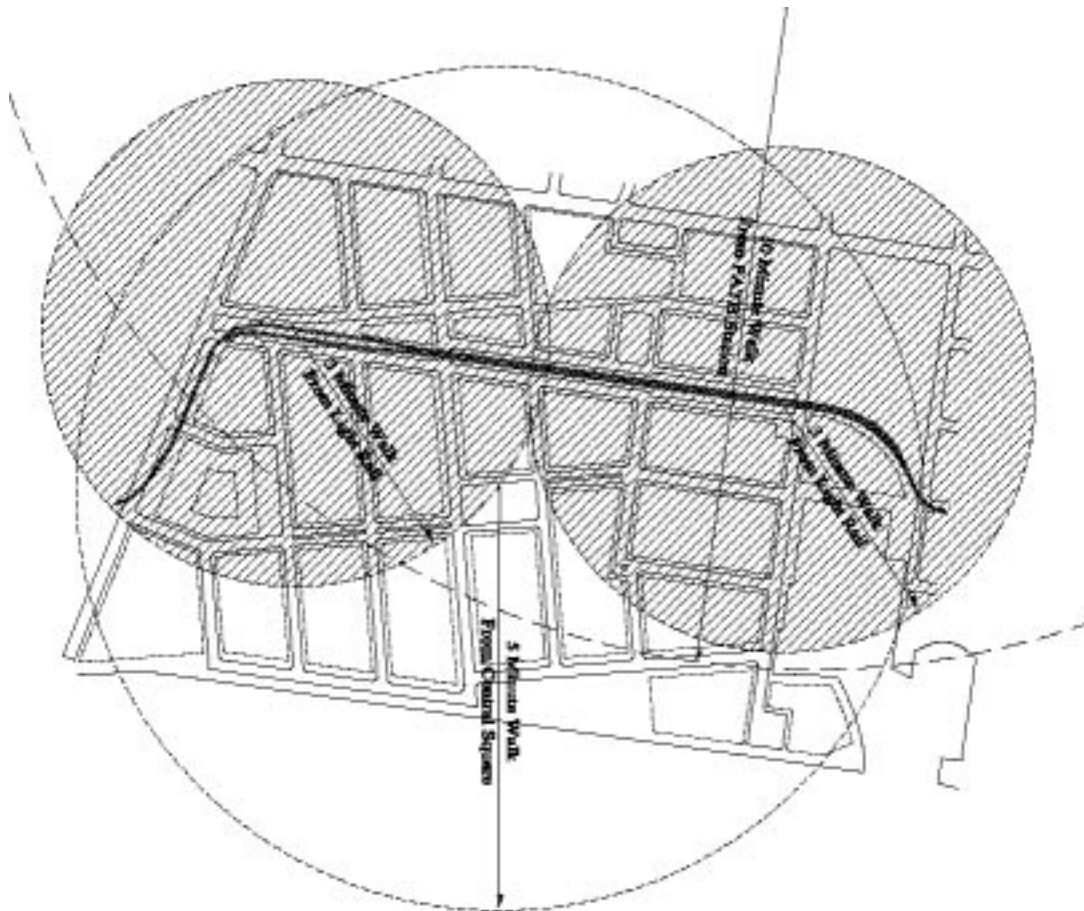
- Change automobile-oriented environments to pedestrian- and transit-supportive environments, and enhance pedestrian and bicycle safety through traffic calming and other techniques.
- Increase connectivity where possible and appropriate, even if limited to pedestrian and bicycle connections.
- Encourage a greater diversity of uses and activities and intensify selective Nodes and corridors, adding new retail, commercial, residential, civic and other uses.
- Promote the redevelopment or, where appropriate, the adaptive reuse of existing buildings, sites and infrastructure, encouraging mixed-use, wherever possible, while considering the scale and character of the surrounding fabric.
- Create opportunities for site intensification by replacing parking lots with new buildings or structured parking where economically feasible, redimensioning parking areas, providing narrower streets with curbside parking, promoting shared parking between existing uses and complementary infill uses, and increasing opportunities for alternate modes of transportation.
- Reassess unnecessary buffers, berms, fences and other physical devices frequently required by local zoning to physically and visually separate uses, buildings or lots, and eliminate these where possible.
- Use enclosed skywalks and/or underground passageways where justified to allow pedestrians to overcome particularly difficult physical barriers—such as dualized highways or rail lines—between pedestrian generators.
- Redesign internal circulation systems to create more pedestrian- and transit-oriented environments by adding sidewalks or walkways to link buildings, defining attractive, convenient and safe outdoor spaces, and other similar actions.



- Calm internal circulation systems by reducing street widths, allowing on-street parking, and selectively using traffic-calming devices such as neckdowns, speed tables, and other measures.
- Improve the management of the circulation network through access management, driveway consolidation and agreements between adjoining property owners to provide cross-easements.
- Create new service roads as alternatives to high-speed arterials and collectors.
- Selectively infill with new buildings, redevelop parking lots or detention facilities, and intensify existing structures through upper-level additions. Office districts can broaden their range of uses by introducing restaurants, day-care facilities, personal and professional services, retail and other nonresidential uses previously lacking.
- Replace expansive pesticide- and fertilizer-intensive lawns with low maintenance indigenous species to minimize run-off and reduce nonpoint source water pollution.
- Establish, where appropriate, district-wide management entities which, among other responsibilities, underwrite joint liability insurance over common space.
- Reduce or eliminate signs of visual clutter including inappropriate billboards, signs and overhead power lines and overscaled and poorly directed lighting.

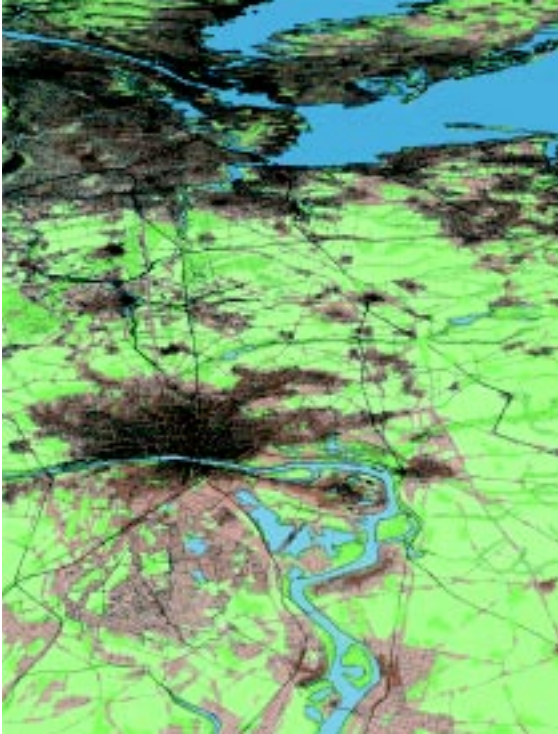
Policy 19 Adaptive Reuse

Design and construct buildings in a way that will facilitate their adaptive reuse.

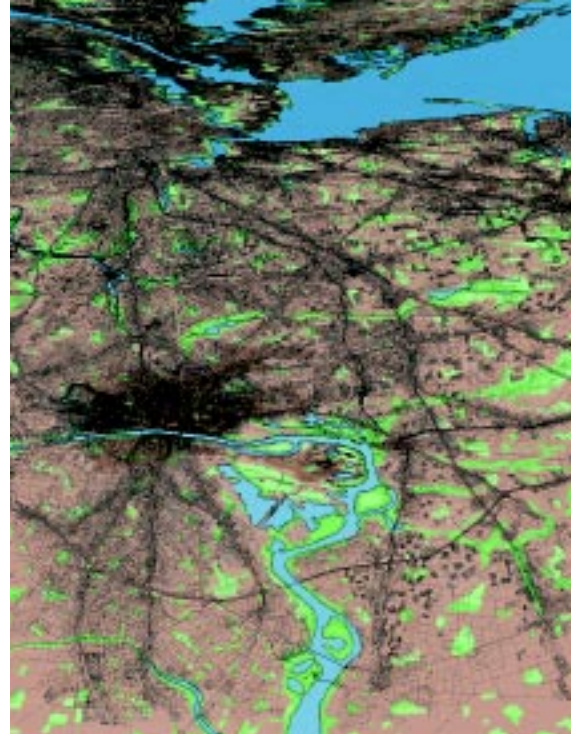


The five-minute walking distance—approximately 1,300 linear feet—defines a 120-acre precinct of high pedestrian accessibility. This walking distance becomes a key template for planning pedestrian- and transit-friendly communities.

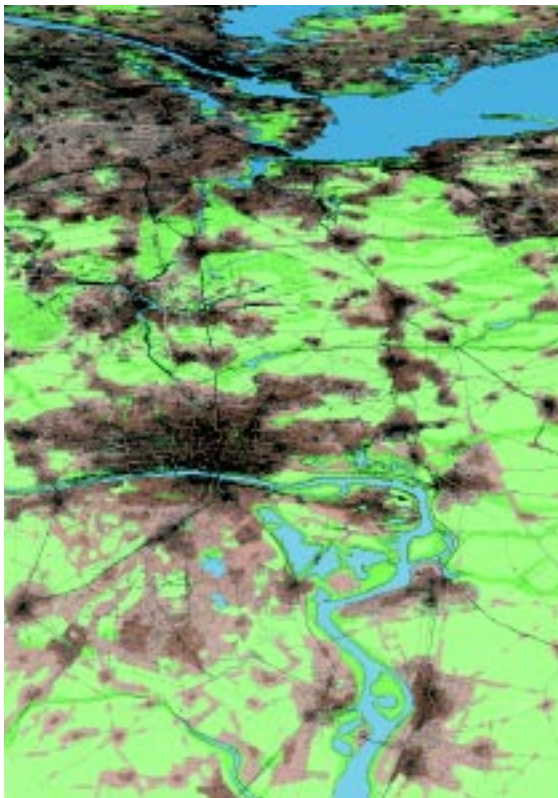
Central New Jersey Region, Looking Northeast



Existing Conditions: A view of the region, stretching from Burlington County, New Jersey, and Bucks County, Pennsylvania, to Hartford and New Haven, Connecticut, with the Delaware River in the foreground left and the Long Island Sound in the upper right.



Trend Development: New development continues to sprawl. Older cities and towns decline further as a result of disinvestment. Farmland, open lands and natural features are lost. The character of existing communities is eroded. The region experiences expansion of low-density, automobile-dependent, single-use development.



Plan Development: The region reinvests in its existing centers and creates new centers with distinct identities and a balance of housing, employment and open space. Farmland, large contiguous areas of open lands, and important natural features, are protected. Waterfronts are revitalized and accessible to the public. Transit systems are upgraded and extended, increasing ridership and providing a framework for further regional development. The region continues to grow in a healthy and more sustainable pattern while its places retain their character.

Rural Village



Existing Conditions: Parts of New Jersey still exhibit a predominantly rural landscape, with compact towns and village centers surrounded by farms, woodland and rural hamlets. Farmland and open space forms a continuous, productive landscape, with a mosaic of woodlands, hedgerows and small fields providing important wildlife habitat. Buildings are clustered in villages, hamlets and farmsteads with traditional architecture that harmonizes with the natural setting. The character of this rural landscape is an important asset for New Jersey, yet much is currently zoned for large-lot suburban sprawl.



Trend Development: Suburban development destroys farmland, open space and natural features. Rigid zoning codes create homogenous tracts of single-family homes on large lots, overwhelming the original village. Individual septic systems are more likely to pollute the groundwater and conflict with wells. Local roads become congested. The traditional, locally based economy withers. The area has lost its rural character.

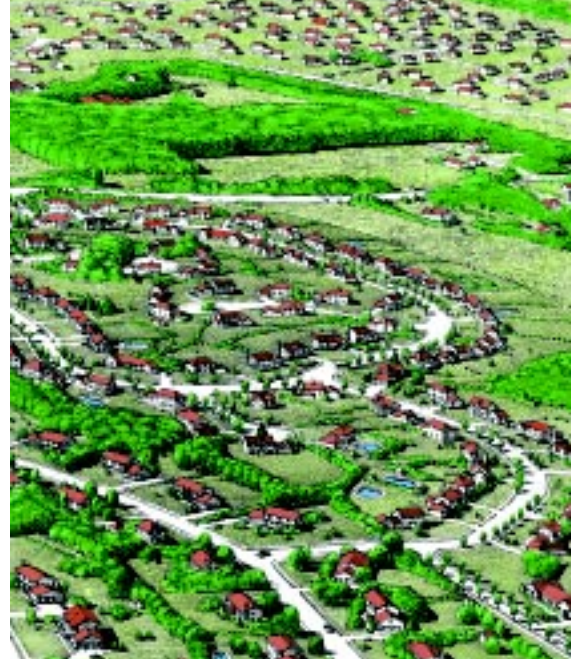


Plan Development: The rural village has grown and prospered, with new mixed-use development occurring in or adjacent to the center. New buildings share or complement the character and appearance of existing structures. New development outside the village occurs in hamlets or in carefully sited estate lots. Extensive areas of farmland and woodlands are maintained. Headwaters and groundwater recharge areas are protected. Natural systems handle wastewater and stormwater. Greenway corridors link communities, providing public access to the countryside. The scenic qualities of a rural community are protected and enhanced, while the local economy is preserved.

Rapidly Developing Suburban Fringe



Existing Conditions: The Garden State of New Jersey has some of the nation's best farmland, yet much of this irreplaceable resource is currently zoned for low-density development. The farmland and open space forms a continuous, productive landscape. Woodlands and hedgerows provide important wildlife habitat. Buildings are clustered in farmsteads and hamlets. The local roads are designed for low levels of rural, farm traffic. The beauty of the rural landscape is an important asset for New Jersey.



Trend Development: Suburban development overwhelms the farmland, open lands and natural landscape. Rigid zoning codes create homogenous tracts of single-family homes, shopping centers and office parks. Individual septic systems increase chances to pollute the groundwater and conflict with wells. Local roads become congested and require widening, destroying the rural character. Conventional development creates visual monotony and clutter that replaces the once-scenic landscape.



Plan Development: New development occurs, but inspired by garden city ideals. Higher-density uses occur in a new village center, with larger lots on the outskirts. Compact growth preserves working farms, which are separated from the new community by green buffers that reduce conflicts. Natural systems handle wastewater and stormwater. Traffic congestion is limited, due to reduced automobile use. Sensitive design creates attractive new buildings and public spaces.

Beltway Interchange



Existing Conditions: A historic town is located on a rail line providing passenger service to other nearby towns and to a metropolitan center. The surrounding woodlands provide wildlife habitat and recharge for a regional water supply system. Groundwater and surface water quality are high, as a result of the extensive open space. The local road system is designed for low levels of use. A recently built freeway has not yet triggered new development. However, the highway frontage is zoned for strip commercial development, and local zoning regulations encourage development outside the town center.



Trend Development: A regional shopping mall and big box retail locate adjacent to the new interchange. An office park replaces the woodlands, with smaller strip commercial businesses located along the local highway. The existing historic center begins to decline. Peak-hour traffic congestion becomes the norm, while rail ridership declines. Air quality deteriorates due to vast expansion of automobile use, as do ground and surface water, due to increased runoff. Open land, wildlife habitat and rural, small-town character are lost to suburban sprawl.



Plan Development: A new mixed-use town center is developed adjacent to the renovated rail station, and incorporating a commuter parking garage and a regional mall. Apartments are located above ground-floor commercial space, accommodating affordable housing, and new residential neighborhoods that are within a short walking distance. The existing center is revitalized with new uses and infill development. All structures are within a 15-minute walk of the train station. A successful density transfer program shifts development into the town center, preserving outlying open land. There is a clear separation between the town center and the surrounding countryside. Rail service is expanded. Traffic congestion is limited by the revival of rail and the walkable, transit-oriented town center. Protected woodlands surround the landscaped freeway corridor.

Suburban Highway and Rail Corridor



Existing Conditions: A historic town center, containing a mix of office, retail, institutional and residential uses, is still surrounded by large areas of rural countryside. The regional commuter rail is experiencing dramatic increases in ridership at the small congested stations. Office parks and commercial development are beginning to appear along a state highway. Residential subdivisions are replacing farms and forests. Formerly rural roads are increasingly congested with traffic from strip commercial development. Some of the region's best agricultural soils are under imminent threat of development.

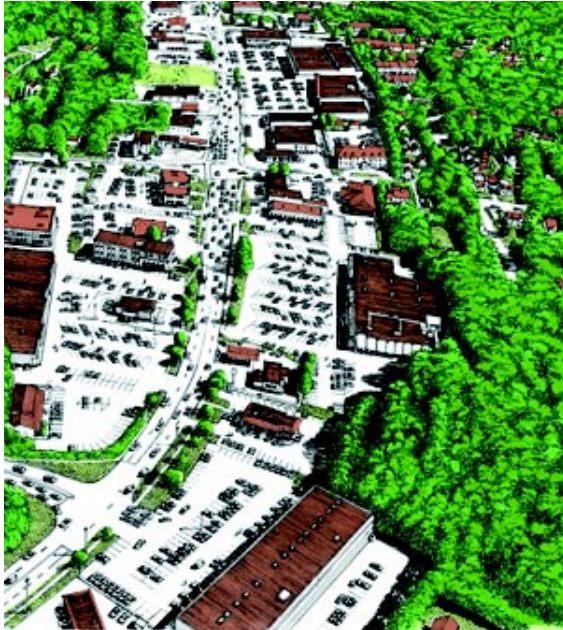


Trend Development: The historic town center loses its role as the commercial and social hub for the surrounding area. The state highway is widened, but becomes even more congested. Increased non-point source pollution leads to a decline in the quality of the river's water. Prime agricultural soils are paved over. Development and housing fragment green corridors while trails and aquifer recharge areas are lost. The open countryside defining the historic town center is overwhelmed by development. Air quality declines. Residential subdivisions consume the remainder of the region's rural forests and farmlands.



Plan Development: Balanced in-fill growth in the town center reinforces the traditional mix of uses, drawing from and enhancing the historic context. The historic center is still surrounded by rural countryside. The river is protected by open space buffers and preservation of water recharge areas. Service on the commuter rail line is expanded. Improved station area facilities include a shared parking deck, and become the focus for new transit-oriented town centers. Access to the state highway is limited and road expansions are unnecessary. Air quality is protected. Residential growth is redirected to existing centers and to new, walkable centers served by transit.

Suburban Commercial Strip



Existing Conditions: A generic suburban commercial strip, where roads and surface parking lots dominate the landscape. Single use, low-density zoning has led to dependence on the automobile, which in turn has resulted in severe peak-hour congestion. While the strip is mostly prosperous, some older shopping centers have closed, unable to compete with big box retail. Stormwater runoff from parking and roads is degrading the water quality of a nearby stream. Undeveloped areas along the highway are zoned for additional strip commercial development. While some open space, woodlands, and farmland still remain, wildlife habitat is fragmented.



Trend Development: Strip development along the highway has continued, resulting in many miles of highway-oriented uses and a cluttered, unappealing environment. A parallel road network has not been created, requiring every trip—even short local trips—to enter the highway. As a result, extreme traffic congestion, safety concerns and conflicts between regional mobility and local access have led to several highway widenings. Older shopping centers have continued to decline due to competition from big box retail. Air quality has declined, and stormwater runoff has seriously degraded the water quality of a nearby stream. Most open space has been consumed, with a concomitant loss of wildlife habitat.



Plan Development: A smart growth approach to the corridor focuses growth in a series of compact centers along the highway, connected by express bus. Infrastructure improvements and other incentives encourage redevelopment of the failed shopping centers with attractive, higher-density, mixed-use structures convenient to adjacent structured parking. Well-designed offices and higher-density housing are added to the retail and service uses. As part of the redevelopment, a new internal street network creates real places and helps disperse traffic. Congestion has decreased due to reduced automobile use and availability of alternate routes. Another mixed-use area straddling the highway is developed further down, separated from the existing area by preserved open space. Air quality has improved. The surrounding dispersed residential areas, along with the woodlands and farmland, are preserved.

Urban Center



Existing Conditions: An urban center suffers from disinvestment and inappropriate development. Historic buildings have been compromised. Cars and surface parking have made it difficult and unpleasant to walk and worse to drive within the city. Although the traditional scale remains intact in many areas, as does much of the original fabric of buildings and squares, the traditional diversity of urban functions is disappearing slowly. Transit service links the city with the surrounding region and other cities.

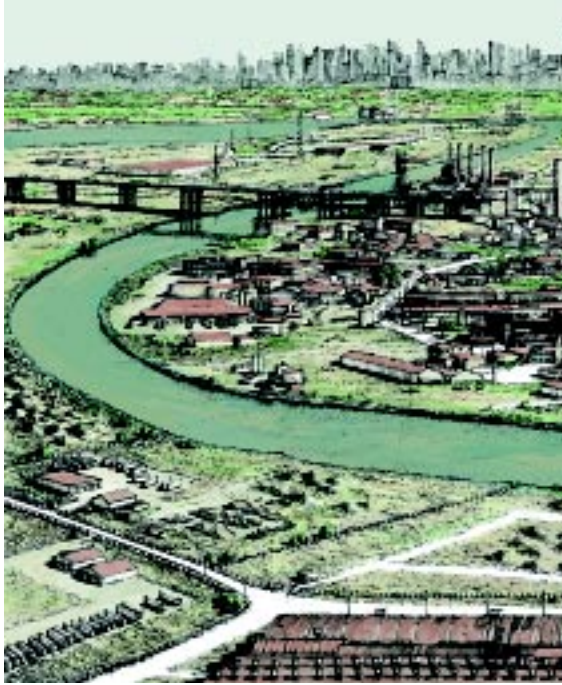


Trend Development: In need of ratables, the urban center accepts suburban-style development. Random placement of high-rise office towers destroys the historic scale. Building location and design have little relationship to local traditions. Single-story fast-food franchises and chain stores surrounded by parking further compromise the urban fabric. Historic buildings are demolished for parking and cars become the central focus of urban life. The city loses its diverse mix of uses and becomes an automobile-oriented urban office park that does not benefit from transit service.

Plan Development: A diverse blend of new buildings—many incorporating green features—are designed to fit within the traditional urban pattern. The location and design of new buildings reflect the traditional character of the city. A public square flanked by a high-rise tower act as focal points for redevelopment. The preservation and restoration of historic buildings, squares and streets is a local priority. Careful design review keeps the visual impacts of the automobile to a minimum. Smaller scale in-fill development occurs on side streets. Transit-oriented housing and new offices locate around the refurbished train station. New activities draw people and create lively streets.



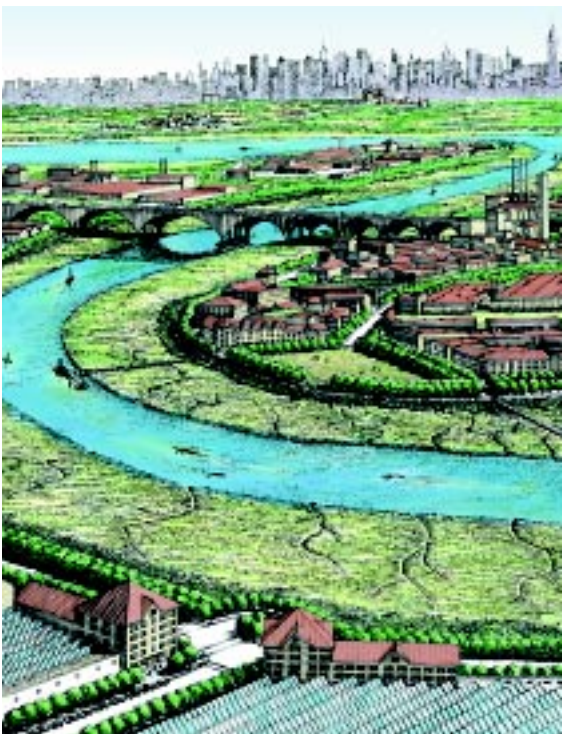
Urban Industrial Riverfront



Existing Conditions: An old industrial waterfront with many abandoned industrial operations. Some of the core industries remain and still are viable. However, the industrial pollution and urban runoff have degraded water quality over the years, and the estuarine ecosystem has almost been eliminated. There is no public access to the waterfront. Urban highways mar the landscape and air quality is low due to automobile use and industrial pollution.



Trend Development: The manufacturing base continues to decline. Without redevelopment, public access to the water remains unfulfilled. Dumping and industrial runoff continue unabated, leading to further declines in water quality. Traditional mixed-use manufacturing neighborhoods continue to decline. New highways and bridge crossings further fracture the area. Air quality deteriorates due to rapid growth in automobile use. The poor quality of life drives away business, industry and residents.



Plan Development: Smart growth incentives attract new green industries to the area. New growth also occurs around the train station and faces internal streets. The stronger local economy spurs demand for additional commercial and residential uses. The estuarine marsh environment and coastline are reclaimed and restored, creating a shoreline greenbelt accessible to the public. Air quality improves due to reduced vehicle use.

Rail Suburb



Existing Conditions: A traditional, late 19th-century rail suburb with a small commercial core and diverse housing options within walking distance of the train station, surrounded by forest and farmland. But development pressures have reached the suburban fringe. Already, a large-lot subdivision complying with the local zoning code has been built to the north of town.



Trend Development: The trend continues towards large-lot subdivisions, consuming farmland and woodland on the edge of town. Single-use, auto-oriented commercial development locates along Main Street, which is widened and straightened to improve circulation. The compact character of the rail suburb is lost, while the rail line becomes increasingly irrelevant to the life of the community.



Plan Development: The town chooses to grow in ways that reinforce its historic character. Municipal planning and zoning regulations are radically revised to encourage mixed-use, compact development and to reinforce the character of this small town. Property owners in the first large-lot subdivision embrace in-fill in their neighborhood, benefiting from new zoning provisions encouraging small-lot single-family and accessory apartments that provide affordable housing. The town also grows through small-scale redevelopment in the core. Potential development in the surrounding area is transferred to the core and the countryside is largely protected.

Urban Neighborhood



Existing Conditions: A distressed urban neighborhood struggles with the consequences of sprawl, disinvestment and segregation. Large-scale land clearance, driven by misguided urban renewal policies, has left considerable vacant land in the heart of the neighborhood, which was never redeveloped. Civic institutions still anchor the community, but they are struggling. The original urban-grid, street pattern remains intact, but the urban fabric alternates between subsidized high-rises, 19th-century buildings and low-rise apartments and duplexes.



Trend Development: The neighborhood continues to decline. Abandoned buildings are torn down and converted to surface parking or vacant lots. Public housing tenants are trapped in their high rise buildings, which foster isolation instead of community. Residential development in the center of the community takes place at suburban densities that do not support transit, commercial activities or the community's vision for itself. Sprawl development and high-rise towers in the distance mark the continued flight of residents and jobs from the declining urban core.



Plan Development: A partnership among the public housing authority, private developers, a major corporation and local civic groups has sparked a remarkable turnaround in this area. Once-vacant land now hosts new mixed-use development. A two-block high-tech employment center has brought new jobs and residents to the neighborhood. Three- and four-story buildings define blocks with interior, green courtyards. These blocks accommodate a mix of market-rate and affordable housing, retail, services and civic uses. Smart, clean manufacturing has located in smaller buildings elsewhere in the neighborhood. Extensive tree planting and landscaping soften the urban landscape and help clean the air and cool hot summer days. New buildings exhibit green features, such as natural lighting and passive air-circulation systems.

Rural Valley



Existing Conditions: A rural valley comprises about 1,000 acres of open and wooded land, farms, ponds and streams. While there are several vibrant traditional hamlets and villages nearby, and the community enjoys the valley's scenic vistas, the entire area is zoned for residential development, with an inflexible two-acre minimum lot size. There is considerable pressure to develop the valley with large, expensive homes, given its proximity to several major corporate employment centers.



Trend Development: Conventional zoning formulas result in about 300 residential lots. The entire valley is carved up into land holdings, too small to protect farmland or provide open space and too large to provide for affordable housing, while completely destroying its scenic character. Much of the original vegetation is removed. New roads intersect the valley, and residents must drive to almost any activity. The valley's special character has been lost, replaced by an anonymous suburban landscape.



Plan Development: The community replaces its conventional zoning and adopts a flexible, design intensive code. This allows development of the same 300 houses, but clustered in a village, leaving scenic vistas intact and 85 percent of the valley as open space. Helping to provide affordable housing, residential lot sizes in the village can reach 7,500 square feet—a traditional village lot. Design techniques such as shared driveways and rear alleys—borrowed from historic hamlets and villages in the region—allow for improvements in density and quality of life. The new village has a small mixed-use center,

with a community building, recreation facilities, a few shops and office space for local professionals. The surrounding open countryside is preserved, through land acquisition or easements. Negative environmental impacts of development have been minimized. The valley provides an enduring place for human habitation in proximity to natural landscapes.

Community Revitalization

Abandoned, boarded-up buildings scar neighborhoods and drain municipal finances. Yet these are often significant structures with great potential. Finding new tenants and uses for these buildings can be a challenge to neighborhood revitalization. Fortunately, New Jersey's building rehabilitation subcode facilitates adaptive reuse of these buildings.



Neighborhood Traffic Calming

Even modest traffic calming measures—such as allowing curb-side parking and installing bump-outs and textured crosswalks at intersections—slow vehicular speed on neighborhood streets and create a more pleasant environment. This, in turn, can support local businesses such as restaurants and grocery stores and lead to private investment, helping to create a stronger and healthier mixed-use neighborhood.



Urban Adaptive Reuse

Abandoned industrial buildings often have great character and a strong, enduring image. As such, they offer unique opportunities, through sensitive adaptive reuse, to create new spaces with distinct character.



Warehouse Area Redevelopment

Warehouses and other industrial buildings were often located along former rail lines. Rails-to-trails projects establishing valuable pedestrian and bicycle links between communities create a new market for this real estate. Sensitively rehabilitated, these buildings can become visitor centers, cafés, bicycle-repair shops and flexible office space overlooking the bustling greenway.



Urban Infill, corner situation

Vacant corners—because of their higher visibility—are particularly important in neighborhood revitalization. They anchor a block and provide opportunities for carefully designed in-fill buildings that re-establish the integrity of the building fabric. They can also offer appropriate locations for small neighborhood parks in neighborhood with open space deficits.



Urban Redevelopment

Surface parking lots are a blight to urban areas and a poor use of a scarce resource. Redevelopment of these sites with mixed-use buildings of an appropriate scale and structured parking brings additional life to the city, recreating an urban fabric that will support pedestrian activity as well as transit.



Suburban Road Conversion

Unnecessarily wide suburban arterial roads invite speeding and divide the community. However, these roads can be retrofitted, over time, to become a community asset while still fulfilling their transportation function. As a first step, a landscaped median narrows the cartway and slows traffic. Burying the utility lines underground and installing pedestrian-scale lighting will reduce clutter and build character. Ultimately, a true pedestrian atmosphere is created when buildings are brought up to the street and curbside parking is allowed.



Transit Village Redevelopment



Surface parking lots near active train stations offer significant opportunities for the type of redevelopment that creates quality places while increasing transit ridership. Mixed-use buildings supported by shared parking structures and fronting on quality public spaces help integrate the transit facility into the community fabric and make access to transit a pleasant, seamless experience.



Shopping Center Redevelopment

Abandoned or under-performing shopping centers offer opportunities to retrofit our suburbs into more humane and efficient environments. A vacant retail strip facing a vast parking lot has become a brownfield site. In a phased approach responsive to market realities, the site is returned to the tax rolls and transformed into a vibrant, mixed-use environment through the addition of second- and third-story housing over the original building, with retail and services remaining on the ground floor. Later, the construction of a second mixed-use building front on part of the former parking lot creates a traditional streetscape and lively community. Parking is provided along the new street, in the back, or in a parking deck.



Underutilized urban or suburban shopping center sites also provide opportunities for new school construction. These sites are often located adjacent to older residential neighborhoods and are large enough to easily accommodate new schools and other civic uses. Sensitive redevelopment can create a new civic focus for the neighborhood. Environmentally friendly school buildings—with solar panels, green roofs, and other "green" features—and associated multi-purpose public open space will anchor revitalized neighborhoods and spur new infill housing.



Neighborhood Revitalization

An urban street is transformed with the addition of traffic calming devices, a bicycle lane, a bus shelter and other measures, creating a more functional and congenial environment for pedestrians, cyclists and transit users. The planting of additional street trees and ground-level vegetation helps soften the urban environment. New infill housing on vacant lots is the result of community reinvestment.



State Plan Policy Map

INTRODUCTION

The State Planning Act contains three key provisions that mandate the approaches the Plan must use in achieving State Planning Goals. The Plan must:

...encourage development, redevelopment and economic growth in locations that are well situated with respect to present or anticipated public services or facilities and to discourage development where it may impair or destroy natural resources or environmental qualities.

...reduce sprawl

...promote development and redevelopment in a manner consistent with sound planning and where infrastructure can be provided at private expense or with reasonable expenditures of public funds. (N.J.S.A. 52:18A-196, et seq.)

Statewide Policies are designed to improve intergovernmental coordination of planning in a complex, highly diverse state. They will not, in and of themselves, lead to the patterns of development necessary to achieve the goals of the act. They need to be applied to public and private decisions through the State Plan Policy Map that accounts for the geographic diversity of the state and the unique opportunities and constraints that this diversity presents in terms of achieving the goals of the act.

State Plan Policy Map

The State Plan Policy Map integrates the two critical spatial concepts of the State Plan—Planning Areas, and Centers and Environs—and provides the framework for implementing the Goals and Statewide Policies. Each Planning Area is a large mass of land with tracts that share certain characteristics and strategic intentions. Centers are central places within Planning Areas where growth should either be attracted or contained, depending on the unique characteristics and growth opportunities of each Center and the characteristics of the surrounding Planning Area in which it is located. These Centers are delineated by Center Boundaries and provide services for both the Center and the surrounding region. Areas outside Center Boundaries are Environs and should be protected from the growth that occurs in Centers.

The Plan's provisions for Planning Areas, Centers and Environs work together. Planning Area provisions describe the opportunities and limitations for both development and conservation. Within different Planning Areas, different development patterns are prescribed.

Each Planning Area has specific intentions and Policy Objectives that guide the application of the Statewide Policies. The Policy Objectives ensure that the Planning Areas guide the development and location of Centers and protect the Environs. Where a municipality or county has more than one Planning Area within its jurisdiction, growth should be guided in the following order: Metropolitan, Suburban, Fringe, then Rural or Environmentally Sensitive.

General Plan Strategy

Achieve all the State Planning Goals by coordinating public and private actions to guide future growth into compact, ecologically designed forms of development and redevelopment, and to protect the Environs, consistent with the Statewide Policies and the State Plan Policy Map.

POLICY MAP of the New Jersey State Development and Redevelopment Plan

DESIGNATED CENTERS

- ★ Urban Centers
- ☆ Regional Centers
- Towns
- Villages
- Hamlets

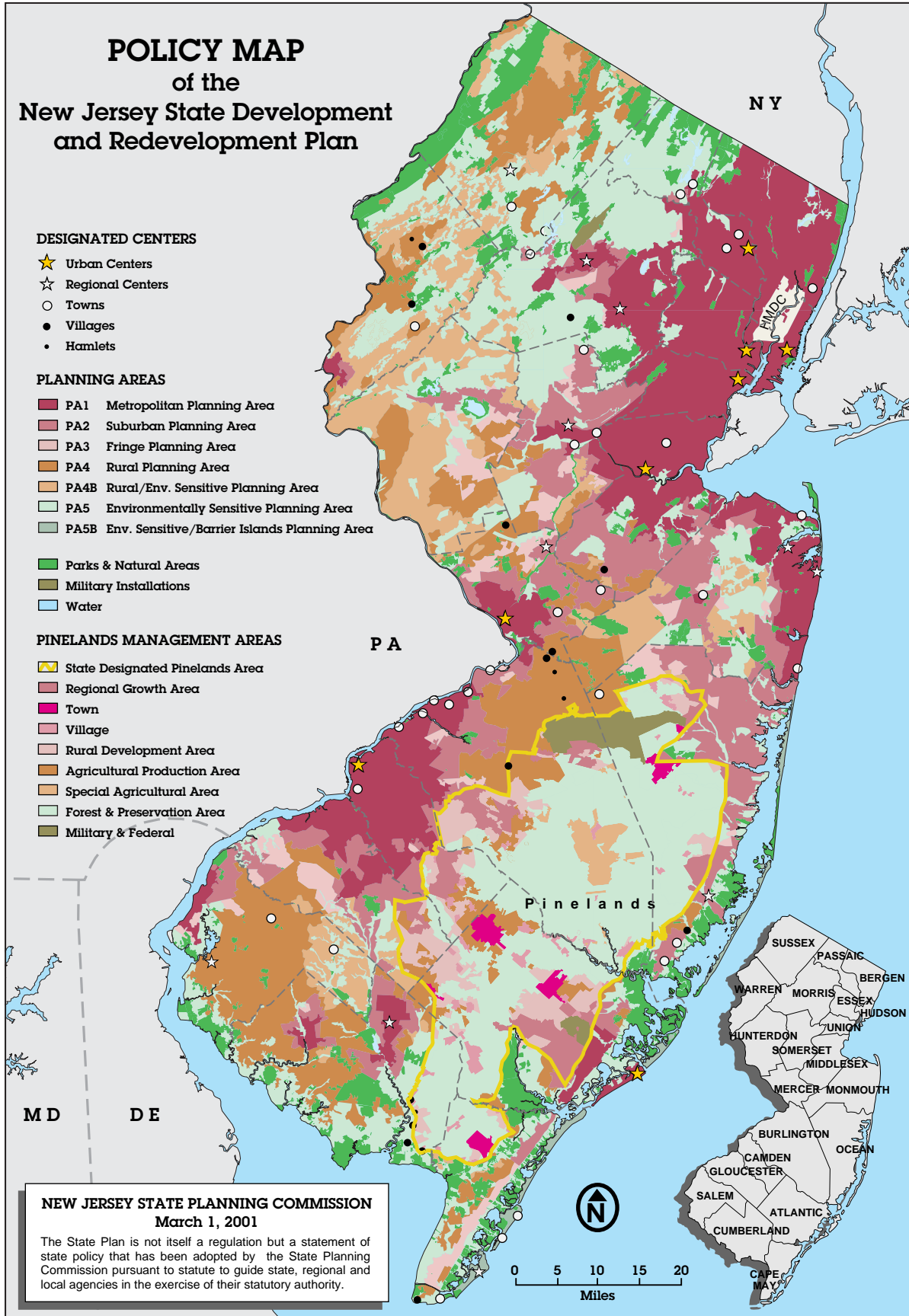
PLANNING AREAS

- PA1 Metropolitan Planning Area
- PA2 Suburban Planning Area
- PA3 Fringe Planning Area
- PA4 Rural Planning Area
- PA4B Rural/Env. Sensitive Planning Area
- PA5 Environmentally Sensitive Planning Area
- PA5B Env. Sensitive/Barrier Islands Planning Area

- Parks & Natural Areas
- Military Installations
- Water

PINELANDS MANAGEMENT AREAS

- State Designated Pinelands Area
- Regional Growth Area
- Town
- Village
- Rural Development Area
- Agricultural Production Area
- Special Agricultural Area
- Forest & Preservation Area
- Military & Federal



NEW JERSEY STATE PLANNING COMMISSION
March 1, 2001
 The State Plan is not itself a regulation but a statement of state policy that has been adopted by the State Planning Commission pursuant to statute to guide state, regional and local agencies in the exercise of their statutory authority.

ACRES IN PLANNING AREAS

PLANNING AREA	TOTAL	DEVELOPED	UNPROTECTED & UNDEVELOPED	PRESERVED	UNSUITABLE
Metropolitan (PA1)	840,276	611,539	104,861	46,254	77,622
Suburban (PA2)	543,126	227,271	205,920	23,214	86,721
Fringe (PA3)	128,442	39,429	62,227	6,886	19,900
Rural (PA4)	634,250	82,176	391,092	73,345	87,637
Rural/Env. Sensitive (PA4B)	395,400	57,721	255,887	39,141	42,651
Env. Sensitive (PA5)	833,282	129,730	338,923	140,366	224,263
Coastal/Env. Sensitive (PA5B)	20,127	12,751	180	2,934	4,262
Parks	437,519	0	0	437,519	0
Pinelands/HMDC	953,893	63,535	133,716	706,247	50,395
STATE TOTALS	47,786,315	1,224,152	1,492,806	1,475,906	593,451

NOTES: All data in acres.

Analysis prepared by the New Jersey Office of State Planning using the March 2001 State Plan Policy Map and detailed land use and land cover mapping by the New Jersey Department of Environmental Protection which interpreted aerial photographs taken in 1995 through 1997, the most recent available statewide data of this precision.

“Developed” land refers to land classified as “urban” in this mapping series, which includes all residential, commercial, industrial and similar developed areas. Portions of these areas are available for redevelopment.

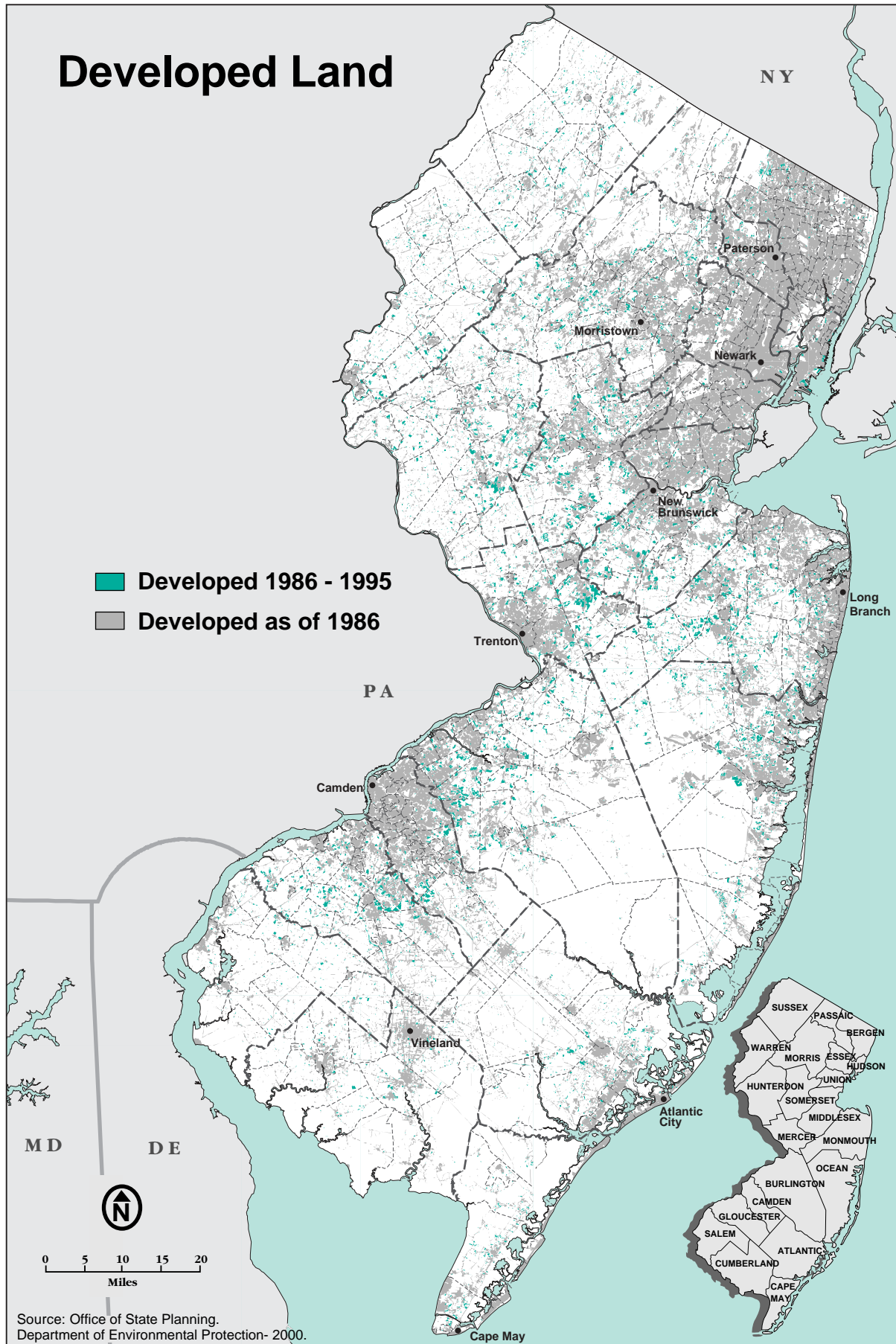
“Unprotected and Undeveloped” land includes land classified as agricultural, forest, bare exposed rock and transitional areas in this mapping series that is not otherwise classified as “Preserved” or “Unsuitable.” This area is considered to be generally available for development, although not necessarily recommended for development in the State Development and Redevelopment Plan, the Pinelands Comprehensive Management Plan, or the Hackensack Meadowlands Development Commission Master Plan. This estimate does not take into account land that is prevented by easements or other deed restrictions from development, or land that may have been developed since 1995.

“Preserved” land includes federal and state parks, wildlife preserves, state owned conservation easements, watershed management areas, utility land (e.g. water supply watershed protection areas), and tax exempt open space mapped by the Department of Environmental Protection; preserved farmland mapped by the Department of Agriculture, New Jersey Conservation Foundation land, and county and municipal parks and open space mapped through State Plan Cross-acceptance.

“Unsuitable” land includes wetlands, beaches, water and other areas considered not generally suitable for development.

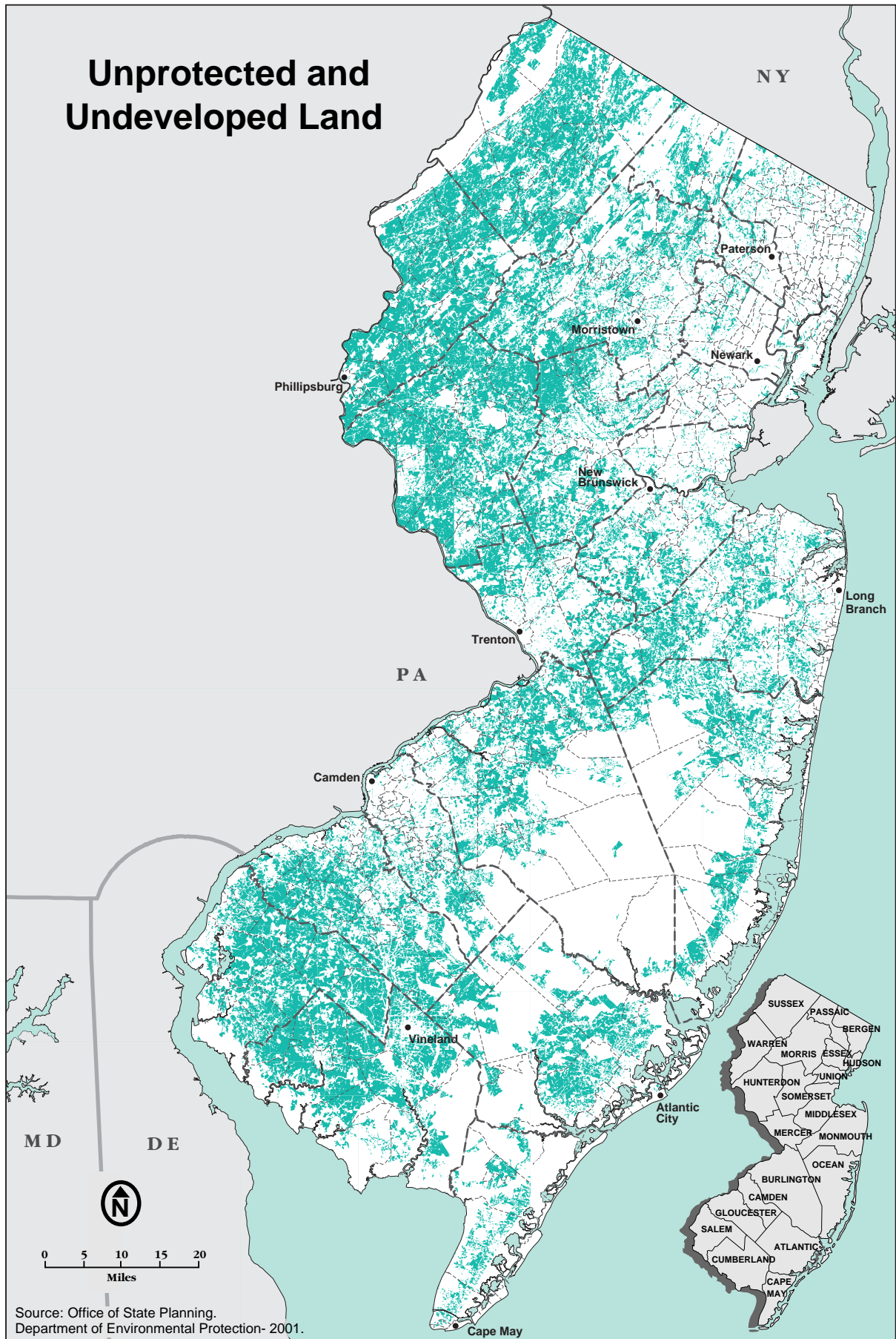
The State Plan Policy Map applies to all lands except mapped military installations, open water, and land under the jurisdiction of the Pinelands Commission and of the Hackensack Meadowlands Development Commission. Current designations of the Pinelands Comprehensive Management Plan are identified in the State Plan Policy Map, in accordance with the Memorandum of Agreement between the Pinelands Commission and the State Planning Commission.

Developed Land



Source: Office of State Planning.
Department of Environmental Protection- 2000.

Unprotected and Undeveloped Land



The State Plan Policy Map has been mapped according to national map accuracy standards. Lines mapped at a scale of 1:24,000, the scale of the official maps of the State Plan, are accurate to within 45 feet. These lines are not explicitly correlated with or based on property lines, zoning lines or political boundaries.

Applying the Statewide Policies through the State Plan Policy Map will achieve the goals of the State Planning Act.

PLANNING AREAS

Geographic Framework for Livable Communities

The State Plan promotes the strategic application of investment and regulatory policy to repair and maintain infrastructure in developed areas, to reestablish adequate levels of service in over-burdened communities and to protect the agricultural, natural and cultural resources of the state. The State Plan's Statewide Policies are applied to the natural and built resources of the state through the designation of five Planning Areas. These Planning Areas reflect distinct geographic and economic units within the state and serve as an organizing framework for application of the Statewide Policies of the State Plan.

Planning Areas do not necessarily coincide with municipal or county boundaries, but define geographic areas that are suitable for common application of public policy.

The State Plan anticipates continued growth throughout New Jersey in all Planning Areas. The character, location and magnitude of this growth vary among Planning Areas according to the specific character of the area.

The State Plan Policy Map uses the Environmentally Sensitive Planning Area as the primary means of protecting and managing the larger areas of natural resources of New Jersey. Because it recognizes that there are

Planning Areas

- **Metropolitan Planning Area: PA1**
Provide for much of the state's future redevelopment; revitalize cities and towns; promote growth in compact forms; stabilize older suburbs; redesign areas of sprawl; and protect the character of existing stable communities.
- **Suburban Planning Area: PA2**
Provide for much of the state's future development; promote growth in Centers and other compact forms; protect the character of existing stable communities; protect natural resources; redesign areas of sprawl; reverse the current trend toward further sprawl; and revitalize cities and towns.
- **Fringe Planning Area: PA3**
Accommodate growth in Centers; protect the Environs primarily as open lands; revitalize cities and towns; protect the character of existing stable communities; protect natural resources; provide a buffer between more developed Metropolitan and Suburban Planning Areas and less developed Rural and Environmentally Sensitive Planning Areas; and confine programmed sewers and public water services to Centers.
- **Rural Planning Area: PA4, and the Rural/Environmentally Sensitive Planning Area: PA4B**
Maintain the Environs as large contiguous areas of farmland and other lands; revitalize cities and towns; accommodate growth in Centers; promote a viable agricultural industry; protect the character of existing stable communities; and confine programmed sewers and public water services to Centers.
- **Environmentally Sensitive Planning Area: PA5, and the Environmentally Sensitive/Barrier Islands Planning Area: PA5B**
Protect environmental resources through the protection of large contiguous areas of land; accommodate growth in Centers; protect the character of existing stable communities; confine programmed sewers and public water services to Centers; and revitalize cities and towns.

important natural resources found in other Planning Areas, the State Plan recommends the designation of particular resources as Critical Environmental Sites or Historic and Cultural Sites through the Cross-acceptance and municipal and county master planning processes. Designation as a Critical Environmental Site, in addition to appropriate Statewide Policies, applies the Intent and applicable Policy Objectives of the Environmentally Sensitive Planning Area to these resources. Designation as a Historic and Cultural Site applies appropriate applicable Statewide Policies to these resources.

Each Planning Area has Policy Objectives that guide growth in the context of its unique qualities and conditions. These Policy Objectives are intended to guide state, county and municipal planning in general and, specifically, to establish a regional system of Centers (with Cores and Neighborhoods) and Nodes to promote growth in Metropolitan and Suburban Planning Areas; guide the location and size of Centers to accommodate growth in Fringe, Rural and Environmentally Sensitive Planning Areas; and provide management for the Environs. The Policy Objectives also shape and define the application of the Statewide Policies in each Planning Area.

Many infrastructure systems in Metropolitan Planning Areas have already been extended into Suburban Planning Areas, and where they have not been extended, localized infrastructure systems have been developed. Infrastructure systems should be extended into Fringe Planning Areas when they are cost-efficient to serve a Center-based pattern of growth.

In the Fringe, Rural and Environmentally Sensitive Planning Areas, the Center is the area within which infrastructure services are planned and provided to contain the level of projected growth. The Center Boundaries define the limits of the Center's growth based on a planning horizon of the Year 2020. Communities are also encouraged to develop strategies, including land banking, to provide a reserve for growth that will occur after the Year 2020.

Metropolitan Planning Area (PAI)

General Description

This Planning Area includes a variety of communities that range from large Urban Centers such as Newark, to 19th century towns shaped by commuter rail and post-war suburbs, such as Englewood and Cherry Hill. As the name implies, the communities in this Planning Area often have strong ties to, or are influenced by, major metropolitan centers—the New York/Newark/Jersey City metropolitan region in the northeastern counties (roughly within the I-287 beltway); the Philadelphia/Camden/Trenton metropolitan region along the lower Delaware River (roughly within the I-295 beltway); and on a smaller scale, the Easton/Phillipsburg metropolitan region along I-78. This Planning Area can also be found among the older shore towns of Monmouth County, Atlantic County, along the Delaware River in Salem County, and in the Bridgeton and Vineland-Millville areas in Cumberland County.

Over the years, both the public and private sectors have made enormous investments in building and maintaining a wide range of facilities and services to support these communities. The massive public investment is reflected in thousands of

The investment in passenger rail service in the Metropolitan Planning Area is represented by over 130 stations on:

- 11 heavy rail lines
- two rapid transit lines
- two light rail lines
- one subway line

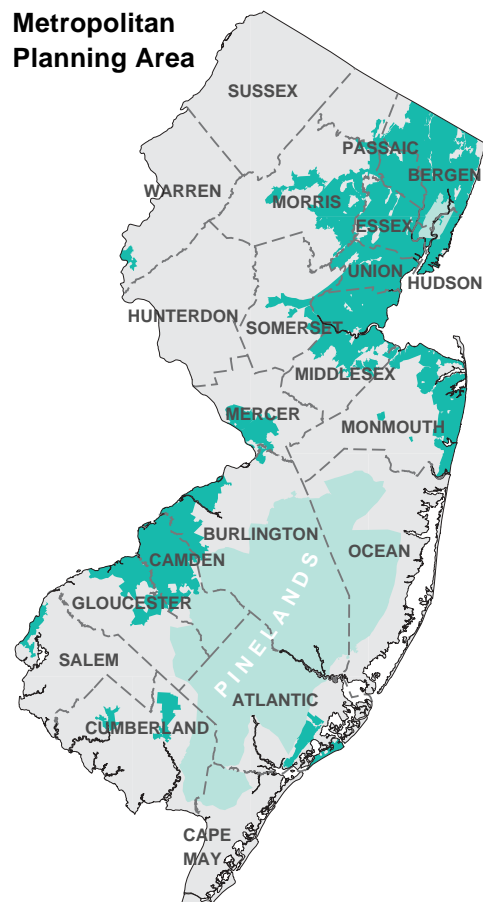
miles of streets, trade schools and colleges, libraries, theaters, office buildings, parks and plazas, transit terminals and airports. Most of these communities are fully developed, or almost fully developed, with little vacant land available for new development. Much of the change in land uses, therefore, will take the form of redevelopment.

The communities in this Planning Area form a part of the metropolitan mass where municipal boundaries tend to blur. The nature of this settlement pattern can undermine efforts to address a host of functional problems on a municipal basis. It is increasingly impractical, for instance, to manage traffic congestion, solid waste disposal and air and water pollution locally. These and other concerns spill over from one municipality to the next, requiring a regional perspective on potential solutions.

These communities have many things in common: mature settlement patterns resulting in a diminished supply of vacant land; infrastructure systems that generally are beyond or approaching their reasonable life expectancy; the need to rehabilitate housing to meet ever changing market standards; the recognition that redevelopment is, or will be in the not-too-distant future, the predominant form of growth; and a growing realization of the need to regionalize an increasing number of services and systems in light of growing fiscal constraints. In addition, the wide and often affordable choice of housing in proximity to New York and Philadelphia has attracted significant immigration, resulting in noticeable changes in demographic characteristics over time.

The Metropolitan Planning Area includes many communities that could be categorized as cities, towns or villages in the classical sense. However, over time the Metropolitan Planning Area has evolved into a close-knit, compact settlement pattern where communities stand shoulder to shoulder. The most distinctive Center forms in the Metropolitan Planning Area are Urban and Regional Centers and Towns. Urban Centers are the larger cities that historically, and to some degree still, provide a focus for the region's economy, transportation system and governmental functions. The State Planning Commission designated the following municipalities as Urban Centers in 1992: Atlantic City, Camden, Elizabeth, Jersey City, New Brunswick, Newark, Paterson and Trenton. Many communities in this Planning Area contain a mixed-use Core that provides regional commercial, institutional, cultural and transportation opportunities. Examples include Westfield, Montclair, Haddonfield, Red Bank and

The proximity of municipal boundaries in this Planning Area is illustrated by Bloomfield Avenue (Essex County Route 506) which runs 11 miles from Newark to Fairfield. Over the course of those 11 miles, the traveler passes through 10 separate municipalities.



Hackensack. The Metropolitan Planning Area also contains numerous distinctive neighborhoods, main streets and downtowns that supply a range of housing opportunities and everyday commercial needs.

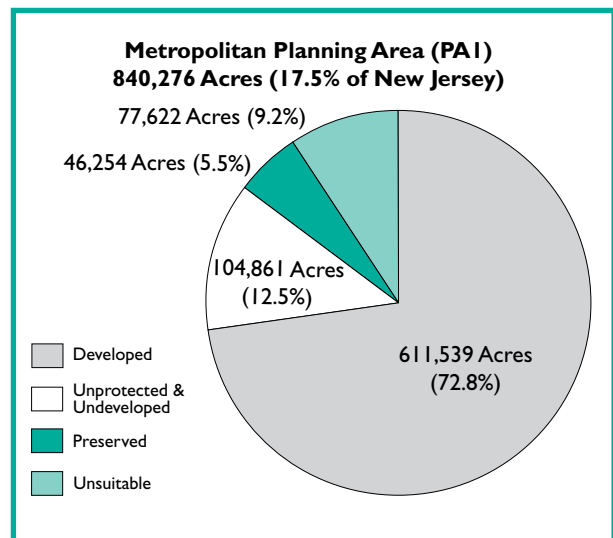
Areas such as Routes 4 and 17 in Paramus, the Raritan Center in Edison, or the Cherry Hill Mall

area along Route 38, constitute a very different development pattern than that found in Urban and Regional Centers and Towns, yet contain concentrations—or Nodes—of employment and economic activity. These conglomerations of office and warehouse parks, manufacturing districts, regional malls and power centers, retail strips, and medical and institutional complexes are often economically successful, market-driven, dynamic and capable of evolving into new forms, as exemplified by current trends in “big box” retail and entertainment. They are often suburban in intensity, layout and automobile orientation; are located apart from the traditional town Cores and city downtowns; and tend to be located in larger municipalities such as Woodbridge, Wayne, Cherry Hill, Parsippany-Troy Hills and other Metropolitan Planning Area communities that have largely developed since World War II.

The Metropolitan Planning Area contains large tracts of open space, often in the form of county and state parks and preserves, significant natural areas, and extensive waterfronts. However, this Planning Area does not generally have Environs in the form of open land separating communities and protecting natural and agricultural resources. In most instances, the large tracts of contiguous farmland, forest and environmentally sensitive lands in Fringe, Rural and Environmentally Sensitive Planning Areas function as the Environs of the Metropolitan Planning Area, as do the Pinelands, the Highlands areas of New Jersey and New York, and other open space throughout the tri-state area.



Liberty Harbor North is a new urbanist project in Jersey City. Good design can accommodate high-density development with amenities that people want—parks, plazas, stores, convenient parking, schools and such—all within easy walking distance.



Delineation Criteria

The following criteria are intended as a general guide for delineating the Metropolitan Planning Area. Local conditions may require flexible application of the criteria to achieve the Policy Objectives of this Planning Area:

1. Density of more than 1,000 people per square mile.
2. Existing public water and sewer systems, or physical accessibility to those systems, and access to public transit systems.
3. Land area greater than one square mile.
4. A population of not less than 25,000 people.
5. Areas that are totally surrounded by land areas that meet the criteria of a Metropolitan Planning Area, are geographically interrelated with the Metropolitan Planning Area and meet the intent of this Planning Area.

Intent

In the Metropolitan Planning Area, the State Plan's intention is to:

- provide for much of the state's future redevelopment;
- revitalize cities and towns;
- promote growth in compact forms;
- stabilize older suburbs;
- redesign areas of sprawl; and
- protect the character of existing stable communities.

These goals will be met by strategies to upgrade or replace aging infrastructure; retain and expand employment opportunities; upgrade and expand housing to attract a balanced residential population; restore or stabilize a threatened environmental base through brownfields redevelopment and metropolitan park and greenway enhancement; and manage traffic effectively and create greater opportunities for public transportation connections within the Metropolitan Planning Area and between the Metropolitan Planning Area, suburban employment centers, and the Philadelphia and New York areas.

The Metropolitan Planning Areas of New Jersey are envisioned as cooperative, sustainable regions comprised of a cohesive system of vibrant Urban Centers that serve as employment, governmental, cultural and transportation anchors; distinctive Regional Centers, and redesigned Nodes that provide a mixture of well defined functions and services; classic "Main Street" towns for local and regional commerce; and safe, quality residential neighborhoods throughout. The entire system is linked by transportation services (which include such new additions as light rail lines, public shuttle services and bicycle/pedestrian paths) and greenways that provide easy access to employment, recreation, schools, cultural activities, commerce, and social and governmental services.

In order to create, support and maintain this system, development and redevelopment activities will need to be consistent with the traditional urban fabric—intensities sufficient to support transit, a range of uses broad enough to encourage activity beyond the traditional workday, efficient use of infrastructure, and physical design features that enhance public safety, encourage pedestrian activity and reduce dependency on the automobile. These principles are most easily applied in traditional town or city centers but are also applicable to redesigning areas of sprawl as opportunities for redevelopment occur.

The relatively unbroken pattern of development in the Metropolitan Planning Area makes Center Boundaries, as a tool for delineating growth areas or protecting resources or neighborhoods, less useful than creating comprehensive and strategic local, corridor or regional plans. Municipalities should work with each other and their counties to delineate specific areas for redevelopment, retrofitting, rehabilitation or revitalization where growth is expected or desired. Center Boundaries may be drawn when they can be shown to serve a clear purpose.

Policy Objectives

The following set of Policy Objectives should be used to guide the application of the State Plan's Statewide Policies in the Metropolitan Planning Area; the criteria for designation of any existing or new Centers appropriate in this Planning Area; the optional delineation of Center Boundaries around Centers; and local and state agency planning.

1. **Land Use:** Promote redevelopment and development in Cores and neighborhoods of Centers and in Nodes that have been identified through cooperative regional planning efforts. Promote diversification of land uses, including housing where appropriate, in single-use developments and enhance their linkages to the rest of the community. Ensure efficient and beneficial utilization of scarce land resources throughout the Planning Area to strengthen its existing diversified and compact nature.
2. **Housing:** Provide a full range of housing choices through redevelopment, new construction, rehabilitation, adaptive reuse of nonresidential buildings, and the introduction of new housing into appropriate nonresidential settings. Preserve the existing housing stock through maintenance, rehabilitation and flexible regulation.
3. **Economic Development:** Promote economic development by encouraging strategic land assembly, site preparation and infill development, public/private partnerships and infrastructure improvements that support an identified role for the community within the regional marketplace. Encourage job training and other incentives to retain and attract businesses. Encourage private sector investment through supportive government regulations, policies and programs, including tax policies and expedited review of proposals that support appropriate redevelopment.
4. **Transportation:** Maintain and enhance a transportation system that capitalizes on high-density settlement patterns by encouraging the use of public transit systems, walking and alternative modes of transportation to reduce automobile dependency, link Centers and Nodes, and create opportunities for transit oriented redevelopment. Facilitate efficient goods movement through strategic investments and intermodal linkages. Preserve and stabilize general aviation airports and, where appropriate, encourage community economic development and promote complementary uses for airport property such as business centers.
5. **Natural Resource Conservation:** Reclaim environmentally damaged sites and mitigate future negative impacts, particularly to waterfronts, scenic vistas, wildlife habitats and to Critical Environmental Sites, and Historic and Cultural Sites. Give special emphasis to improving air quality. Use open space to reinforce neighborhood and community identity, and protect natural linear systems, including regional systems that link to other Planning Areas.
6. **Agriculture:** Use development and redevelopment opportunities wherever appropriate and economically feasible, to meet the needs of the agricultural industry for intensive agricultural production, packaging and processing, value-added operations, marketing, exporting and other shipping. Provide opportunities for farms, greenhouses, farmers markets and community gardens.

7. **Recreation:** Provide maximum active and passive recreational opportunities and facilities at the neighborhood, local and regional levels by concentrating on the maintenance and rehabilitation of existing parks and open space while expanding and linking the system through redevelopment and reclamation projects.
8. **Redevelopment:** Encourage redevelopment at intensities sufficient to support transit, a broad range of uses and efficient use of infrastructure. Promote design that enhances public safety, encourages pedestrian activity and reduces dependency on the automobile.
9. **Historic Preservation:** Encourage the preservation and adaptive reuse of historic or significant buildings, Historic and Cultural Sites, neighborhoods and districts in ways that will not compromise either the historic resource or the area's ability to redevelop. Coordinate historic preservation with tourism efforts.
10. **Public Facilities and Services:** Complete, repair or replace existing infrastructure systems to eliminate deficiencies and provide capacity for sustainable development and redevelopment in the region. Encourage the concentration of public facilities and services in Centers and Cores.
11. **Intergovernmental Coordination:** Regionalize as many public services as feasible and economical to enhance the cost-effective delivery of those services. Establish multi-jurisdictional policy and planning entities to guide the efforts of state, county and municipal governments to ensure compatible and coordinated redevelopment.

Implementation Strategy

The Challenge

The Metropolitan Planning Area should be managed in a way that recognizes both the distinctive character and cultural diversity of communities as well as their interrelationships. Effective public policy in the Metropolitan Planning Areas will broaden the focus to the multi-jurisdictional level to plan and manage the interdependent and integrated systems found throughout the region. Creating or maintaining a high quality of life in the Metropolitan Planning Area will depend upon our ability to govern in these areas effectively. This can occur when cities and suburbs recognize their mutual inter-dependence and embrace the need to think, plan and invest with the larger region in mind. Municipalities should work with each other and their counties to delineate specific areas for infill, redevelopment, retrofitting, rehabilitation or revitalization through comprehensive and strategic local, corridor and regional plans.

Regional Strategic Plans, Urban Complex Strategic Revitalization Plans and regional planning commissions are examples of ways to promote coordinated planning, decision making and implementation.

Of particular concern in the Metropolitan Planning Area is the condition of the infrastructure necessary to support a region that constitutes approximately two-thirds of New Jersey's population and jobs. While some components have been regularly upgraded and maintained, much of the system is at best post-World War II vintage, and in some cases turn-of-the century. Not only are the bricks and mortar aging, but the design and orientation of the system is also often outdated. For the most part, Metropolitan Planning Areas grew up around industrial-based central cities and in the northeastern and southwestern parts of the state, with strong linkages to New York City and Philadelphia. Although the central cities have lost some of their predominance over time, the infrastructure systems, particularly transportation, have not always kept pace with the resulting

dispersal of the economy throughout the Planning Area. Nor has the system always kept pace with the demands brought about by the shift to a service and technology-based economy.

We are presented then, with the task of efficiently maintaining, rehabilitating, modernizing, and, at times, redirecting infrastructure to ensure the quality of life and economic health of the Planning Area into the 21st century. This will require strategic capital planning and a commitment to maintenance and rehabilitation at all levels of government, and, where appropriate, in partnership with the private sector.

The State Plan recognizes that Nodes play a crucial role in the spatial economy of Metropolitan Planning Area municipalities and that this is likely to continue. Although less than optimum from a land use and transportation perspective, the way these areas function can be improved incrementally over time through careful planning at the local and regional level. The long-term goals for these places are to progressively reduce automobile dependency, to diversify land uses wherever possible, and in general to enhance linkages to the rest of the community.

The Response

To achieve consistency with State Plan Goals, municipal, county, regional and state agencies should implement Statewide Policies by undertaking the following activities, where appropriate:

- Strengthen or establish regional planning consortiums.
- Perform a community build-out analysis to determine opportunities for and impacts of future development under existing zoning.
- Identify regional focal points for public and private investment.
- Inventory the condition and capacity of infrastructure components such as roads, wastewater treatment facilities, water supply, and public buildings and parks, and prioritize maintenance and rehabilitation projects.
- Develop strategic capital plans and budgets to reduce infrastructure backlogs and adequately address ongoing maintenance and modernization.
- Integrate planning and implementation at all appropriate scales—the neighborhood, municipality, county, corridor and region (including interstate linkages).
- Coordinate permitting and land use approval requirements that recognize the regional and statewide interest in encouraging private investment in the Metropolitan Planning Area.
- Identify strategies for linking the region internally and externally.
- Identify opportunities and prepare guidelines for retrofitting concentrations of commercial, industrial and institutional land uses.
- Support needed improvements for downtown business communities by establishing programs such as “Special Improvement Districts” in Centers.

Expanding Rail Service in the Metropolitan Planning Area

Opportunities for expanded rail service and linkages in the Metropolitan Planning Area include:

- the restoration of service on the West Shore, Northern Branch, N.Y. Susquehanna and Western, and West Trenton lines;
- light rail service between Newark and Elizabeth;
- an extension of the Newark Airport monorail to the Northeast Corridor;
- construction of the Montclair Connection;
- the Hudson-Bergen Waterfront light rail;
- the Secaucus Transfer;
- the Camden—Trenton Light Rail Line; and
- the Kearny Connection (Midtown Direct).

- Capitalize on the opportunities for redevelopment in Centers afforded by redevelopment laws and brownfields redevelopment programs. Provide zoning for a diversity of uses and residential densities consistent with the urban fabric to promote development and redevelopment. Establish and maintain a publicly accessible inventory of sites recommended for redevelopment.
- Develop a strategic acquisition plan for open space and farmland to support appropriate design of development and redevelopment.
- Prepare and maintain Environmental Resource Inventories (ERIs) and incorporate ERI information into master plans.
- Map and protect Critical Environmental Sites and Historic and Cultural Sites.

Suburban Planning Area (PA2)

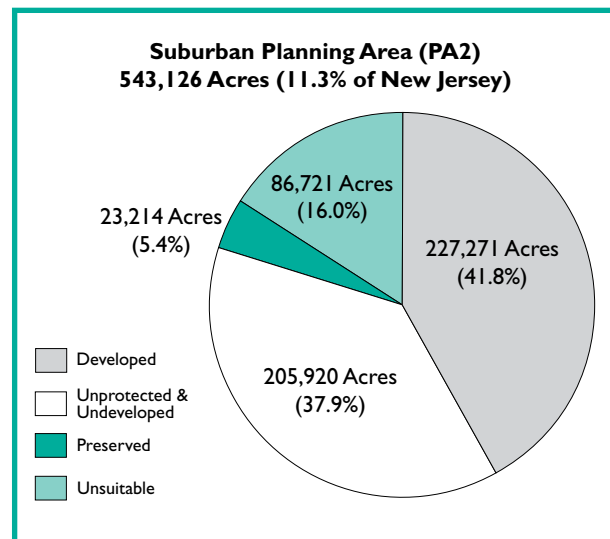
General Description

The Suburban Planning Area is generally located adjacent to the more densely developed Metropolitan Planning Area, but can be distinguished from it by a lack of high intensity Centers, by the availability of developable land, and by a more dispersed and fragmented pattern of predominantly low-density development. Suburban Planning Areas are or will be served by regional infrastructure, except that, outside of Centers and major transportation corridors, there is limited, if any, availability of alternative modes of transportation to the automobile.

These areas have generally been designated for growth in municipal master plans. As development expands, these services will become increasingly available if planned properly.

The Suburban Planning Area has about 11 percent of the state's population and employment. Nine active passenger rail stations—of the state's total of 156 active stations—serve it. Current development

patterns, outside of Centers, lack the compact settlement pattern of the older suburbs in the Metropolitan Planning Area and are almost entirely dependent on the private automobile for transportation. The pattern of scattered subdivisions and employment centers offers few if any focal points for community interaction—the traditional “Main Streets” and town greens where



The Suburban Planning Area is generally found in suburban growth corridors located along state highways: portions of Route 80 in Morris County, portions of Route 78 in Hunterdon and Somerset, portions of Route 287 in Somerset, suburban Route 1 (the Princeton corridor), the New Jersey Turnpike in Middlesex and Mercer, the Garden State Parkway in Monmouth and Ocean, I-295 in Burlington and Gloucester, and the Atlantic City Expressway in Camden and Gloucester counties.

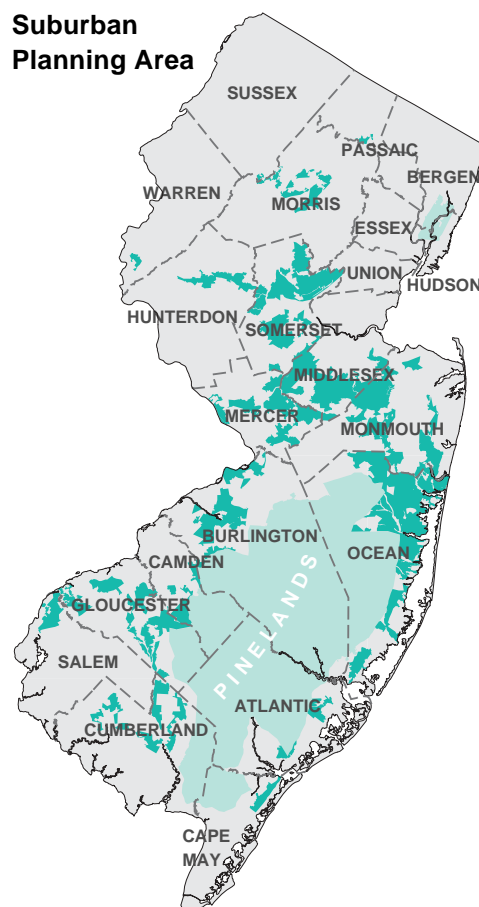
community identity and civic life were fostered through parades, outdoor concerts and the informal social interaction of the Saturday morning errands.

In the low-density, automobile dependent pattern of single-use enclaves prevalent in the Suburban Planning Area, there are few links connecting residential subdivisions, office and industrial parks, distribution centers, big box retail, and multi-family developments. While some of these individual pieces may be attractive in themselves, with pleasant landscaping and interesting architectural features, their lack of integration does not create community.

The effect of local planning efforts has been to isolate land uses from each other. Zoning requirements, such as large setbacks or extensive buffers, the location of stormwater detention facilities and unnecessarily wide roads, create physical barriers between land uses and activities. Current trends continue to extend sprawl, focusing primarily on the same single-use or limited use development products, in response to developer and market demand and local zoning requirements.

Although Suburban Planning Areas may, as they build out, achieve densities characteristic of Metropolitan Planning Areas, if these trends continue they will remain fragmented. Because this pattern of development is inefficient in terms of the cost of facilities and services, it pressures property taxes up to pay for services that are more expensive than they should be. This pattern also results in traffic congestion, since virtually every destination requires a vehicular trip, and in the unavailability of affordable housing, limited open space and absence of community character and sense of place.

Suburban Planning Area



Delineation Criteria

The following criteria are intended as a general guide for delineating the Suburban Planning Area. Local conditions may require flexible application of the criteria to achieve the Policy Objectives of this Planning Area.

1. Population density of less than 1,000 people per square mile.
2. Natural systems and infrastructure systems reasonably anticipated to be in place by 2020 that have the capacity to support development that meets the Policy Objectives of this Planning Area. These systems include public water supply, sewage collection and treatment facilities, stormwater, transportation, public schools and parks.
3. A land area contiguous to the Metropolitan Planning Area.
4. Land area greater than one square mile.

Intent

In the Suburban Planning Area, the State Plan's intention is to:

- provide for much of the state's future development;
- promote growth in Centers and other compact forms;
- protect the character of existing stable communities;
- protect natural resources;
- redesign areas of sprawl;
- reverse the current trend toward further sprawl; and
- revitalize cities and towns.

The existing inventory of undeveloped and underdeveloped land in the Suburban Planning Area provides sufficient land area to absorb much of the market demand for development in the state. While the less developed Fringe, Rural and Environmentally Sensitive Planning Areas can provide for modest levels of additional

development, the Suburban Planning Area is a key area for accommodating market forces and demand for development. In the 1990s, most of these areas have indeed been performing this function, without however adhering to the desired development pattern. The intent of the State Plan regarding the Suburban Planning Area is to reverse the current trend towards further sprawl and to guide both redevelopment and new development into more efficient and serviceable patterns. Many of the developed portions of the Suburban Planning Area resemble Metropolitan Planning Areas developed since World War II, where it is difficult to “get from here to there,” whereas the pre-World War II metropolitan areas—the compact, transit-supportive railroad suburbs and small towns—constitute more desirable physical models.

The Suburban Planning Area is unique in that the availability of public infrastructure offers the opportunity to create a development pattern with reasonable densities and physical continuity—with functional transportation linkages throughout and existing and approved planned sewer systems while protecting the integrity of the area's natural systems. While much of the growth pattern may already be influenced by the placement of major transportation facilities, sewer alignments, existing development and preliminary development approvals, this Planning Area offers opportunities to expand infrastructure efficiently from neighboring Metropolitan Planning Areas. Extending public services can, in turn, help create compact Centers that support public transportation systems. Better integration between existing, dispersed single-use activities and both existing and new Centers could vastly improve both the image and the performance of this Planning Area.

“Retrofitting,” or redeveloping existing sprawl, admittedly a complex task, nevertheless provides additional long-term opportunities to accommodate growth in more efficient and balanced ways. Municipalities should carefully consider effective long-term strategies and incentives capable of

Centers in the Suburban Planning Area

The Suburban Planning Area contains a wide variety of viable, traditional settlements which have been identified as Centers: Hamlets, such as Conovertown, Beasleys Point, Holmansville and North Branch; Villages, such as Englishtown and Rocky Hill; Towns, such as Clayton, Swedesboro, Pine Hill and Clinton; and Regional Centers such as Mount Holly and Lakewood. In addition, the State Planning Commission has designated a Village (Cranbury), a Town (Hightstown), and the Princeton Regional Center, among others.

facilitating the progressive conversion of these low-density, automobile-oriented areas to more pedestrian-oriented and, where possible, mixed-use environments.

New development in the Suburban Planning Area should not promote additional sprawl. It should focus on existing Centers before moving to greenfield sites. Internally oriented, mixed-use Centers will ensure a higher quality of life and heightened community identity, while promoting fiscal responsibility, efficient and effective infrastructure, reasonable-cost housing, reduced congestion and balanced economic development.

Municipalities should work with each other and their counties to delineate specific areas for redevelopment, retrofitting, rehabilitation or revitalization where growth is expected or desired. The relatively unbroken pattern of development in the Suburban Planning Area makes Center Boundaries, as a tool for delineating growth areas or protecting resources or neighborhoods, less useful than creating comprehensive and strategic local, corridor or regional plans. Center Boundaries are encouraged to be drawn where Centers can be delineated with distinct Environs.

Although all Suburban Planning Areas are in, or will be in, sewer service areas, Environs should be established to separate Centers. When possible, Environs provide an edge and identity to communities, either by parkland or farmland, or by being partially developed with appropriate low-density uses. The scale and location of the Environs should not compromise the Planning Area's capacity to absorb projected growth.

Where conditions do not favor new Centers, the physical layout of new single- or limited-use development should nevertheless follow Center-like design principles, such as pedestrian scale, interconnected street systems, and absence of physical barriers between uses and destinations (see Statewide Design Policies). Better designed single- or limited-use areas will not bring to the community the benefits derived from mixed-use areas, but they perform significantly better than the area's current standard and provide a physical framework which will make it easier, in the future, to add complementary uses and activities and move closer to the mixed-use model.

Public policy should also focus on making public transportation a reality in suburban areas. Several proposals have been made to provide new service, or to reactivate passenger rail service in them. If coordinated appropriately with transit-supportive local land-use planning and design policies, cost-effective transit service can provide the foundation necessary to revitalize existing Cores or create new Cores for future Centers.

Passenger Rail Service in the Suburban Planning Area

Although only nine active passenger rail stations serve the Suburban Planning Area, new passenger rail service is being developed along the Trenton-Camden line and studied on the West Trenton line. If implemented properly, passenger rail could play a major role in bringing coherence and structure to the Suburban Planning Area.

Policy Objectives

The following Policy Objectives should be used to guide the application of the State Plan's Statewide Policies in the Suburban Planning Area, the criteria for designation of any existing or new Centers appropriate to this Planning Area, the encouraged delineation of Center Boundaries around Centers, and local and state agency planning.

1. **Land Use:** Guide development and redevelopment into more compact forms—Centers and former single-use developments that have been retrofitted or restructured to accommodate mixed-use development, redevelopment, services and cultural amenities. Plan and zone for a wide range of land uses and users, in order to achieve more balanced communities. Seek to better integrate different land uses, and remove or mitigate physical barriers between them. Encourage densities capable of supporting transit. Preserve the Environs as park land, farmland, or partially developed low-density uses without compromising the Planning Area’s capacity to accommodate future growth.
2. **Housing:** Provide a full range of housing choices primarily in Centers at appropriate densities to accommodate the area’s projected growth. Ensure that housing in general—and in particular affordable, senior citizen, special needs and family housing—is developed with maximum access to a full range of commercial, cultural, educational, recreational, health and transportation services and facilities. Focus multi-family and higher-density, single-family housing in Centers. Any housing in the Environs should be planned and located to maintain the existing character.
3. **Economic Development:** Guide opportunities for economic development into Centers or existing pedestrian- and transit-supportive single-use areas and target new jobs to these locations.
4. **Transportation:** Maintain and enhance a transportation system that links Centers and existing large single-use areas to each other, to Metropolitan Planning Areas and to major highway and transit corridors. Emphasize the use of public transportation systems and alternative modes of transportation where appropriate and feasible, and maximize circulation and mobility options (including pedestrian and bicycle connections between developments) throughout. Encourage significant redevelopment and intensification around existing and planned rail stations along transit corridors and ferry stations along waterfronts. Promote flexible (variable route) transit and support employer-operated shuttle services. Preserve and stabilize general aviation airports and, where appropriate, encourage community economic development, transportation intermodal hubs, and complementary uses for airport property such as business centers.
5. **Natural Resource Conservation:** Conserve continuous natural systems, strategically locate open space, and buffer Critical Environmental Sites. Use open space to reinforce neighborhood and community identity, and protect natural linear systems, including regional systems that link into other Planning Areas.
6. **Agriculture:** Guide development to ensure the continued viability of agriculture and the retention of productive farmland in strategically located agricultural areas and in other adjacent Planning Areas. Actively promote more intensive, new-crop agricultural enterprises and meet the needs of agricultural industry for intensive packaging, processing, value-added operations, marketing, exporting and other shipping through development and redevelopment.
7. **Recreation:** Provide maximum active and passive recreational opportunities and facilities at the neighborhood, local and regional levels, by concentrating on the maintenance and rehabilitation of existing parks and open space, while expanding and linking the system through redevelopment and reclamation projects. In the undeveloped portions of this Planning Area, acquire and improve neighborhood and municipal parkland within Centers, and regional park land and open space either in or within easy access of Centers.
8. **Redevelopment:** Encourage redevelopment efforts in existing Centers and single-use areas which can be redeveloped into mixed-use areas, and areas within walking distance of train stations or other major public transit facilities. Redevelop at transit-supportive densities, while creating pedestrian-oriented environments. Take full advantage of the opportunities available under the state’s redevelopment statutes to promote new Centers and retrofit existing areas with mixed-uses and higher densities.

9. **Historic Preservation:** Encourage the preservation and adaptive reuse of historic or significant buildings, Historic and Cultural Sites, neighborhoods and districts in ways that will not compromise either the historic resource or the area's ability to develop or redevelop. Coordinate historic preservation with tourism efforts.
10. **Public Facilities and Services:** Phase and program the extension of public facilities and services to support development in Centers and ensure adequate levels of public and private services. Encourage jurisdictions to locate all public and private community facilities—schools, libraries, municipal buildings, government offices, post offices, civic, cultural and religious facilities, fire stations, etc.—in Centers or in proximity to (within walking distance of) Centers. Central facilities serving a wide population should be located in or near Cores.
11. **Intergovernmental Coordination:** Establish regional approaches to the planning and provision of facilities and services. Create public/public and public/private partnerships to locate, facilitate, coordinate and implement new development and redevelopment in Centers.

Implementation Strategy

The Challenge

The Suburban Planning Area, as the most rapidly developing part of New Jersey, should be managed actively by its municipalities, counties, regional agencies, community groups and the state to avoid additional haphazard development—and a continuation of the current trend towards sprawl—without deterring growth. Such a proactive approach cannot be implemented without a considerable investment in advance planning, both at the local and regional levels—such as watershed planning or corridor planning—and a working consensus among diverse constituencies.

The Environs—which in Suburban Planning Areas are predominantly protected natural systems and their buffers (such as riparian corridors and wetlands), selected prime farmland and regional recreational areas to be preserved—require planning at the regional or sub-regional level with assistance from the state. This involves coordinated action between various levels of government, nonprofits and the private sector.

New growth should be promoted in Centers. Centers require active planning at the local level, carried out by a variety of partnerships under municipal leadership. A Center-based approach is a complex strategy which requires a full range of planning and design tools, used with consistency and determination. Pro-active local planning, along with an engaged, innovative and entrepreneurial private sector will be crucial to establishing a development pattern that achieves the Intent and Policy Objectives for this Planning Area.

The Response

The first step to be taken at the local level should be a thorough and rigorous reassessment of the municipal master plan and development regulations, to ascertain whether they promote, or even allow, Center-based development, and to make any necessary modifications to these documents.

Another important step is to perform a community build-out analysis, not just to determine how many housing units or how many square feet of commercial uses the community has ultimately zoned for, but rather to take a realistic look at what the community will look like at build out, how it will work, and whether this corresponds to the community's vision. Communities

wishing to implement Center-based growth strategies are encouraged to be pro-active in determining the “look and feel” of future development, through the use of visioning techniques, design guidelines, detailed regulating plans and a host of other tools and techniques.

To achieve consistency with State Plan Goals, municipal, county, regional and state agencies should implement Statewide Policies by undertaking the following activities:

- Identify on a regional basis a number of Centers sufficient to absorb a significant share of the area’s growth.
- Perform a community build-out analysis to determine opportunities for and impacts of future development under existing zoning.
- Zone those Centers for the densities needed to absorb growth.
- Protect the Environs through open space/farmland preservation and sewer service restrictions.
- Use phasing to coordinate supply and demand for infrastructure and services.
- Expedite appropriately designed development in Centers.
- Support needed improvements for downtown business communities by establishing programs such as “Special Improvement Districts” in Centers.
- Capitalize on the opportunities for redevelopment in Centers afforded by redevelopment laws and brownfields redevelopment programs. Establish and maintain a publicly accessible inventory of sites recommended for redevelopment.
- Prepare and maintain Environmental Resource Inventories (ERIs) and incorporate ERI information into master plans.
- Map and protect Critical Environmental Sites and Historic and Cultural Sites.

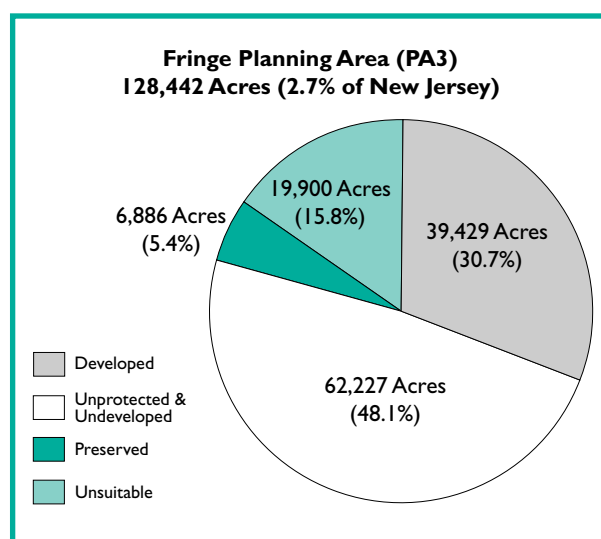
In addition to standard zoning and capital budgeting approaches, local jurisdictions should consider other planning tools such as capital plans, public land banking, density transfer mechanisms, official maps, the circulation element of the municipal master plan, detailed regulating plans, redevelopment statutes, acquisition of targeted open space and/or farmland and public/private and public/public partnerships.

Fringe Planning Area (PA3)

General Description

The Fringe Planning Area is a predominantly rural landscape that is not prime agricultural or environmentally sensitive land, with scattered small communities and free-standing residential, commercial and industrial development. Throughout the Fringe Planning Area are older communities, such as Mullica Hill in Gloucester County and Millstone in Somerset County. Some of these places have become magnets for specialty shops, like Mullica Hill. Other communities such as Flemington serve as the seat of county government.

There are few areas where large blocks of the Fringe Planning Area exist. They are mostly found in Hunterdon County (Clinton, Raritan and Readington townships), Ocean County (Jackson



and Lakewood townships), Cape May County (Dennis, Middle and Lower townships), Gloucester County (Elk, Harrison, Logan and Woolwich townships) and Mercer County (Hopewell, Lawrence and Princeton townships). In most cases, Fringe Planning Areas serve as a transition between suburban and rural landscapes.

In the Fringe Planning Area large investments in water and sewer and local road networks have not taken place. Circulation is primarily provided by a state and county maintained system of highways supplemented by locally maintained roads. Investments in water and sewer are mainly in existing or proposed Centers, such as Pennington in Mercer County.



Flemington

Delineation Criteria

The following criteria are intended as a general guide for delineating the Fringe Planning Area. Local conditions may require flexible application of the criteria to achieve the Policy Objectives of this Planning Area.

1. Population density of less than 1,000 people per square mile.
2. Generally lacking in major infrastructure investments:
 - a. The circulation system is mainly provided by state and county roadways with a major emphasis on moving traffic through the area.
 - b. Some Centers are served by public water and sewer.
3. Land area greater than one square mile.
4. Does not include land that meets the criteria of Rural or Environmentally Sensitive Planning Areas.
5. Area is adjacent to Metropolitan or Suburban Planning Areas.

Intent

In the Fringe Planning Area, the State Plan's intention is to:

- accommodate growth in Centers;
- protect the Environs primarily as open lands;
- revitalize cities and towns;
- protect the character of existing stable communities;
- protect natural resources;
- provide a buffer between more developed Metropolitan and Suburban Planning Areas and less developed Rural and Environmentally Sensitive Planning Areas; and
- confine programmed sewers and public water services to Centers.

Development within the Fringe Planning Area should be concentrated in or adjacent to existing Centers or in planned new Centers. The character, location and magnitude of new development should be based on the capacities of the natural and built systems within the Center and its Environs. Centers should serve as receiving areas for density transfers. In Centers, water and wastewater systems may be extensions of systems from Metropolitan or Suburban Planning Areas. If not they should be designed and planned to connect to those systems in the future or should be small treatment systems managed by qualified public or private entities. Infrastructure should be provided in Centers by the private sector, except where joint public/private investment would benefit the public interest.

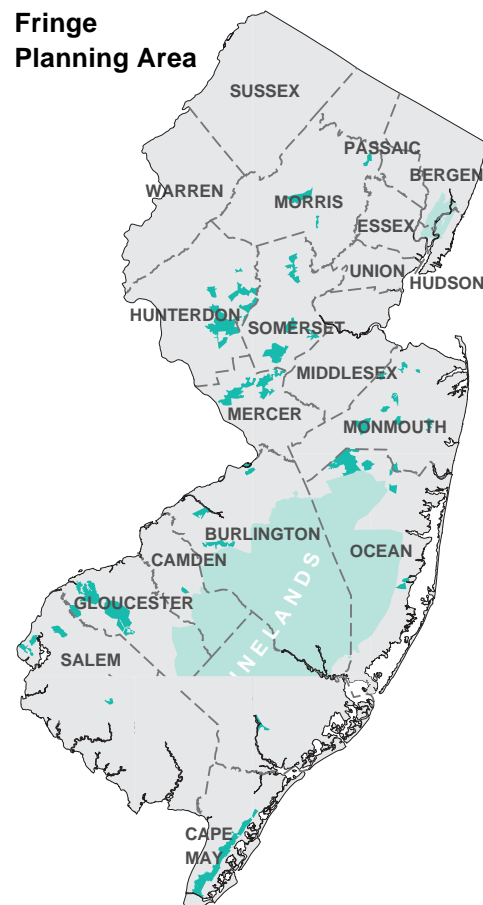
In the Environs, the landscape should contain limited free-standing residential, commercial and industrial development, including activities that may be required to meet the needs of the region and which cannot meet acceptable performance standards for Centers. All such development should be designed to enhance the character of the area by preserving open land, retaining scenic vistas and maintaining natural systems. The Environs should be protected from unchecked and piecemeal residential and commercial development.

Without an affirmative effort to manage growth carefully in the Fringe Planning Area, development will most likely continue in a dispersed and inefficient pattern, making the future provision of public facilities and services very expensive. In addition, uncontrolled development in these areas will exacerbate conflicts with agricultural and environmental resources. More compact, deliberately designed community patterns can reduce land conflicts and encourage the preservation of rural character. A well-planned and managed Fringe Planning Area may be an effective buffer between more intensely developed urban and suburban areas and the agricultural and environmentally sensitive lands. As a transition area, it is likely to accommodate a greater intensity of development than the Rural and Environmentally Sensitive Planning Areas and less than the Metropolitan and Suburban Planning Areas.

Policy Objectives

The following Policy Objectives should be used to guide the application of the State Plan's Statewide Policies in the Fringe Planning Area, the criteria for designation of existing or new Centers, the policies for delineating Center Boundaries, and local and state agency planning.

- I. **Land Use:** Focus development and redevelopment in appropriately located and designed Centers to accommodate growth that would otherwise occur in the Environs. Protect the Environs primarily as open lands. Development and redevelopment in the Environs should not exceed the carrying capacity of the area and should maintain or enhance the character of the Environs.



2. **Housing:** Provide for a full range of housing choices primarily in Centers at appropriate densities to accommodate projected growth. Ensure that housing in general—and in particular affordable, senior citizen, special needs and family housing—is developed with maximum access to a full range of commercial, educational, recreational, health and transportation services and facilities in Centers. Focus multi-family and higher-density single-family housing in Centers. Any housing in the Environs should be planned and located to maintain or enhance the character of the Environs.
3. **Economic Development:** Guide opportunities for economic development into Centers. In the Environs, locate resource-based economic development activities, such as resource extraction, recreation and agriculture; as well as activities which meet a regional need and cannot meet acceptable performance standards for Centers.
4. **Transportation:** Maintain and enhance a rural transportation system that links Centers to each other and to the Metropolitan and Suburban Planning Areas, encouraging alternatives to the single-occupancy vehicle whenever feasible. In Centers, emphasize the use of public transportation systems and other alternatives to private cars where appropriate and feasible, and maximize circulation and mobility options. Preserve and stabilize general aviation airports, and, where appropriate, encourage community economic development and promote complementary uses for airport property, such as business centers.
5. **Natural Resource Conservation:** Strategically acquire open space to define Centers and to maintain contiguous open space corridors that link to other Planning Areas and Centers.
6. **Agriculture:** Guide development to ensure the viability of agriculture and the retention of productive farmland in strategically located agricultural areas and in other adjacent Planning Areas. Encourage farmland retention and minimize conflicts between agricultural practices and the location of Centers. Actively promote more intensive, new-crop agricultural enterprises and meet the needs of the agricultural industry for intensive packaging, processing, value-added operations, marketing, exporting and other shipping through development and redevelopment.
7. **Recreation:** Provide maximum active and passive recreational opportunities and facilities at neighborhood and local levels by targeting the acquisition and development of neighborhood and municipal park land within Centers. Provide regional recreation opportunities by targeting park land acquisitions and improvements that enhance large contiguous open space systems.
8. **Redevelopment:** Encourage appropriate redevelopment in existing Centers and existing developed areas that have the potential to become Centers, or in ways that support Center-based development, to accommodate growth that would otherwise occur in the Environs. Redevelop with intensities sufficient to support transit, a broad range of uses, efficient use of infrastructure, and physical design features that enhance public safety, encourage pedestrian activity and reduce dependency on the automobile.
9. **Historic Preservation:** Encourage the preservation and adaptive reuse of historic or significant buildings, Historic and Cultural Sites, neighborhoods and districts in ways that will not compromise either the historic resource or the ability for a Center to develop or redevelop. Outside Centers, coordinate historic preservation needs with open space and farmland preservation efforts. Coordinate historic preservation with tourism efforts.
10. **Public Facilities and Services:** Phase and program for construction as part of a dedicated capital improvement budget or as a part of a public/private development agreement the extension or establishment of public services, particularly wastewater systems, to support development and redevelopment in existing and new Centers, primarily in cooperation with the private sector, while minimizing conflicts between Centers and the surrounding Environs.

11. **Intergovernmental Coordination:** Coordinate efforts of various state agencies, county and municipal governments to establish regional approaches to the planning and provision of facilities and services. Create public/public and public/private partnerships to locate, facilitate, coordinate and implement new development and redevelopment in Centers.

Implementation Strategy

The Challenge

The Fringe Planning Area should be managed in a way that recognizes the interrelationship of existing Centers, new Centers and the Environs. It requires a proactive program of land-use management to channel growth into Centers in ways that protect the Environs.

It also requires municipal planners to work in concert with county, regional and state agencies. Planning at the municipal level places greater demands on local officials to have a broader vision of their community's needs. They must recognize the context of the region by acknowledging that other governmental entities may maintain, control and deliver important infrastructure and resources.

Finally, an important issue is the acknowledgment that the Fringe Planning Area, in most cases, will cover only part of a municipality. Most municipalities will be faced with meeting the Policy Objectives of one or more Planning Areas along with those of the Fringe Planning Area. Therefore, a municipality could be confronted with meeting diverse objectives. Management actions and planning techniques will need to be selected to complement one another.

The Response

To achieve consistency with State Plan Goals, municipal, county, regional and state agencies should implement Statewide Policies by undertaking the following activities:

- Conduct a visioning process that achieves consensus on the scale, location and form of future growth and redevelopment in ways that keep the Environs primarily as open lands while channeling growth to existing and new Centers.
- Perform a community build-out analysis to determine opportunities for and impacts of future development under existing zoning.
- Design and offer to property owners a density transfer system.
- Prepare a targeted open space and/or farmland preservation program in cooperation with the county and/or county agricultural development board and the State Agricultural Development Committee and/or Green Acres.
- Facilitate the development of wastewater treatment systems in Centers.
- Conduct a capacity analysis to ensure that Centers can accommodate density transfers.
- Implement a phased approach for capital improvements through the development of appropriate ordinances linking growth with adequate infrastructure capacity.
- Coordinate strategy with the county, the Metropolitan Planning Organization and the state to ensure that the infrastructure decisions for the area meet the Policy Objectives.
- Develop a process to facilitate the participation of land owners and developers to plan and locate development in ways that meet the Policy Objectives.
- Support needed improvements for downtown business communities by establishing programs such as "Special Improvement Districts" in Centers.

- Capitalize on the opportunities for redevelopment in Centers afforded by redevelopment laws and brownfields redevelopment programs. Establish and maintain a publicly accessible inventory of sites recommended for redevelopment.
- Prepare and maintain Environmental Resource Inventories (ERIs) and incorporate ERI information into master plans.
- Map and protect Critical Environmental Sites and Historic and Cultural Sites.

Rural Planning Area (PA4)

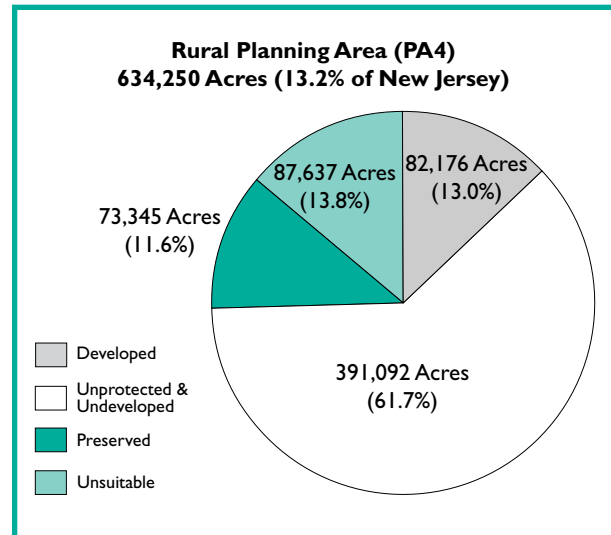
General Description

The Rural Planning Area—including its sub-area, the Rural/Environmentally Sensitive Planning Area—comprises much of the countryside of New Jersey, where large masses of cultivated or open land surround rural Regional, Town, Village and Hamlet Centers, and distinguish other sparse residential, commercial and industrial sites from typical suburban development. Four major regions of the state where the Rural Planning Area can be found include portions of: Sussex and Warren counties; Hunterdon, northern Mercer and southern Somerset counties; eastern Burlington and western Monmouth counties; and southern Gloucester, Salem and northwestern Cumberland counties.

While there may be some disagreement about what is “rural” in this heavily urbanized state, it is clear that the large contiguous areas of farmland and other open lands interspersed by traditional Centers and carefully planned new Centers provide a quality of life that many New Jerseyans desire. These areas, along with the Environmentally Sensitive Planning Area, serve as the greensward for the larger region and are not currently nor are they intended to be urban or suburban in nature.

Some lands may have one or more environmentally sensitive features (qualifying for Planning Area 4B: Rural/Environmentally Sensitive). Rural Planning Areas are supportive of agriculture and other related economic development efforts that ensure a diversity within New Jersey.

The open lands of the Rural Planning Area include most of New Jersey’s prime farmland, which has the greatest potential of sustaining continued agricultural activities in the future. They



Centers in the Rural Planning Area

As an example, municipalities in the Rural Planning Area include Sussex Borough and Wantage Township in Sussex County; Chesterfield, Mansfield and Springfield townships in Burlington County; and Shiloh Borough and Stowe Creek, Hopewell and Greenwich townships in Cumberland County. Examples of Designated Centers include Andover Borough (Sussex County), Hopewell Borough (Mercer County), New Egypt (Plumsted Township, Ocean County) and Woodstown (Salem County).

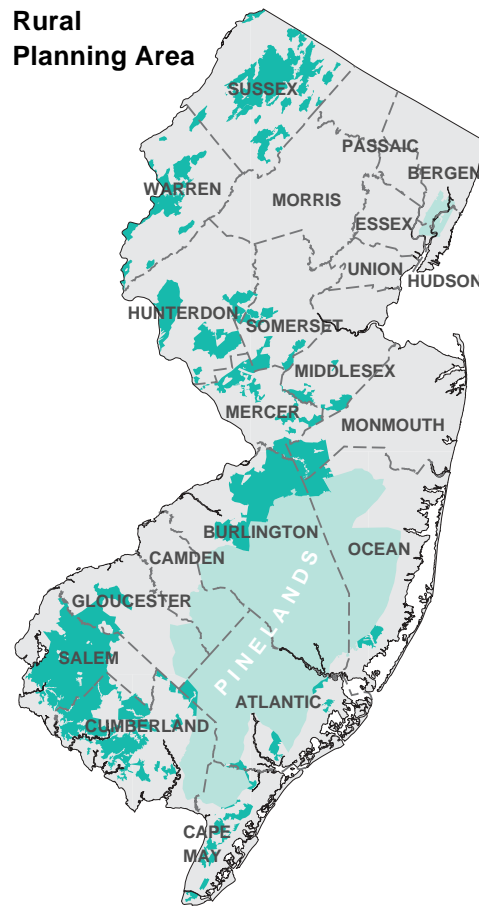
also include wooded tracts, lands with one or more environmentally sensitive features, and rural towns and villages.

In the major farming regions of New Jersey, adequate water resources and large, contiguous tracts of land with minimal land-use conflicts are essential to sustaining successful farming operations and farmland productivity. Acceptable agricultural management practices are utilized to protect prime, fertile soils, water and other natural resources. More intensive farming operations and the growing encroachment of housing into what were once considered the domain of crops and livestock have produced the need for “right-to-farm” and other agriculturally supportive ordinances necessary to ensure a future for the agricultural industry. Other tools that provide incentives to farmers to maintain and expand their operations are also needed.

Prudent land development practices are required to protect these resources and retain large contiguous areas of agricultural land. If a viable agricultural industry is to be sustained in the future, the conversion of some of these lands to non-farm uses must be sensitive to the area’s predominant rural character and agricultural land base. Throughout New Jersey, some Rural Planning Areas are subject to greater development pressure than other areas. Without a greater attention to maintaining and enhancing our rural areas, these economic activities are at risk. Tools and techniques need to be tailored to address the distinctive situation. In particular, new development may require additional attention in areas with environmentally sensitive features.

The Rural Planning Area also includes economic activities such as resource extraction, hunting and fishing, support and service businesses, and scattered commercial, industrial and low-density residential uses. These activities continue to provide important services to area residents and workers. The recreation and tourism sector, a growing portion of New Jersey’s economy, is heavily

Rural Planning Area



dependent on careful management of these lands and the services rural towns and villages can provide for visitors. A number of municipalities in rural areas are high on the list of New Jersey's distressed communities and look for land uses that contribute jobs and revenue to their economies. "Main Street" businesses in our traditional downtowns, in the face of increasing competition, continue to provide important services to area residents and workers. Without a greater attention to maintaining and enhancing our rural areas, these economic activities are at risk.

But the Rural Planning Area is more than just farmland. People have consistently chosen to live or work in these rural areas not just because of the beauty of farmland and other open lands, but also the community character of the existing Centers where development is compact, rural and often historic. The Cores of these Centers have and may still provide local or regional opportunities for employment, shopping and other personal services. Neighborhoods in the Centers provide opportunities for reasonably priced housing and social interaction. Public infrastructure that supports development is often found in these Centers, as are public and private facilities and services that make these places so desirable. Public transportation services may connect these Centers to others throughout New Jersey, while roads, bridges and rails are designed to move people and goods in a manner that respects the rural and often historic character of the area. Many rural Centers are surrounded by greenbelts that are cultivated or maintained in a natural state.

With increasing development pressure, the lifestyle and environment that many have known for years in Rural Planning Areas are threatened. The costs associated with new development and the provision of infrastructure and services are borne by both new and existing residents and businesses. National and local studies indicate that preserved farmland requires less public dollars to service than developed lands. Other studies support the demand for rural tourism opportunities by suburban or urban residents. Fiscal responsibility mandates that serious attention be paid to planning the future of these rural areas.

Delineation Criteria

The following criteria are intended as a general guide for delineating the Rural Planning Area. Land satisfying the delineation criteria listed below that also meets the delineation criteria for the Environmentally Sensitive Planning Area is designated as Planning Area 4B: Rural/Environmentally Sensitive Planning Area. Local conditions may require flexible application of the criteria to achieve the Policy Objectives of this Planning Area.

1. Population density of less than 1,000 people per square mile.
2. Area greater than one square mile.
3. Land currently in agricultural or natural resource production or having a strong potential for production:
 - a. soils of local importance as determined by the County Agriculture Development Board;
 - b. prime and unique soils as determined by the U.S. Department of Agriculture Natural Resources Conservation Service; or
 - c. soils of statewide importance as determined by the New Jersey Department of Agriculture State Soil Conservation Committee.
4. Undeveloped wooded tracts; vacant lands; large, contiguous tracts of agricultural lands; and other areas outside Centers predominantly served by rural two-lane roads and individual wells and septic systems, with some Centers served by sewers and public water.

Intent

In the Rural Planning Area, the State Plan's intention is to:

- maintain the Environs as large contiguous areas of farmland and other lands;
- revitalize cities and towns;
- accommodate growth in Centers;
- promote a viable agricultural industry;
- protect the character of existing, stable communities; and
- confine programmed sewers and public water services to Centers.

The State Plan recommends protecting the rural character of the area by encouraging a pattern of development that promotes a stronger rural economy in the future while meeting the immediate needs of rural residents, and by identifying and preserving farmland and other open lands. The Plan also promotes policies that can protect and enhance the rural economy and agricultural industry, thereby maintaining a rural environment.

To accommodate an appropriate level of growth, Rural Planning Areas need strong Centers. These Centers should attract private investment that otherwise might not occur. Second, the Plan recognizes the growing need to retain, expand or locate certain farm services and businesses (for example, farm suppliers, processors and marketing services) in Rural Planning Areas to promote a viable agricultural industry in New Jersey. The Plan encourages and promotes their concentration within Centers supported by the necessary infrastructure and investment. Accordingly, the Plan recommends strengthening the economic capacities of existing Centers and strategically locating new Centers to minimize the negative impacts of growth on present and future farming operations. Such a pattern of development will strengthen non-farm economies at the same time that it assures maintenance of a strong, viable agricultural industry. These policies also recognize that farm families and workers have become increasingly reliant on off-the-farm income.

Encouraging appropriate patterns of development in rural areas would be considerably enhanced by a number of planning and equity mitigation tools. (See Implementation Strategy and Glossary.) Such tools include clustering, capacity-based planning, development phasing, privately coordinated multi-tract development, sliding-scale zoning, density-transfer programs, public land banking, purchase of development rights programs, use assessment and "right-to-farm" laws. Such planning and regulatory tools help to encourage land-use patterns that ensure appropriate development and economic growth, while maintaining ongoing agricultural operations, land values and the rural character of these areas.

The Rural Planning Area in New Jersey contributes substantially to the state's quality of life and will play an increasing role in its economic growth. New Jersey's rural areas should contain both strong economic Centers and an ambiance and character that make living and working in Rural Planning Areas attractive. Centers and their Environs should complement each other.

Development and redevelopment in the Rural Planning Area should be encouraged in well-defined Centers located and designed to achieve the area's Policy Objectives. Development should be guided to Centers with capacity to absorb growth in cost-effective ways that minimize impacts

The State Plan recommends ...encouraging a pattern of development that promotes a stronger rural economy in the future while meeting the immediate needs of rural residents, and by identifying and preserving farmland and other open lands.

on rural features. Public water, wastewater, and other capital-intensive infrastructure should be provided only in Centers, except to mitigate life threatening and emergent threats to public health and safety. Private sector investment should provide the infrastructure for new Centers, except where public/private partnerships in Centers would benefit the public interest.

The Environs should be protected from the impacts of Center development and should be maintained as open land, either in cultivation or a natural state. Greenbelts and other conservation techniques are recommended to serve as buffers between or to mark the edge of Centers, which are delineated by Center Boundaries. Rural Centers should serve as receiving areas for density transfers. Existing and new Centers should absorb the growth otherwise projected for the Environs.

Centers and Environs in Rural Planning Areas should follow the Policy Objectives presented in this section.

Policy Objectives

The following Policy Objectives should be used to guide the application of the State Plan's Statewide Policies in the Rural Planning Area, the criteria for designation of existing or new Centers, the policies for delineating Center Boundaries, and local and state agency planning.

1. **Land Use:** Enhance economic and agricultural viability and rural character by guiding development and redevelopment into Centers. In the Environs, maintain and enhance agricultural uses, and preserve agricultural and other lands to form large contiguous areas and greenbelts around Centers. Development and redevelopment should use creative land use and design techniques to ensure that it does not conflict with agricultural operations, does not exceed the capacity of natural and built systems and protects areas where public investments in farmland preservation have been made. Development and redevelopment in the Environs should maintain or enhance the character of the area.
2. **Housing:** Provide for a full range of housing choices primarily in Centers at appropriate densities to accommodate projected growth, recognizing the special locational needs of agricultural employees and minimizing conflicts with agricultural operations. Ensure that housing in general—and in particular affordable, senior citizen, special needs and family housing—is developed with maximum access to a full range of commercial, educational, recreational, health and transportation services and facilities in Centers. Focus multi-family and higher-density, single-family housing in Centers. Any housing in the Environs should be planned and located to maintain or enhance the cultural and scenic qualities and with minimum impacts on agricultural resources.
3. **Economic Development:** Promote economic activities within Centers that complement and support the rural and agricultural communities and that provide diversity in the rural economy and opportunities for off-farm income and employment. Encourage tourism related to agriculture and the environment, as well as the historic and rural character of the area. Support appropriate recreational and natural resource-based activities in the Environs. Any economic development in the Environs should be planned and located to maintain or enhance the cultural and scenic qualities and with minimum impacts on agricultural resources.
4. **Transportation:** Maintain and enhance a rural transportation system that links Centers to each other and to the Metropolitan and Suburban Planning Areas. Provide appropriate access of agricultural products to markets, accommodating the size and weight of modern agricultural equipment. In Centers, emphasize the use of public transportation systems and alternatives to private cars where appropriate and feasible, and maximize circulation and mobility options throughout. Support the preservation of general aviation airports as integral parts of the state's transportation system.

5. **Natural Resource Conservation:** Minimize potential conflicts between development, agricultural practices and sensitive environmental resources. Promote agricultural management practices and other agricultural conservation techniques to protect soil and water resources. Protect and preserve large, contiguous tracts and corridors of recreation, forest or other open space land that protect natural systems and natural resources.
6. **Agriculture and Farmland Preservation:** Guide development to ensure the viability of agriculture and the retention of farmland in agricultural areas. Encourage farmland retention and minimize conflicts between agricultural practices and the location of Centers. Ensure the availability of adequate water resources and large, contiguous tracts of land with minimal land-use conflicts. Actively promote more intensive, new-crop agricultural enterprises and meet the needs of the agricultural industry for intensive packaging, processing, value-added operations, marketing, exporting and other shipping through development and redevelopment.
7. **Recreation:** Provide maximum active and passive recreational and tourism opportunities at the neighborhood and local levels by targeting the acquisition and development of neighborhood and municipal parkland within Centers. Provide regional recreation and tourism opportunities by targeting parkland acquisitions and improvements that enhance large contiguous open space systems and by facilitating alternative recreational and tourism uses of farmland.
8. **Redevelopment:** Encourage appropriate redevelopment in existing Centers and existing developed areas that have the potential to become Centers, or in ways that support Center-based development to accommodate growth that would otherwise occur in the Environs. Redevelop with intensities sufficient to support transit, a broad range of uses, efficient use of infrastructure, and design that enhance public safety, encourage pedestrian activity, reduce dependency on the automobile and maintain the rural character of Centers.
9. **Historic Preservation:** Encourage the preservation and adaptive reuse of historic or significant buildings, Historic and Cultural Sites, neighborhoods and districts in ways that will not compromise either the historic resource or the ability for a Center to develop or redevelop. Outside Centers, coordinate historic preservation needs with farmland preservation efforts. Coordinate historic preservation with tourism efforts.
10. **Public Facilities and Services:** Phase and program for construction as part of a dedicated capital improvement budget or as part of a public/private development agreement the extension or establishment of public facilities and services, particularly wastewater systems, to establish adequate levels of capital facilities and services to support Centers; to protect large contiguous areas of productive farmlands and other open spaces; to protect public investments in farmland preservation programs; and to minimize conflicts between Centers and surrounding farms. Encourage private investments and facilitate public/private partnerships to provide adequate facilities and services, particularly wastewater systems, in Centers. Make community wastewater treatment a feasible and cost-effective alternative.
11. **Intergovernmental Coordination:** Coordinate efforts of various state agencies, county and municipal governments to ensure that state and local policies and programs support rural economic development, agriculture, and the rural character of the area by examining the effects of financial institution lending, government regulation, taxation and other governmental policies and programs.

Implementation Strategy

The Challenge

Maintaining and enhancing the rural character of the Rural Planning Area will require considerable attention by all levels of government, as well as the private and nonprofit sectors. With significant market pressures, the Rural Planning Area is often viewed as prime real estate for new development. However, in some traditional rural Centers where development once located, there is evidence of disinvestment: diminishing funds for capital improvements; local businesses moving out of the downtown area or closing; or new development that is incompatible with the surrounding environment. Even in the greenfield areas, limited infrastructure capacity is quickly used up by poorly planned development, leading to additional problems of congestion, pollution and rising taxes. New development continues to be suburban, automobile oriented and antithetical to the form and function of the rural areas in which it is located. Land owners and the public have long known that if we do not sensitively accommodate growth in Centers, retrofit areas of sprawl into viable Centers, and protect the Environs, we will lose our rural areas forever.

Planning initiatives throughout the Rural Planning Area over the last few decades have not always promoted the rural character. Master plans with goals to preserve agriculture or maintain a rural community may have policies that encourage the provision or extension of wastewater treatment facilities, water lines or roads that induce sprawl. Regulations and capital plans can also create more problems if not consistent with comprehensive master plans. Even techniques like larger lot zoning and lot-size averaging, while beneficial in some aspects, have the effect of destroying the large contiguous areas of farmland and habitat that are so vital to the sustainability of rural areas and may consume land at a faster rate.

The planning challenge is to rethink how we accommodate growth in rural areas and what tools we need on all levels of government and in the private and nonprofit sectors to achieve a common vision. New initiatives may include capacity and build-out analyses and broad-based visioning processes that create master plans, development regulations and capital budgets. It is also important to consider a variety of tools and strategies based on a number of factors, including development pressure, the nature and profitability of farming, and fiscal considerations. Because rural areas are found in many parts of New Jersey, there may be different solutions tailored for different municipalities.

Historic towns, villages and hamlets in Rural Planning Areas warrant special attention. Capital improvements (for example, water, sewer, road, public buildings, etc.) for existing and potential development need to occur in a manner that enhances rather than ignores or destroys the rural or historic nature of these Centers. Typical municipal ordinances requiring one-to-three acre lots, large setbacks, and uniformity and separation of uses are contrary to the small lots and mixed-use developments of these existing places. Also, new development surrounding these Centers negatively impacts them by increasing traffic through the historic areas and introducing new development that is incompatible in design and scale. Some municipalities shared these concerns during Cross-acceptance; however, it continues to be a problem and needs to be addressed through

Maintaining and enhancing the rural character of the Rural Planning Area will require considerable attention by all levels of government, as well as the private and nonprofit sectors...the Rural Planning Area is often viewed as prime real estate for new development.

new and creative planning and design guidelines. In addition, state and county regulations and infrastructure investments must be sensitive to local desires, the need for tourism and facilities to serve the agricultural industry, and the rural character.

In areas where development over the last 40 years has followed market forces and infrastructure investments along highways, the challenge is to expand opportunities for economic development, jobs and housing, while maintaining the capacities of natural and manmade infrastructure. Strip malls and other single-use areas that are or may become economically, architecturally or functionally obsolete should be retrofitted into Centers that enhance the rural character. Single-story developments surrounded by parking lots could be redeveloped into multi-level buildings containing shops, housing units and offices, mirroring the traditional downtowns that attract people to rural areas. Using technology to accommodate and anticipate demographic trends and market forces, these places become prime opportunities for new housing, jobs and entertainment for the young, elderly, less affluent, and others often left out of conventional subdivisions. Just as the regional malls of the '80s became the magnet for people and jobs, so these places could become attractions for rural residents and visitors by 2020.

Where development cannot be accommodated in existing Centers or retrofitted single-use areas, new Centers should be planned for and developed in a manner compatible with the rural character of the area. Wastewater and potable water should be planned to serve these Centers. Development should follow established guidelines, and be compatible with the rural character of the area. These Centers should absorb the growth that would otherwise sprawl into the countryside, through clustering, density transfers and other tools. Wherever possible, a greenbelt should be established around Centers. Greenways should connect these greenbelts and other open lands. Any development in the Environs should follow carefully developed guidelines established in plans and regulations that conform to the capacities of natural systems, using techniques such as open space ratios, models of soil capacity, including nitrate dilution, availability of on-site potable water supplies from a sustainable yield source, performance levels for rural roads, sliding scale zoning, etc.

Another challenge is the maintenance of large contiguous areas and support services for farming. Significant adaptations in the agricultural industry over the last few years (for example, better marketing, greater intensification and diversity of uses, agricultural management practices, etc.) will be lost if New Jersey does not preserve sufficient land for the industry. Land is the most important infrastructure item for both agriculture and the rural character of a community. Land not farmed may quickly revert to brush and forest, compromising the pastoral landscape character valued by so many. Other infrastructure needs include access to water, processing facilities, machinery and markets—all of which may be in competition with new development. And, land-intensive operations may also have residual impacts found to be undesired by residential neighbors. More effective implementation of the State Plan will require a greater sensitivity to the unique needs and circumstances of the agricultural industry by all levels of government, non-agricultural

The planning process has enabled the creation of new partnerships among government, academia and the agricultural industry, as well as other business and nonprofit entities to advance agriculture's well-being, to conserve our farmlands and provide an array of environmental amenities to New Jersey.

businesses and the public. In addition, it will require the tools and techniques listed in the State Plan as well as others in practice throughout the country to ensure that all affected—be they farmers, land owners, neighbors, businesses, taxpayers, etc.—share equitably in the burdens and benefits.

The planning process has enabled the creation of new partnerships among government, academia and the agricultural industry, as well as other business and nonprofit entities to advance agriculture’s well-being, to conserve our farmlands and provide an array of environmental amenities to New Jersey. The continuing challenge is to foster these partnerships and promote results that meet the expectations of all residents.

The Response

To achieve consistency with State Plan Goals, municipal, county, regional and state agencies should implement Statewide Policies by undertaking the following activities:

- Strengthen master plans to maintain and enhance the rural area by using capacity and build-out analyses, and a comprehensive, citizen-based “visioning” process to create or update various elements, including those related to land use, housing, circulation, utility, economic development and conservation. Make sure these plans and subsequent regulations and investments accommodate growth in Centers while identifying and protecting large contiguous areas of farmland and other open space, including greenbelts around Centers.
- Perform a community build-out analysis to determine opportunities for and impacts of future development under existing zoning.
- Promote collaborative efforts through new public or public/private partnerships (for example, by establishing an Agricultural Advisory Committee to the governing body and planning board; by forming a Centers task force; by organizing a regional open space or greenbelt committee or land trust, etc.).
- Incorporate a rural Center-based development plan into the local master plan and related ordinances.
- Identify opportunities to accommodate growth and development in Centers through provision of infrastructure, particularly small-scale, on-site wastewater systems.
- Adopt local ordinances promoting clustering of development between contiguous or non-contiguous parcels, the phasing of infrastructure, sliding-scale zoning, the provision of affordable housing in Centers, the creation of higher density housing and commercial development in Center Cores to support transit, development compacts, rural redevelopment, rural access plans that only permit access to arterial roads from public streets, and scenic buffer or easement ordinances.
- Use investment tools, such as: a long-term capital plan; density transfer strategies including transfer of development rights where appropriate; public land banking to acquire sites for future growth and density transfers; acquisition of targeted farmland and other open spaces; agricultural enterprise districts, use assessment and inheritance and transfer tax relief; purchase of development rights programs; permanent and stable source of funding for land and capital assets on the municipal, county and state levels; privately coordinated multi-tract development; development rights bank; impact fees; rehabilitation or revitalization grants or loans; special improvement district; community wastewater utility and pre-approved designs for localized stand alone wastewater treatment systems to bring down the cost and ensure a limited number of new hookups compatible with maintaining the rural character; and expanded, reactivated or new public transportation systems within and between Centers.
- Encourage efforts to maintain a hospitable business environment for rural economic activities such as agricultural production, tourism, recreation, resource extraction and “Main

Street” businesses. These efforts may include public/private partnerships, incentive and marketing programs, access to new markets, skills training and finance capital.

- Support needed improvements for downtown business communities by establishing programs such as “Special Improvement Districts” in Centers.
- Capitalize on the opportunities for redevelopment in Centers afforded by redevelopment laws and brownfields redevelopment programs. Establish and maintain a publicly accessible inventory of sites recommended for redevelopment.
- Prepare and maintain Environmental Resource Inventories (ERI) and incorporate ERI information into master plans.
- Map and protect Critical Environmental Sites and Historic and Cultural Sites.

Rural/Environmentally Sensitive Planning Area (PA4B)

General Description

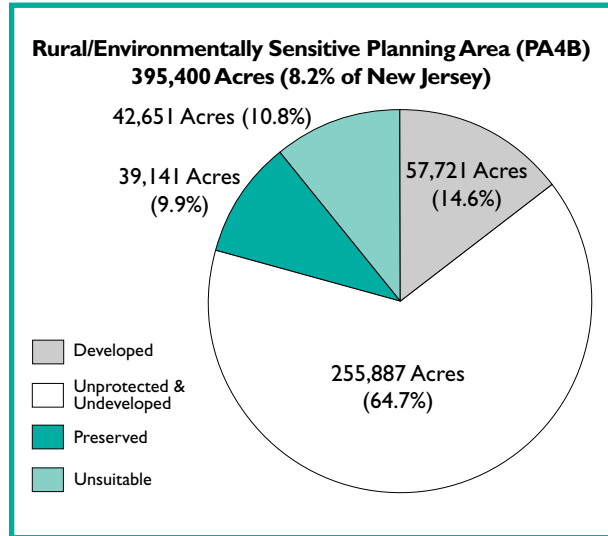
Some lands in the Rural Planning Area (PA4) have one or more environmentally sensitive features qualifying for delineation as Rural/Environmentally Sensitive (PA4B). This sub-area contains valuable ecosystems or wildlife habitats. Rural/Environmentally Sensitive Planning Areas are supportive of agriculture and other related economic development efforts that ensure a diversity within New Jersey. Any development or redevelopment planned in the Rural/Environmentally Sensitive Area should respect the natural resources and environmentally sensitive features of the area.

Intent

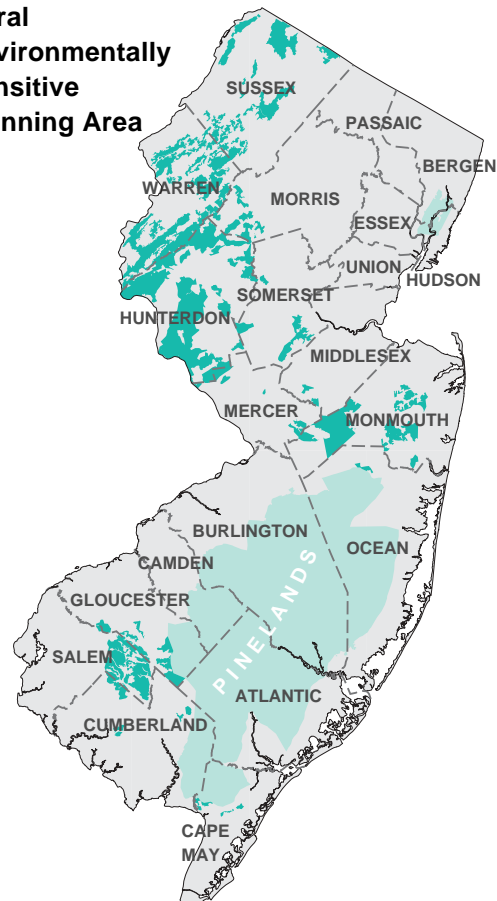
The Intent of the Rural/Environmentally Sensitive Planning Area (PA4B) is the same as its underlying Planning Area, Rural Planning Area (PA4) for existing uses of the land.

Policy Objectives

Development and redevelopment in the Rural/Environmentally Sensitive Planning Area should follow the Policy Objectives presented in



Rural Environmentally Sensitive Planning Area



the next section for the Environmentally Sensitive Planning Area (PA5). This includes promoting agricultural practices that prevent or minimize conflicts with sensitive environmental features.

Delination Criteria

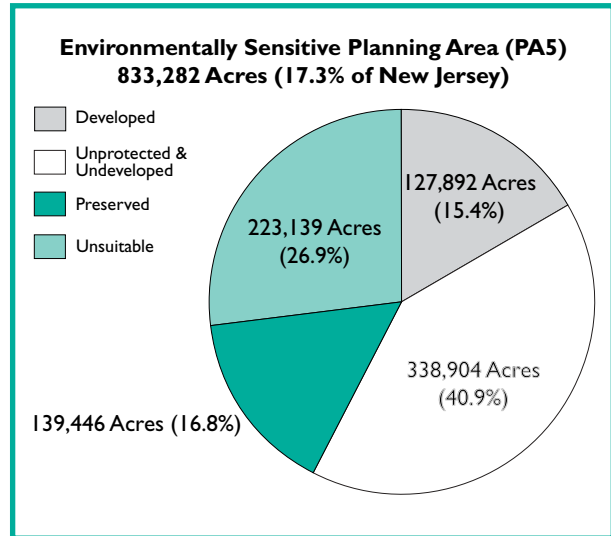
Land satisfying the delineation criteria for Rural Planning Area (PA4) that also meets the delineation criteria for the Environmentally Sensitive Planning Area (PA5) is designated as Rural/Environmentally Sensitive (PA4B).

Environmentally Sensitive Planning Area (PA5)

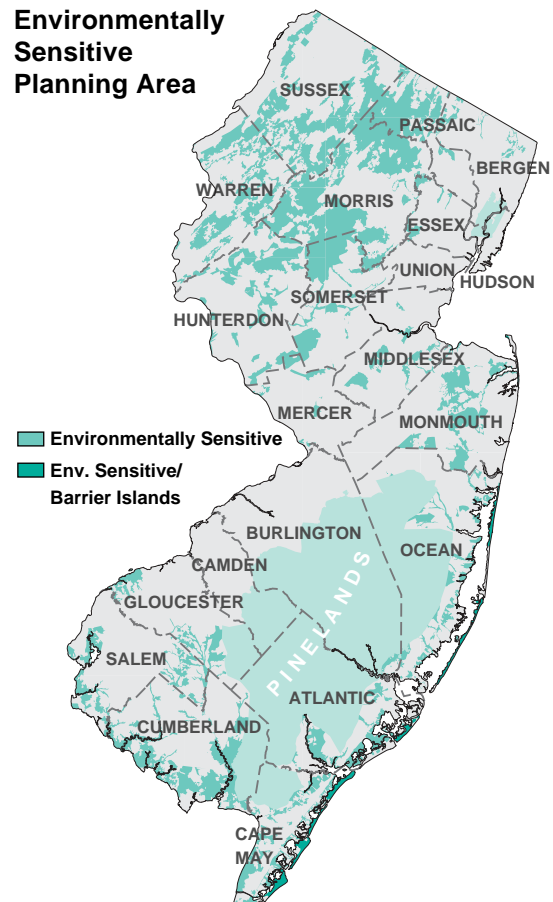
General Description

The Environmentally Sensitive Planning Area contains large contiguous land areas with valuable ecosystems, geological features and wildlife habitats particularly in the Delaware Bay and other estuary areas, the Highlands Region, and coastal area. The future environmental and economic integrity of the state rests in the protection of these irreplaceable resources. Some of these lands have remained somewhat undeveloped or rural in character. Other areas, particularly New Jersey's coastal barrier islands, have experienced advanced levels of development, but remain highly vulnerable to natural forces. Environmentally Sensitive Planning Areas are characterized by watersheds of pristine waters, trout streams and drinking water supply reservoirs; recharge areas for potable water aquifers; habitats of endangered and threatened plant and animal species; coastal and freshwater wetlands; prime forested areas; scenic vistas; and other significant topographical, geological or ecological features, particularly coastal barrier spits and islands. These resources are critically important not only for the residents of these areas, but for all New Jersey citizens.

Existing Centers within the Environmentally Sensitive Planning Area have been, and often remain, the focus of residential and commercial growth and public facilities and services for their region, as well as supporting the recreation and



Environmentally Sensitive Planning Area



tourism industries. The wide diversity of natural and built systems has resulted in small rural Towns such as High Bridge, Ogdensburg and Hopatcong, and Villages such as Cape May Point, Far Hills, Bedminster, Mauricetown, Fortescue, Fairton, Leesburg, Stone Harbor, Seaside Heights and Surf City. Environmentally Sensitive Planning Areas also have Regional Centers including Newton in the northwest and Wildwood on a barrier island. These Centers generally are linked to each other by rural roads and separated from other development by open spaces or linked to the mainland by state highways crossing coastal wetlands and waterways. Centers on the barrier islands are almost all sewered whereas Centers in other environmentally sensitive areas are often not sewered. Thus, the state has a major investment in infrastructure on the barrier islands. Recreational facilities often have associated residential or commercial development. Mining, forestry and other resource-based industrial development also is found in these areas. In addition, over 60,000 acres of agricultural land is found in this area. A significant amount of this land is in farmland preservation and is where other major agricultural investments have been made.

The Environmentally Sensitive Planning Area is highly vulnerable to damage of many sorts from new development in the Environs...irreplaceable resources which are vital for the preservation of the ecological integrity of New Jersey's natural resources.

The Environmentally Sensitive Planning Area is highly vulnerable to damage of many sorts from new development in the Environs, including fragmentation of landscapes, degradation of aquifers and potable water, habitat destruction, extinction of plant and animal species and destruction of other irreplaceable resources which are vital for the preservation of the ecological integrity of New Jersey's natural resources. Perhaps most important, because the Environs in Environmentally Sensitive Planning Areas (and Rural/Environmentally Sensitive Planning Areas) are by definition more sensitive to disturbance than the Environs in other Planning Areas, new development in these Environs has the potential to destroy the very characteristics that define the area.

Delineation Criteria

The following criteria are intended as a general guide for delineating the Environmentally Sensitive Planning Area. Local conditions may require flexible application of the criteria to achieve the Policy Objectives of this Planning Area.

1. Population density of less than 1,000 people per square mile.
2. Land area greater than one square mile.
3. One or more of the following features outside Centers:
 - a. trout production waters and trout maintenance waters and their watersheds;
 - b. pristine non-tidal Category I waters and their watersheds upstream of the lowest Category I stream segment;
 - c. watersheds of existing or planned potable water supply sources;
 - d. prime aquifer recharge areas of potable water supply sources and carbonate formations associated with recharge areas or aquifers;
 - e. habitats of populations of endangered or threatened plant or animal species;
 - f. coastal wetlands;
 - g. contiguous freshwater wetlands systems;

- h. significant natural features or landscapes such as beaches, coastal spits, barrier islands, critical slope areas, ridge lines, gorges and ravines, and important geological features (including those associated with karst topography) or unique ecosystems; and/or
- i. prime forested areas, including mature stands of native species.

Intent

In the Environmentally Sensitive Planning Area, the State Plan's intention is to:

- protect environmental resources through the protection of large contiguous areas of land;
- accommodate growth in Centers;
- protect the character of existing stable communities;
- confine programmed sewers and public water services to Centers; and
- revitalize cities and towns.

The State Plan provides for the protection of critical natural resources and for the maintenance of the balance between ecological systems and beneficial growth. The ecological systems of the Environmentally Sensitive Planning Area should be protected by carefully linking the location, character and magnitude of development to the capacity of the natural and built environment to support new growth and development on a long-term, sustainable resource basis. Large contiguous areas of undisturbed habitat should be maintained to protect sensitive natural resources and systems. Any new development that takes place in the Environmentally Sensitive Planning Area should capitalize on the inherent efficiencies of compact development patterns found in existing Centers.

New development should be guided into Centers to preserve open space, farmland and natural resources and to preserve or improve community character, increase opportunities for reasonably priced housing and strengthen beneficial economic development opportunities.

New development should be guided into Centers to preserve open space, farmland and natural resources and to preserve or improve community character, increase opportunities for reasonably priced housing and strengthen beneficial economic development opportunities. Directing development from the Environs to Centers will ensure that the Environs remain in recreational, cultural or resource-extraction uses or left undisturbed. The appropriate provision and scaling of public facilities and services should maintain the integrity and function of the ecological systems in this area. Strategic planning and investing also can accommodate beneficial development and redevelopment in Centers, both efficiently and equitably.

New development in the Environmentally Sensitive Planning Area should be consistent with Statewide Policies and should be in Centers. Centers should absorb the growth otherwise projected for the Environs. Development and redevelopment should be guided to Centers with capacity to absorb growth in cost-effective ways that minimize impacts on environmentally sensitive features. Wastewater treatment facilities should be provided only in Centers, except to mitigate life threatening and emergent threats to public health and safety. Private sector investment should provide this infrastructure for new Centers, except where a public/private partnership would benefit the public interest. The Environs should be protected from the effects of Center development and should be maintained as open land. Centers should serve as receiving areas for density transfers.

Policy Objectives

The following Policy Objectives should be used to guide the application of the State Plan's Statewide Policies in the Environmentally Sensitive Planning Area, the criteria for designation of existing or new Centers, the policies for delineating Center Boundaries, and local and state agency planning.

1. **Land Use:** Protect natural systems and environmentally sensitive features by guiding development and redevelopment into Centers and establishing Center Boundaries and buffers and greenbelts around these boundaries. Maintain open space networks, critical habitat and large contiguous tracts of land in the Environs by a variety of land use techniques. Development and redevelopment should use creative land use and design techniques to ensure that it does not exceed the capacity of natural and infrastructure systems and protects areas where public investments in open space preservation have been made. Development and redevelopment in the Environs should maintain and enhance the natural resources and character of the area.
2. **Housing:** Provide for a full range of housing choices primarily in Centers at appropriate densities to accommodate projected growth. Ensure that housing in general—and in particular affordable, senior citizen, special needs and family housing—is developed with access to a range of commercial, cultural, educational, recreational, health and transportation services and facilities. Focus multi-family and higher-density, single-family housing in Centers. Any housing in the Environs should be planned and located to maintain or enhance the cultural and scenic qualities and with minimum impacts on environmental resources.
3. **Economic Development:** Support appropriate recreational and natural resource-based activities in the Environs and locate economic development opportunities that are responsive to the needs of the surrounding region and the travel and tourism industry in Centers. Any economic development in the Environs should be planned and located to maintain or enhance the cultural and scenic qualities and with minimum impacts on environmental resources.
4. **Transportation:** Maintain and enhance a transportation system that protects the Environs from scattered and piecemeal development and links Centers to each other within and between Planning Areas. Encourage alternatives to the single-occupancy vehicle whenever feasible. Accommodate the seasonal demands of travel and tourism that support recreational and natural resource-based activities. In Centers, emphasize the use of public transportation systems and alternatives to private cars where appropriate and feasible and maximize circulation and mobility options throughout.
5. **Natural Resource Conservation:** Protect and preserve large, contiguous tracts and corridors of recreation, forest or other open space land that protects natural systems and sensitive natural resources, including endangered species, ground and surface water resources, wetland systems, natural landscapes of exceptional value, critical slope areas, scenic vistas and other significant environmentally sensitive features.
6. **Agriculture:** Promote agricultural practices that prevent or minimize conflicts with sensitive environmental resources. Guide development to ensure the viability of agriculture and the retention of farmland in agricultural areas. Encourage farmland retention and minimize conflicts between agricultural practices and the location of Centers. Ensure the availability of adequate water resources and large, contiguous tracts of land with minimal land use conflicts. Actively promote more intensive, new-crop agricultural enterprises and meet the needs of the agricultural industry for intensive packaging, processing, value-added operations, marketing, exporting and other shipping through development and redevelopment.

7. **Recreation:** Provide maximum active and passive recreational and tourism opportunities at the neighborhood and local levels by targeting the acquisitions and development of neighborhood and municipal parkland within Centers. Provide regional recreation and tourism opportunities by targeting parkland acquisitions and improvements that enhance large contiguous open space systems. Ensure meaningful access to public lands.
8. **Redevelopment:** Encourage environmentally appropriate redevelopment in existing Centers and existing developed areas that have the potential to become Centers or in ways that support Center-based development to accommodate growth that would otherwise occur in the Environs. Redevelop with intensities sufficient to support transit, a range of uses broad enough to encourage activity beyond the traditional workday, efficient use of infrastructure, and physical design features that enhance public safety, encourage pedestrian activity and reduce dependency on the automobile to attract growth otherwise planned for the Environs.
9. **Historic Preservation:** Encourage the preservation and adaptive reuse of historic or significant buildings, Historic and Cultural Sites, neighborhoods and districts in ways that will not compromise either the historic resource or the ability for a Center to develop or redevelop. Outside Centers, coordinate historic preservation needs with open space preservation efforts. Coordinate historic preservation with tourism efforts.
10. **Public Facilities and Services:** Phase and program for construction as part of a dedicated capital improvement budget or as part of a public/private development agreement the extension or establishment of public facilities and services, particularly wastewater systems, to establish adequate levels of capital facilities and services to support Centers; to protect large contiguous areas of environmentally sensitive features and other open spaces; to protect public investments in open space preservation programs; and to minimize conflicts between Centers and the Environs. Encourage private investments and facilitate public/private partnerships to provide adequate facilities and services, particularly wastewater systems, in Centers. Make community wastewater treatment a feasible and cost-effective alternative.
11. **Intergovernmental Coordination:** Coordinate efforts of state agencies, county and municipal governments to ensure that state and local policies and programs support environmental protection by examining the effects of financial institution lending practices, government regulation, taxation and other governmental policies and programs.

Implementation Strategy

The Challenge

The Environmentally Sensitive Planning Area must be managed so that critical and irreplaceable natural resources, which support growth in other parts of New Jersey, are protected. Public policy in the Environmentally Sensitive Planning Area must recognize and promote the protection of natural systems that support beneficial economic growth in Centers. The State Plan acknowledges that growth and economic development will occur in environmentally sensitive areas. Its policies state that growth be guided into well-planned Centers with appropriately scaled public facilities and services. These Centers should serve as the focus and location for affordable housing and economic development. It is imperative that municipal, county and state governments reach consensus on environmental factors and critical areas that must be protected and preserved. When all levels of government agree on those environmental factors that must be protected, they can develop, amend and implement plans to achieve that balance between preservation and growth. The challenge in coastal municipalities is to safeguard those resources such as wetlands, bays and dunes that make

the shore so appealing to visitors and residents alike. In the Highlands, communities and regions must protect the integrity of contiguous forested areas and scenic natural landscapes and features in equitable ways. And so for other environmentally sensitive areas of the state, each political unit must determine how they want to relate to natural systems that reach far beyond their boundaries as well as how to protect specific features within their developed areas.

Having agreed on the resources, sites and systems that are critical to preserve, it is up to each community and region to determine exactly how to accommodate growth while preserving those features. Guiding growth to Centers will ensure that the Environs remain in low-density uses and be compatible with recreation and resource-based uses. Centers can be carefully planned for appropriate scale and magnitude of public facilities and services and to protect special features or parts of larger regional systems within their boundaries. For instance, the City of Avalon has an aggressive dune maintenance and restoration program within its boundaries. Stafford Township, also along the coast, has implemented an innovative stormwater management system that protects Barnegat Bay and the Cohansey Aquifer. Clinton Township in Hunterdon County has an ordinance to protect areas of carbonate and several municipalities are considering passing ordinances to help them implement the principles of watershed-based management within their boundaries.

Outside of Centers, large contiguous tracts of land should be linked to each other to provide buffers and greenbelts and protection for critical habitats. By promoting and supporting strong Centers, the State Plan can help maintain and protect natural resources and systems in the Environs.

The Response

To achieve consistency with State Plan Goals, municipal, county, regional and state agencies should implement Statewide Policies by undertaking the following activities:

- Prepare and maintain Environmental Resource Inventories (ERIs) and incorporate ERI information into master plans.
- Perform a community build-out analysis to determine opportunities for and impacts of future development under existing zoning.
- Map and protect Critical Environmental Sites and Historic and Cultural Sites.
- Identify strategies for linking Centers with the region and accommodating seasonal travel and tourism demands.
- Coordinate permitting and land-use approval requirements that encourage development and investment in Centers.
- Identify strategies to protect natural systems and their functions.
- Identify strategies to enhance tourism and recreation-based activities.
- Identify opportunities to assemble and connect open space networks and large contiguous areas of undisturbed habitat.
- Ensure that areas critical to water supply and quality are protected.
- Identify opportunities to accommodate growth and development in Centers through provision of infrastructure, particularly wastewater systems in Centers.
- Recognize and facilitate the participation of the private sector in achieving the objectives of the State Plan in the Environmentally Sensitive Planning Area.
- Support needed improvements for downtown business communities by establishing programs such as Special Improvement Districts in Centers.

- Capitalize on the opportunities for redevelopment in Centers afforded by redevelopment laws and brownfields redevelopment programs. Establish and maintain a publicly accessible inventory of sites recommended for redevelopment.
- Identify areas of active agriculture and develop strategies to enhance the viability and preservation of these farms.

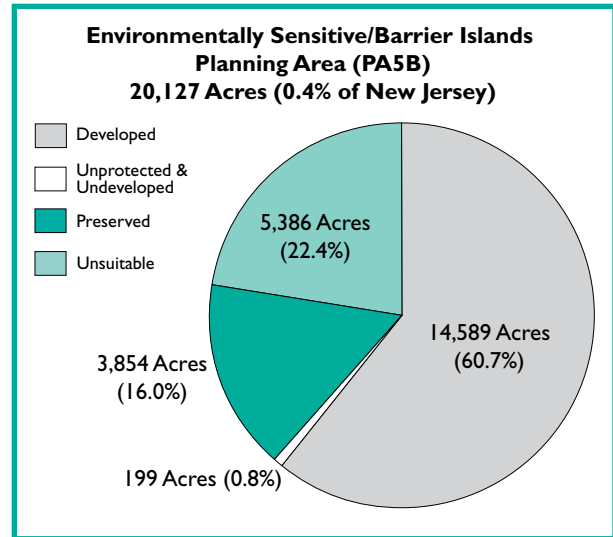
Environmentally Sensitive/Barrier Islands Planning Area (PA5B)

General Description

Barrier islands and spits are coastal land forms caused by the periodic deposition and movement of sediment by ocean currents and wind. During storms they function as the mainland's barriers, a first line of natural defense, protecting offshore communities and sensitive bay habitats from the destructive forces of coastal storms. They have played a large part in the unfolding of the state's maritime history as well as being the focus of recreation and tourism for generations.

For discussion and planning purposes, the State Plan classifies these geologic features as barrier islands since they share many common elements, most notable of which are a separation from the mainland by water and an infrastructure connection to the mainland, primarily for access, but occasionally for other services. New Jersey's coastal barrier chain extends from Monmouth to Cape May County and is home to a varied range of community types from the single-family communities of Long Beach Island to the intense urban development of Atlantic City. Use of the barrier islands began hundreds of years ago but, until the 20th century, life on a barrier island lacked many of the comforts and amenities of mainland life. The railroads opened up these isolated areas to seasonal visitors from mainland cities who came to the islands for health and recreation during the warm summer months. Private automobiles further increased the accessibility of the barrier beach communities.

With the exception of Pullen Island in the Brigantine National Wildlife refuge, all of New



Jersey's barrier islands and spits are developed to varying degrees. While mature dunes and unbulkheaded bayfront can still be found in many communities, Island Beach State Park alone remains as a whole, undeveloped barrier beach and bay system.

Today, a robust economy, telecommuting, flextime and retirement have contributed to more people residing in these communities on a permanent basis. The seasonal fluctuation is still an important part of the nature of barrier island communities. For example, summer populations in Wildwood are estimated to be more than 16 times the winter population, and summer visitors to Stone Harbor outnumber year-round residents by a ratio of nearly 20-to-1. These fluctuations present a challenge to planning and development for sustainability at both peak and off-peak seasons.

In addressing development and redevelopment a number of barrier island communities have addressed this issue through Center designation. Examples are: Avalon, Stone Harbor and the Wildwoods Regional Center of North Wildwood, Wildwood City, West Wildwood and Wildwood Crest.

The barrier island communities offer an array of challenges. The natural island geography which underlies these communities and endows them with much of their unique character also presents extraordinary conditions that affect planning for:

- disaster preparedness and long-term coastal changes, such as sea level rise and beach erosion;
- extended tourist seasons to maintain year-round economic vitality;
- protection of sensitive areas exposed to high public use; and
- expansion of public access along beaches and bayfronts.

Intent

In the Environmentally Sensitive/Barrier Islands Planning Area, the State Plan's intention is to:

- accommodate growth in Centers;
- protect and enhance the existing character of barrier island communities;
- minimize the risks from natural hazards;
- provide access to coastal resources for public use and enjoyment;
- maintain and improve coastal resource quality; and
- revitalize cities and towns.

The State Plan promotes barrier island communities with sustainable economies which are compatible with the natural environment, minimize the risks from natural hazards, and maximize public access to and enjoyment of coastal resources. Planning for growth should acknowledge the unique character and history of each barrier island community and the ecosystem which molds it. Public access to the rich variety of experiences which the barrier system offers should be protected and expanded. Redevelopment opportunities should maintain and enhance community character.

Policy Objectives

The following Policy Objectives should be used to guide the application of the State Plan's Statewide Policies in the Environmentally Sensitive Planning/Barrier Islands Area, the criteria for designation of Centers, the policies for delineating Center Boundaries, and local and state agency planning.

1. **Land Use:** Guide development and redevelopment into more compact forms—Centers and former single-use developments that have been retrofitted or restructured, to accommodate mixed-use development and redevelopment, services and cultural amenities. Promote redevelopment, and development in areas with existing infrastructure, that maintains the character, density and function of existing communities. Ensure efficient and beneficial use of scarce land and resources to strengthen the unique character and compact nature of barrier island communities.
2. **Housing:** Provide for housing choices through redevelopment, new construction, rehabilitation, and adaptive reuse. Preserve the existing housing stock through maintenance, rehabilitation and flexible regulation.
3. **Economic Development:** Support historically important coastal industries, recreation, and natural resource-based and associated activities, recognizing the dual (year-round and seasonal) nature of barrier community economies and locating economic development opportunities within areas of existing infrastructure and avoiding adverse impacts to natural resources.
4. **Transportation:** Maintain and enhance a transportation system that links coastal barrier communities to the mainland and to each other, without compromising the integrity of natural resources. Accommodate the seasonal demands of travel and tourism that support recreational and natural resource-based activities. Emphasize the use of public transportation systems and alternatives to private cars where appropriate and feasible and maximize circulation and mobility options.
5. **Coastal Resource Conservation:** Conserve water resources in the coastal area, particularly barrier islands dependent on ground water, reducing water demand and withdrawal to prevent saltwater intrusion that could degrade or destroy ground water resources. Protect vital ecological areas and coastal high hazard areas to prevent significant adverse long-term impacts to the natural and scenic functions of these sensitive areas. Restrict or limit development and redevelopment adjacent to these sensitive areas to water-dependent and compatible uses.
6. **Recreation:** Promote local and regional recreational opportunities, encourage tourism, and create meaningful public access along the oceanfront, bay front and rivers of all barrier island communities.
7. **Redevelopment:** Support redevelopment activity compatible with existing barrier island community character. Use redevelopment opportunities to maintain, expand and link parks and open space and to increase public access.
8. **Historic Preservation:** Coordinate the identification of historic areas, historic sites, archaeological sites, landscapes and scenic features unique to the coast for inclusion in the state and national registers of historic places and in county and municipal master plans.
9. **Public Facilities and Services:** Ensure adequate public facilities and services to coastal barrier communities to accommodate seasonal demands. Barrier island communities are encouraged to participate in interlocal public service delivery. Coordinate growth management programs and policies with response planning and mitigation for natural disasters, including major storm events that can result in loss of life, extensive flooding, shorefront erosion and infrastructure replacement decisions.
11. **Intergovernmental Coordination:** Municipalities sharing the same island are encouraged to establish multi-jurisdictional policy and planning entities to guide and coordinate the efforts of state, county and municipal governments and to develop and implement master and functional plans.

Critical Environmental Sites (CES) and Historic and Cultural Sites (HCS)

General Description

To protect and manage the state's large areas of natural and environmentally significant resources, the Policy Map relies on the Environmentally Sensitive/Rural Planning Area and the Environmentally Sensitive Planning Area to direct development into Centers. But there are many environmentally sensitive features and landscapes of historic or aesthetic significance that are less than one square mile in extent or whose configuration does not readily permit application of the Policy Objectives of these Planning Areas. Additionally, many sites of historic, cultural, scenic or environmental sensitivity lie within developed areas or within Metropolitan, Suburban or Fringe Planning Areas.

The Critical Environmental Sites (CES) and Historic and Cultural Sites (HCS) designations are used to help organize planning for new development or redevelopment by singling out the elements of natural systems, small areas of habitat, historic sites, and other features that should continue to be expressed in the future landscape through protection and restoration. Riparian corridors are excellent examples of eligible features for mapping, as are remnants of forest and small wetlands. The presence of CES and HCS gives land owners and developers important advance information on how to shape their proposals for development of the land around them, focusing on including them within the design and function of the development whenever possible, while at the same time protecting them from adverse impacts.

Designating a site as a CES or an HCS means that the site is of local, regional or statewide significance and that its protection and enhancement is of primary importance. It also should highlight the need to preserve, wherever possible, the connection to the natural systems or cultural fabric of which the site is a part.

Features for Critical Environmental Site (CES) Delineation

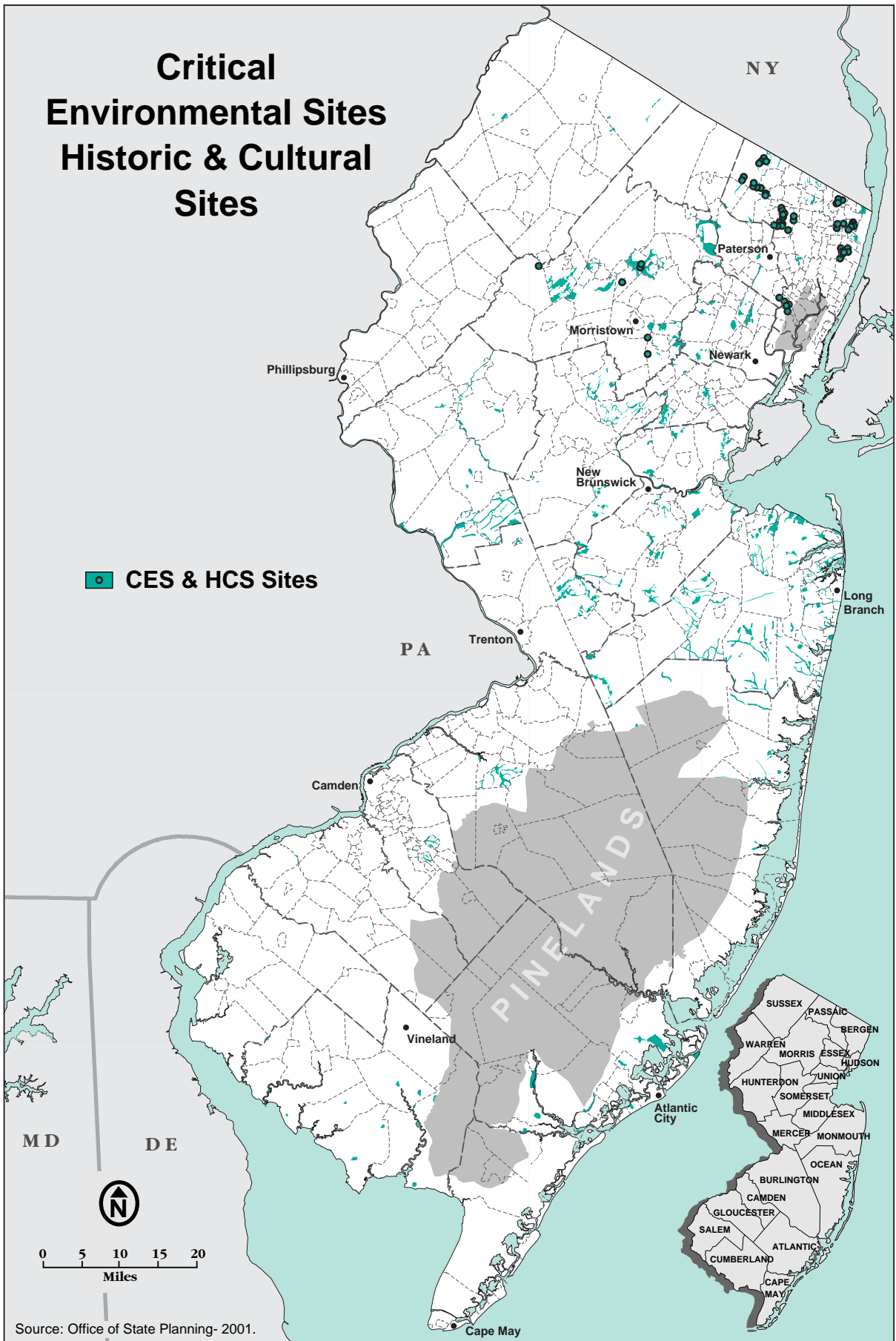
- Prime or locally important aquifer recharge areas
- Wellfields and wellhead protection areas
- Public water supply reservoirs
- Coastal dunes, beaches, and shorelines
- Critical slope areas
- Habitats of endangered or threatened plant or animal species or unique ecosystems
- Habitats with a wide diversity of resident species or significant resident populations
- Coastal wetlands and freshwater wetlands and ponds
- Staging areas for migratory species
- Stream corridors
- Wildlife corridors
- Significant natural features such as ridge lines, gorges and ravines, or unique geological features (including limestone outcrops)
- Prime forested areas, including mature stands of native species

Features for Historic and Cultural Site (HCS) Designation

- Greenways and trails
- Dedicated open space
- Historic sites and districts
- Archeological sites
- Scenic vistas and corridors
- Natural landscapes of exceptional aesthetic or cultural value

Critical Environmental Sites Historic & Cultural Sites

 CES & HCS Sites



Source: Office of State Planning- 2001.

Delineation Criteria

The State Plan Policy Map provides for the designation and mapping of Critical Environmental Sites and Historic and Cultural Sites specifically to provide policy direction for resource protection and enhancement. Sites may be submitted in Cross-acceptance or through the map amendment process established by the Commission under its rule-making authority. Sites that are forwarded to the Commission for inclusion in the State Plan Policy Map as CES or HCS:



1. contain one or more of the requisite features (see box on page 224);
2. are less than one square mile in extent or have a configuration (linear or highly irregular) not conducive to application of Planning Area Policy Objectives;
3. are identified in municipal or county master plans, state functional plans, environmental resource inventories, or other documentation; or
4. are protected by state regulations, local ordinance, public ownership or deed restriction, if applicable; and
5. are not currently under regulatory review at the time of submission of the petition for delineation.



Intent

It is the Intent of the State Plan to fulfill the goals of conserving natural resources and systems and of preserving and enhancing areas with historic, cultural, scenic, open space, and recreational values through:

- recognition of the need for strategic investment decisions designed to protect and enhance rather than adversely impact them;
- the application of Statewide Policies, including, but not limited to, those specifically relating to water resources, open lands and natural systems, coastal areas, and historic, cultural and scenic resources; and
- the application of relevant provisions of the Environmentally Sensitive Planning Area to these sites in all Planning Areas.

CES and HCS can be mapped in any Planning Area acting as an overlay within the Planning Area. For example, a community in the Metropolitan Planning Area might want to map a stream or river corridor as it passes through town as a CES in preparation for redevelopment that could contribute to restoration of the riparian corridor. A Center in the Environmentally Sensitive Planning Area might want to map an area of forested wetlands within its Center Boundary as a CES

so that its connection to the wetlands systems in the Environs will be maintained as the area around it is developed. A historic site or district within a community in any Planning Area may similarly be designated HCS to identify this area as having special significance in community plans.

While the CES and HCS can delineate isolated sites, the delineations can also be used effectively in tandem to create linkages of open spaces with both environmental and cultural significance. For example, a rails-to-trails system, delineated as an HCS, could be linked to stream corridors (CES) to form a greenway system that would fulfill both recreational and habitat preservation services along its length while also creating a corridor for wildlife movement throughout a community or region. In addition to specific site protection, both CES and HCS designations offer opportunities for inter-municipal and regional cooperative planning and protection efforts.

Environmentally sensitive features within a park, or those parks whose focus is the protection of environmentally sensitive features which meet the CES criteria, may be mapped as Critical Environmental Sites overlaying the Parks and Natural Areas designation.

Parks and Natural Areas

General Description

One of the Goals of the State Plan is to preserve and enhance areas with historic, cultural, scenic, open space and recreational value. The Policy Map uses the term Parks and Natural Areas to include an array of publicly dedicated land which contribute to the attainment of this goal. The Parks and Natural Areas (Parks) delineation differs from the Planning Area designations in its more focused purpose and use. Unlike Planning Areas, Parks are not areas where the objectives for land use, housing and economic development can be applied. Rather, these lands represent public investment specifically for resource preservation and the provision of recreational opportunities.

Parks and Natural Areas as mapped includes state and federally owned or managed tracts. It also includes county and local parks that have been identified through the Cross-acceptance and map amendment processes. Thus the park area consists of tracts of land that have been dedicated for public benefit.

Parks and Natural Areas fulfill a broad range of functions along a continuum from resource conservation to active recreation. For example, Wildlife Management Areas are established to protect habitat and may offer the visiting public a very limited, passive recreational experience with emphasis on interpretation and education. At the other end of the spectrum are Recreation Areas, such as Gateway National Recreation Area in Sandy Hook, at which visitors can enjoy a variety of active recreational activities in addition to viewing educational exhibits on habitat and history. Large parks usually present a mixture of both passive and active experiences for the public while preserving historic, cultural, and scenic features, protecting valuable habitat and conserving the biodiversity of the state's natural systems for future generations.

Intent

With the delineation of Parks and Natural Areas, the State Plan's intention is to:

- provide for the protection of critical natural resources;
- provide public recreational and educational opportunities;

- ensure the maintenance of associated facilities; and
- ensure the connection of these areas into a system of open lands.

The mapping and delineation of Parks and Natural Areas is not intended to adversely effect funding and acquisition strategies, existing management plans or regulatory programs.

Rather, the Statewide Policies should be applied within the context of the public purpose and management plans for these areas, to guide management and acquisition to accomplish the intents mentioned above: the protection of critical habitats and resources, the provision of recreational opportunities, and the creation of a connected system of open lands for posterity.

Military Installations

General Description

The only land mapped outside the Pinelands as a Military Installation in New Jersey is the Picatinny Arsenal in Morris County.

Intent

These are lands under federal jurisdiction and are not subject to the State Plan. If these areas are removed from federal jurisdiction, the Policy Map should be amended to identify the appropriate Planning Areas in which these lands should be included. (See Comprehensive Planning Policy 19 and Planning Area Policy 7.)

Policies for Planning Areas

The following policies apply to all Planning Areas. These policies are intended to coordinate decisions at all levels of government toward the achievement of a pattern of growth that will fulfill the goals of the State Planning Act.

Policy 1 Municipal, County, Regional and State Planning for Growth Among Planning Areas

Municipalities, counties, regional and state agencies should prepare master and functional plans that guide growth using the following steps:

1. Promote growth in Centers and other appropriate areas in the Metropolitan Planning Area.
2. Promote growth in Centers and other appropriate areas in the Suburban Planning Area.
3. Accommodate growth in Centers in the Fringe Planning Area.
4. Accommodate growth in Centers in Rural and Environmentally Sensitive Planning Areas.

Policy 2 Centers Located at Intersections of Planning Areas

In instances where municipalities and counties identify a Center at the intersection of two or more Planning Areas, plan the Center to meet the Policy Objectives of whichever Planning Area is determined to be appropriate based on capacity analysis.

Policy 3 Planning Areas and Municipal and County Boundaries

Delineate Planning Areas on the bases of population density, infrastructure and natural systems and such delineation need not correspond to lot lines or municipal or county boundaries.

Policy 4 Planning for Existing Nodes

Communities may identify and delineate existing Nodes—either Commercial-Manufacturing Nodes or Heavy Industry-Transportation-Utility Nodes—as part of their plans submitted to the State Planning Commission for Plan Endorsement. Existing Nodes are encouraged to be retrofitted over time to reduce automobile dependency, diversify land uses, and enhance linkages to communities, wherever possible.

Policy 5 Planning for New Nodes

Communities may identify new heavy industry, transportation or utility facilities and activities as part of their plans submitted to the State Planning Commission for Plan Endorsement. New concentrations of commercial, light manufacturing or warehousing and distribution facilities and activities should be organized in a compact form and located in Centers and other appropriate areas in Metropolitan or Suburban Planning Areas or Centers in Fringe, Rural or Environmentally Sensitive Planning Areas as part of plans submitted to the State Planning Commission for Plan Endorsement.

Policy 6 Critical Environmental Sites and Historic and Cultural Sites

Apply the intent and relevant provisions of historic, cultural and scenic and environmental Statewide Policies and the Environmentally Sensitive Planning Area to designated Critical Environmental Sites and Historic and Cultural Sites.

Policy 7 Planning for Public Lands

If public lands delineated on the State Plan Policy Map as Parks and Natural Areas or Military Installations are removed from public jurisdiction, the State Plan Policy Map should be amended to identify the appropriate Planning Areas in which these lands should be included.

POLICIES FOR NODES		
	EXISTING	NEW
Commercial-Manufacturing Nodes	May be identified in Endorsed Plans. Are encouraged to be retrofitted over time to reduce automobile dependency, diversify land uses and enhance linkages to communities.	Are not recognized in Endorsed Plans. New concentrations of commercial, light manufacturing or warehousing and distribution facilities and activities should be organized in a compact form and located in Centers and other appropriate areas in Metropolitan or Suburban Planning Areas or Centers in Fringe, Rural or Environmentally Sensitive Planning Areas.
Heavy Industry-Transportation-Utility Nodes	May be identified in Endorsed Plans.	May be identified in Endorsed Plans.

CENTERS

Urban

Generally the largest Centers, offering the most diverse mix of industry, commerce, services, residences and cultural facilities.

Regional

A compact mix of residential, commercial and public uses, serving a large surrounding area and developed at an intensity that makes public transportation feasible.

Town

Traditional Centers of commerce or government throughout New Jersey, with diverse residential neighborhoods served by a mixed-use Core offering locally oriented goods and services.

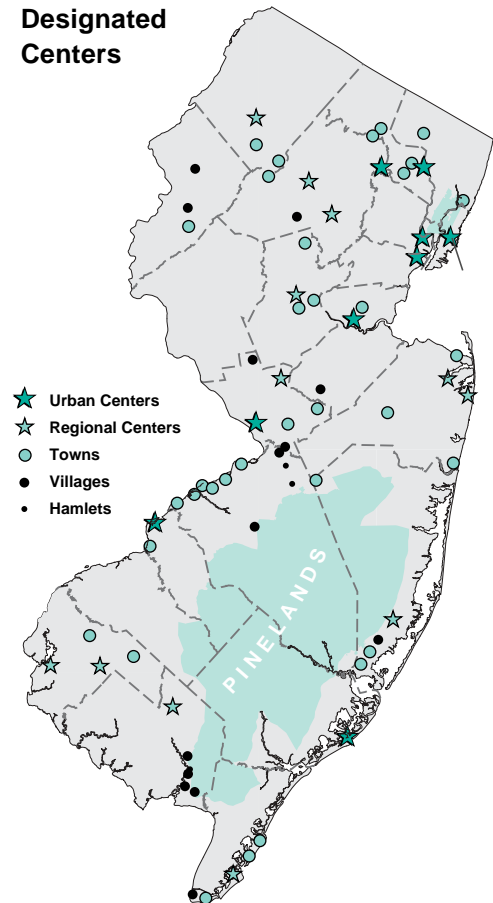
Village

Primarily residential places that offer a small Core with limited public facilities, consumer services and community activities.

Hamlet

Small-scale, compact residential settlements organized around a community focal point, such as a house of worship, luncheonette, small park or a civic building.

Designated Centers



Centers are the State Plan's preferred vehicle for accommodating growth. Center-based development patterns are superior to sprawl for a number of reasons (see sidebar on page 231). A Center's compact form is considerably more efficient than sprawl, providing opportunities for cost savings across a wide range of factors. Compact form also translates into significant land savings. A Center's development form and structure, designed to accommodate diversity, is also more flexible than single-use, single-purpose sprawl, allowing Centers to evolve and adapt over time, in response to changing conditions and markets. Centers promote community, protect the environment, provide enhanced cultural and aesthetic experiences, and offer residents a superior quality of life.

As Centers are planned to be the location for much of the growth in New Jersey, it is critical that they be located and designed with the capacity to accommodate desired growth. While specific Centers may not be appropriate for additional growth, in a regional context, Centers should be planned to accommodate growth projections. Centers that are targeted for growth should contain a sufficient amount of land to support this growth, including new or expanded capital facilities and affordable housing, without constraining the market or allowing monopoly land pricing.

Each Center has specific designation criteria (see Table, Criteria for Center Designation/Planning for the Year 2020), which establish certain basic thresholds of land area, population, employment and densities. These criteria are intended to be applied flexibly. For example, population fluctuations in seasonal communities should be taken into account, as should disparities between daytime and nighttime populations. Density criteria are relevant primarily to new Centers and to the growth areas of existing Centers, and are less relevant to the built-up portions of existing Centers, except when conditions influencing development change significantly (for example, central sewer is provided for the first time) and infill and redevelopment opportunities are viable and locally sought. Designation criteria refer to conditions in the Center's planning horizon year (for example, 2020 rather than current population), and while the State Plan's horizon year forms the primary basis for long range planning, municipalities and counties should be aware of the consequences of these planning decisions in the years beyond 2020.

Although Centers are the preferred growth vehicle, some existing Centers, namely Hamlets, Villages and some

Why Centers Instead of Sprawl?

- Save land
- Reduce number of vehicular trips
- Reduce vehicle miles traveled (VMT)
- Reduce commute times
- Reduce commuting costs
- Reduce postal distribution costs
- Reduce energy consumption
- Reduce water and gas consumption
- Support transit
- Support pedestrians and bicycles
- Improve air quality
- Improve water quality
- Reduce infrastructure costs
- Enhance sense of place
- Enhance civic engagement
- Enhance community

CRITERIA FOR CENTER DESIGNATION/PLANNING FOR THE YEAR 2020

	URBAN	REGIONAL CENTER PA1, 2	REGIONAL CENTER PA3, 4, 5	TOWN	VILLAGE	HAMLET
Area (in square miles)		1 to 10	1 to 10	<2	<1	10 to 50 acres without community wastewater; <100 acres with community wastewater
Population	>40,000	>10,000	>5,000	1,000 to 10,000	<4,500	25 to 250
Gross Population Density (people/square mile)	>7,500	>5,000	>5,000	>5,000	>5,000	3,000
Housing		4,000 to 15,000	2,000 to 15,000	500 to 4,000	100 to 2,000	10 to 100
Gross Housing Density (dwelling units/acre)	>4	>3	>3	>3	>3	>2
Employment	>40,000	>10,000	>5,000	>500 to 10,000	50 to 1,000	
Jobs: Housing Ratio	>1:1	2:1 to 5:1	2:1 to 5:1	1:1 to 4:1	.5:1 to 2:1	

Note: Criteria are intended to be applied flexibly. Density criteria are relevant primarily to new Centers and to the growth areas of existing Centers, and are less relevant to the built-up portions of existing Centers. Designation criteria refer to the Center's planning horizon year (for example, 2020 population rather than current population).

Towns, are currently unsewered. In order to grow, these Centers will need to find cost-effective and appropriately scaled solutions to the provision of wastewater treatment capacity.

While the State Plan establishes a hierarchy of five Center types, each with specific designation criteria and growth management strategies, these places are not expected to remain static, and areas are not precluded from growing—a Village may become a Town, or a Town may turn into a Regional Center. Both existing and new Centers may change over time and therefore should be carefully planned. New Centers should emerge from regional or subregional strategic planning initiatives developed cooperatively between the private sector and municipal and county government. State agencies, including the Office of State Planning, can provide technical assistance in carrying out strategic planning efforts.

The designation of Centers is part of the Plan Endorsement process.

The purpose of Plan Endorsement is to increase the degree of consistency among municipal, county, regional and state agency plans and the State Plan and to facilitate the implementation of these plans. The State Plan outlines six objectives that derive from this purpose:

1. To encourage municipal, county, regional and state agency plans to be coordinated and support each other to achieve the Goals of the State Plan;
2. To encourage counties and municipalities to plan on a regional basis while recognizing the fundamental role of the municipal master plan and development regulations;
3. To consider the entire municipality, including Centers, Cores, Nodes and Environs, within the context of regional systems;
4. To provide an opportunity for all government entities and the public to discuss and resolve common planning issues;
5. To provide a framework to guide and support state investment programs and permitting assistance in the implementation of municipal, county and regional plans that meet statewide objectives; and
6. To learn new planning approaches and techniques from municipal, county and regional governments for dissemination throughout the state and possible incorporation into the State Plan.

A municipal master plan, county plan or regional plan and accompanying development regulations will be reviewed for consistency with the guidelines for Plan Endorsement adopted by the State Planning Commission. If the Commission finds the plan consistent, it will be endorsed and therefore eligible for priority assistance and incentives that flow from such endorsement.

Planning for Centers

Centers are complex, richly textured living communities, where a physical framework of buildings, infrastructure and open spaces actively supports the economy and civil society. Traditional compact communities have evolved (and continue to evolve) over long periods of time, demonstrating a frequently overlooked capacity for adapting to changing—and sometimes adverse—circumstances. A community's ability to respond positively to changing conditions is in part attributable to the basic soundness of its physical framework, which—unlike the one-dimensional, single-purpose developments typical of suburban sprawl—is designed to support a wide diversity of uses and activities for a wide diversity of users. Such a flexible physical framework accommodates change with much greater ease than the automobile dependent, single-use and single-purpose products of sprawl development. A compact community's diversity and flexibility are in turn reinforced and reflected by the ingenuity of

Healthy, Active Communities

A century ago, the fields of public health and urban planning emerged from common concerns about the social and public health dangers associated with America's overcrowded, unsanitary and unsafe cities. At the time, infectious diseases resulting from poor sanitation and unhealthy living conditions threatened the well being of society. Since then, these conditions have been largely eliminated.

Today, New Jersey and the nation face a new set of urgent public health concerns. Chronic diseases have replaced infectious disease as the number one cause of death. The fastest-growing public health concern for New Jersey is obesity and its causes. It is becoming increasingly evident that these "lifestyle" diseases are a result of communities designed around automobiles. These places discourage an active lifestyle that includes walking or bicycling for recreation or transportation.

These trends have enormous social and economic costs. In the United States, inadequate physical activity has been linked to more than 250,000 deaths per year. It has been estimated that an annual savings of more than \$4.3 billion could be achieved if 10 percent of sedentary adults began a walking program. A recent study of actual health-care expenditures found that inactive people had 31 percent higher health-care costs than those who were active.

Inadequate physical activity has been linked to the alarming increase in obesity and diabetes.

In New Jersey, more than 50 percent of adults are overweight and diabetes has increased by more than 28 percent since 1995.

But how are these public health concerns related to the State Plan? We now know that the leading cause of obesity is lowered activity levels. Increasing evidence from public health and urban design researchers is confirming that poor community design is contributing to this problem. Sprawl and automobile dominated design has resulted in communities that are not conducive to walking, bicycling or other activities, as a form of recreation or transportation. The result is that we have too few opportunities for exercise and activity in our daily lives. The solution is to design and redesign communities to promote walking, bicycling and active recreation near home, school and work. Today, only 11 percent of children walk or ride their bike to school, and less than one-third who live within a mile of school walk to get there. Fifty-five percent go to school in a private car. In 1980, Americans made 9.3 percent of all trips by walking, in 1995 only 5.5 percent were walking trips.



Sources: Centers for Disease Control and Prevention, Regional Plan Association

The challenge in developing Center guidelines is to achieve a balance between the diverse and often competing interests of a Center's many users and stakeholders. Centers—and Center design—should strive to promote the interest of the community as a whole and optimize State Plan Goals, rather than seeking to maximize any of them. If any single interest (whether affordable housing, or wetlands protection or economic development), no matter how deserving on its own, achieves primacy at the expense of all the others, this most delicate balance is lost and the community as a whole stands to lose.

its leaders, the resourcefulness of its community groups, the skills of its businesses and the inventiveness of its school children.

The challenge in planning for new Centers is to create the physical frameworks which foster these qualities of flexibility and diversity in an increasingly specialized development environment geared to delivering single-purpose products. The task of managing existing compact communities—of coping with existing market realities and changing consumer demand—without damaging the physical framework and slowly losing these unique qualities, poses the same challenges.

The State Plan's concept of Centers is not the nostalgic, horse-and-buggy view of our traditional 18th and 19th century rural communities. Although some smaller New Jersey Centers still maintain a

picturesque Norman Rockwell atmosphere that harkens back to simpler times, the State Plan does not, in any way, promote this image throughout the state. On the contrary, the State Plan views Centers as dynamic, market-driven communities which embrace the challenges and are competitively poised for the 21st century. Center-like forms are being developed in New Jersey and across the nation with considerable market response and, in fact, have been recognized by the development industry as an important recent trend. The State Plan's growth management framework and its concept of Centers accommodate—although they do not promote—the automobile, as well as other late 20th century trends, such as large format retail; the trend towards larger homes; the desire for privacy and security; and others. These aspirations can be accommodated in Centers without compromising their fundamental principles of mixed-use and compactness, but only through careful design.

Planning and designing new Centers is not an easy task. Nevertheless, the potential rewards are considerable, while the downside of not developing in Centers is also significant. Yet, new Centers are unlikely to happen if municipalities take no proactive steps in that direction. This means involving the private sector (developers, land owners, residents) in visioning, in adopting detailed regulating plans that establish basic street alignments, reserve choice locations for major public uses and establish neighborhood character, and in implementing these plans consistently. Proactive municipal planning with the active participation of interested parties offers a much higher level of predictability to developers and other stakeholders than the current norm.

A list of Centers and endorsed plans is included in Appendix B on page 287. As of March 1, 2001 the State Planning Commission had designated 64 Centers—eight Urban, 11 Regional, 27 Town, 14 Villages and four Hamlets. Over 200 additional Centers were either proposed (includes a Center Boundary) or submitted as full petitions in the 1998 county and municipal Cross-acceptance reports and are presented as Proposed Centers. The State Planning Commission has also recognized Hudson County and its 12 municipalities as an Urban Complex and the 12 Route 130 municipalities in the Burlington County/Delaware River Corridor Strategic Plan. Designated Centers and plans endorsed by the State Planning Commission are eligible for priority assistance. Until designated and endorsed by the State Planning Commission, proposed and identified Centers are not eligible for priority assistance.

Components of Centers

Centers have three fundamental components: Center Boundaries, Cores, and Neighborhoods.

Center Boundaries

All Centers outside of Metropolitan, Suburban and Environmentally Sensitive/Barrier Islands Planning Areas must delineate Center Boundaries. Delineating Center Boundaries is critical for three reasons. First, these boundaries protect the Environs of these Centers—for instance, in Fringe, Rural and Environmentally Sensitive Planning Areas they protect the natural resources and rural landscape. Second, the extent of the Center’s development area informs the private sector about public investment intentions, thereby creating positive expectations for development opportunities and growth. Third, these boundaries provide advance knowledge to agencies at all levels of government about where development is expected in the future so they can plan for the provision of adequate infrastructure to support that development without a reduction in levels of service.

Center Boundaries are delineated to reflect, where possible, physical features such as streets, streams or critical slope areas, or changes in the character of development. Center Boundaries can be marked by greenbelts—large tracts of undeveloped or developed open space, including areas under cultivation, areas maintained in a natural state, parks or school playgrounds, and areas with low intensity, land intensive uses such as golf courses or cemeteries. In Suburban and Fringe Planning Areas, greenbelts control community expansion and serve as buffers between communities—a system encircling and separating communities. In Fringe, Rural and Environmentally Sensitive Planning Areas, greenbelts also contribute to the sense of rural landscape. Center Boundaries can also be marked by bluebelts, such as rivers, lakes or the ocean.

As a result of limited system capacity, locational limits or other factors, not all Centers have to plan for growth. In these cases, the Center Boundaries should be delineated tightly around these existing places, making them Centers with limited future growth potential.

Benefits of the Centers Strategy

Rutgers University’s Center for Urban Policy Research found the potential for the following benefits by the Year 2020 if New Jersey followed a Centers strategy:

- 144,000 more residents would locate in urban communities
- \$160 million in annual savings to municipalities, counties and school districts
- 122,000 acres of land will not be converted to development, including 68,000 acres of prime farmland and 45,000 acres of environmentally fragile land
- savings of \$870 million in road costs
- savings of \$1.45 billion in water supply and sewer infrastructure costs
- a 27,000 increase in work trip transit users
- reversal of a projected \$340 million loss in household income in urban communities, to a gain of \$3 billion
- improvements in the quantity and quality of intergovernmental contacts and relationships

Source: *The Costs and Benefits of Alternative Growth Patterns: Impact Assessment of the New Jersey State Plan*, Rutgers University Center for Urban Policy Research, September 2000

Still other places might benefit from additional growth, and the magnitude of growth of these places should be reflected either in larger Centers or in higher densities in a more limited service area. These determinations are made by municipalities and counties working with the State Planning Commission.

Cores

Cores are the downtowns and major neighborhood commercial concentrations of our traditional communities. They are generally characterized by their greater intensity and complexity. In most cases:

- buildings are multi-story and mixed-use;
- internal trips are on foot or by transit;
- parking is shared;
- surfaces are impervious;
- open space is public; and
- housing is multi-family.

The Core is the commercial, cultural and civic heart of the Center. It should be a bustling place which provides a dynamic setting for human interaction. Activities which generate the most pedestrian traffic, such as restaurants, retail and services, should be focused in the Core.

Cores can take a variety of physical forms, but two are most important. The traditional Core is linear—the “Main Street” model. It is organized along one or both sides of a commercial street, and may extend into sections of one or more cross streets. In smaller Centers, the Main Street should be limited in length to 1,500 feet, a comfortable walking distance. A second model is the concentrated core, comprising one or more square blocks. It is more compact and less linear, for example, organized around a green or public square. A pedestrian-oriented neighborhood or community shopping center can constitute a contemporary manifestation of this type of core. There are no fixed rules for Core design, and many hybrid forms exist, including combinations of linear and concentrated Cores. Village Cores are considerably smaller, and may be constituted by no more than a handful of civic and commercial buildings around a public space, and supported by higher density housing. Hamlet Cores are more in the nature of a community focal point, and are more likely to contain civic uses than commercial uses.

Center Cores: Typical Uses

Hotel, Single-room Occupancy/dormitory, high-density multi-family housing, office, retail, personal and professional services, restaurant and cafe, transit station, government building, library, post-office, place of worship, park, cultural facility, theater, cinema, concert hall, dance hall, club, hospital, health club, light industry, structured parking.

CENTER CORE PLANNING GUIDELINES

	REGIONAL CENTER PA1, 2	REGIONAL CENTER PA3, 4, 5	TOWN	VILLAGE
Area (in sq. miles)	.2 to 1	.2 to .5	.2 to .5	.1
Population	400 to 5,000	200 to 2,500	>100	>50
Housing	200 to 2,500	100 to 1,200	>50	>25
Housing Density (gross)	3 du/ac	3 du/ac	3 du/ac	3 du/ac
Employment	>2,500	1,000 to 5,000	>250	>25

Note: du/ac = dwelling units per acre

Neighborhoods

Distinct Neighborhoods are the fundamental building blocks of Centers. Neighborhoods are defined by walking distances, and contain a balanced mix of uses and activities or contribute towards such a balance within the overall Center. Neighborhoods exhibit a clear identity and personality, and this is most commonly achieved through the manipulation of the physical design features (dimensions of streets, building scale, building style, streetscape, palette); by capitalizing on the presence of dramatic natural features; by offering a unique facility or range of uses; or by displaying the uniqueness of the neighborhood residents or users. A neighborhood's identity may be defined by the presence of an important local institution, such as a hospital or a high school; by the period in which it was built and the character of its building stock; by a defining natural feature, such as a lake; or by a concentration of certain uses, for example, bookstores or restaurants; or by other means.

Distinct Neighborhoods have neighborhood centers and edges. The neighborhood center is the central place or focus for that neighborhood, reflecting its character and density. The neighborhood center provides a focus for transit service and may offer neighborhood-oriented retail and services, along with employment, civic uses and a neighborhood green. Neighborhood centers are within a 10-minute walking distance from the neighborhood edge. In general, there is a higher density at the neighborhood center, and there may be lower densities at the neighborhood edges. Schools and day-care located at or near neighborhood centers can reduce transportation costs and increase safety.

The neighborhood edge marks the transition between neighborhoods. Neighborhood edges are often defined by natural systems, such as stream corridors or wetlands; elements of the transportation infrastructure, such as major roads or rail lines; preserved open space, such as cemeteries or parks; or large uses, such as schools and associated playgrounds. Edges may also reflect changes in character or in uses. Larger lot single-family housing and other lower-density uses are often located at the edges of neighborhoods.

Neighborhoods may be predominantly residential, predominantly nonresidential or predominantly mixed-use. There are no clear rules on what uses can be combined and what uses should not be combined. In general, clear performance standards provide the best approach to combining uses.

Types of Centers

The State Plan provides for five types of Centers: Urban Centers, Regional Centers, Towns, Villages and Hamlets.



Trenton

Criteria for Designating Urban Centers

Eight Urban Centers have been identified by the State Planning Commission. They all meet the following criteria:

1. It is fully developed, with an infrastructure network serving its region; and
2. It has a population of more than 40,000; and
3. It has a population density exceeding 7,500 persons per square mile; and
4. It has an employment base of more than 40,000 jobs; and
5. It has a job-to-dwelling ratio of 1:1 or higher; and
6. It serves as the primary focus for commercial, industrial, office and residential uses in the Metropolitan Area, providing the widest range of jobs, housing, governmental, educational and cultural facilities in the region and providing the most intense level of transportation infrastructure in the state; or
7. In lieu of all the above, a history of population and employment levels that are consistent with the above six criteria; and
8. In conjunction with either of the above two options (criteria 1-6 or 7), the municipal boundary of the Urban Center is used in the application of the criteria and serves as the boundary of the Urban Center.



Urban Centers

Urban Centers are generally the largest of the Plan's five types of Centers. These Urban Centers offer the most diverse mix of industry, commerce, residences and cultural facilities of any central place. While all Urban Centers have suffered decline in some neighborhoods, many are growing overall and all still contain many jobs and households. They are repositories of large infrastructure systems, industrial jobs, corporate headquarters, medical and research services, universities, government offices, convention centers, museums and other valuable built assets. They are also home to a large pool of skilled and presently unskilled labor that could, with appropriate investment, become among the state's most valuable human resource assets. Historically, public

POPULATION AND EMPLOYMENT OF URBAN CENTERS

URBAN CENTER	LAND AREA (SQUARE MILES)	1980	2000	1980-2000 CHANGE
Atlantic City	11.3			
Population		40,199	40,517	318
Population Density		3,557	3,585	28
Employment		44,513	73,041	28,528
Employment Density		3,938	6,463	2,524
Camden	9.2			
Population		84,910	79,904	(5,006)
Population Density		9,253	8,707	(546)
Employment		38,093	35,644	(2,449)
Employment Density		4,151	3,884	(267)
Elizabeth	12.4			
Population		106,201	120,568	14,367
Population Density		8,537	9,692	1,155
Employment		54,301	47,380	(6,921)
Employment Density		4,365	3,809	(556)
Jersey City	14.8			
Population		—	—	16,523
Population Density		223,532	240,055	1,116
Employment		15,104	16,220	20,411
Employment Density		77,331	97,742	1,379
		5,225	6,604	
Newark	24.3			
Population		—	—	(55,702)
Population Density		329,248	273,546	(2,294)
Employment		13,559	11,265	(13,521)
Employment Density		162,705	149,184	(557)
		6,700	6,144	
New Brunswick	5.4			
Population		—	—	7,131
Population Density		41,442	48,573	1,325
Employment		7,703	9,029	2,794
Employment Density		28,856	31,650	519
		5,364	5,883	
Paterson	8.7			
Population		—	—	11,252
Population Density		137,970	149,222	1,298
Employment		15,917	17,215	(6,388)
Employment Density		51,277	44,889	(737)
		5,916	5,179	
Trenton	7.5			
Population		—	—	(6,721)
Population Density		92,124	85,403	(894)
Employment		12,249	11,355	(5,645)
Employment Density		35,574	29,929	(751)
		4,730	3,979	
TOTAL (Urban Centers)	93.6			
Population		—	—	(17,838)
Population Density		1,055,626	1,037,788	(191)
Employment		11,282	11,091	16,809
Employment Density		492,650	509,459	180
		5,265	5,445	
TOTAL (All New Jersey)	7,508.0			
Population		—	—	1,049,527
Population Density		7,364,823	8,414,350	140
Employment		981	1,121	982,180
Employment Density		2,875,073	3,857,253	131
		383	514	

Source: U.S. Census; N.J. Department of Labor; N.J. Department of Personnel; N.J. Department of Community Affairs, Office of State Planning.

Notes: Densities are per square mile of land area.

2000 employment is estimated based on 1999 employment data.

agencies at all levels have invested heavily in these Centers, building an intense service fabric that, with repair that must occur anyway, offers a solid foundation for new growth in the future. Given these attributes of New Jersey's Urban Centers, new employment that takes advantage of the workforce potential of the Urban Centers should be encouraged.

Urban Centers anchor growth in their metropolitan areas, and their influence extends throughout New Jersey, often across state lines and even internationally. They have a distinct central business district and many neighborhoods, many of which may have Cores of shopping and community services. They are compact compared to surrounding suburban communities and serve as the hub for communication and transportation networks in their regions.

Where an Urban Center shares a network of public services and facilities with surrounding municipalities, a county or other regional entity may, at the discretion of the county and municipalities, coordinate physical development and social services as an Urban Complex according to a strategic revitalization plan prepared and implemented by the county or regional entity in cooperation with participating municipalities and the private sector.



Regional Centers

Regional Centers may be either existing or new. Existing Regional Centers vary in character and size, depending on the unique economics of the regions they serve. In Metropolitan Planning Areas, they may include some smaller cities not designated as Urban Centers. In Suburban Planning Areas, they often serve as major employment centers. In rural areas, they may be population centers and county seats, with small business districts serving residents.



New Regional Centers should be located in the state's major corridors and designed to organize growth that otherwise would sprawl throughout the corridor. They should be compact and contain a mix of residential, commercial and office uses at an intensity that will make a variety of public transportation options feasible as the Centers are built out. New Regional Centers should have a core of commercial activity, and the boundaries of the Centers should be well defined by open space or significant natural features. Regional Centers in the Metropolitan Planning Area should be carefully located, scaled and designed/redeveloped/retrofitted so as not to drain the economic growth potential of Urban Centers.

Criteria for Designating Regional Centers

The following criteria are intended as a general guide for identifying Regional Centers. Local conditions may require flexible application of the criteria to achieve the Policy Objectives of the Planning Area:

1. It functions (or is planned to function) as the focal point for the economic, social and cultural activities of its region, with a compact, mixed-use (for example, commercial, office, industrial, public) Core and neighborhoods offering a wide variety of housing types; and
2. It has access to existing or planned infrastructure sufficient to serve projected growth; and
3. It has, within the Center Boundary, an existing (or planned) population of more than 10,000 people in Metropolitan and Suburban Planning Areas and more than 5,000 people in Fringe, Rural and Environmentally Sensitive Planning Areas; and
4. It has (or is planned to have) a gross population density of approximately 5,000 persons per square mile excluding water bodies (or approximately three dwelling units per acre) or more within the Center Boundary; and
5. It has (or is planned to have) within the Center Boundary, an employment base of more than 10,000 jobs in Metropolitan and Suburban Planning Areas and more than 5,000 jobs in Fringe, Rural and Environmentally Sensitive Planning Areas; and
6. It is near a major public transportation terminal, arterial intersection or interstate interchange capable of serving as the hub for two or more modes of transportation; and
7. It has a land area of one to 10 square miles.

In addition, the following criteria apply specifically to new Regional Centers

- a. It is in a market area supporting high-intensity development and redevelopment and reflects characteristics similar to existing Regional Centers regarding employment and residential uses; or
- b. It is a single- or limited-purpose employment complex that can be retrofitted to form the Core of a full service, mixed-use community, as described above; and
- c. It has a jobs-to-housing ratio of 2:1 to 5:1; and
- It is identified as a result of a strategic planning effort conducted on a regional basis, which includes participation by the private sector, municipalities, counties and state agencies that represent the major actors in the development of the region and is identified in county and municipal master plans, and
- It is located, scaled and designed so as not to adversely affect the economic growth potential of Urban Centers.

Examples of Designated Regional Centers

Metropolitan Planning Area

Red Bank, Bridgewater-
Raritan-Somerville

Suburban Planning Area

Princeton

Rural Planning Area

Newton

New Regional Centers will be primarily employment concentrations of regional significance surrounded by or in proximity to a critical mass of housing and supported by institutional, civic, recreational and other such uses. New Regional Centers should offer a variety of goods and services for a regional market: large scale retail, sports, and entertainment facilities, along with specialized or niche retail; large-scale

commercial (corporate offices, industrial parks); mid-size educational facilities (community colleges), cultural facilities (regional theaters, music halls, etc.). The range of housing types available should be fairly broad, with an important multi-family component, a wide variety of attached and detached single-family configurations, a sizable rental component, and a significant special needs housing component. Given their size, cost and complexity, new Regional Centers in New Jersey are unlikely to be conceived as a single development proposal on raw land. Rather, new Regional Centers are likely to involve considerable redevelopment and retrofitting. Their planning is encouraged to recognize and build upon those uses and activities—existing residential subdivisions, office and industrial parks, schools, recreational facilities—which may already be in place, on the ground. The challenge for new Regional Centers is likely to involve primarily three aspects: the provision of one or more Cores which will focus the surrounding activities; the retrofitting of the transportation infrastructure in ways that increase connectivity between uses and activities; and a variety of infill/redevelopment/reuse interventions, including the dedication of new public open spaces, in ways that strengthen the Center's structure and cohesiveness.

New Regional Centers should have circulation systems that are comprehensive and functional; address the mobility needs of vehicular and non-vehicular modes; facilitate future transit and para-transit options; and effectively connect residential and nonresidential uses for all modes of transportation. They should be effectively linked to other Centers, by highway, rail, express bus, regional bikeway or other modes, and organized around (one or more) higher-intensity, mixed-use Cores which are the focus of public investments, the preferred location for transit investments and the heart of public life.



Newton



Towns

Towns are the traditional centers of commerce or government throughout the state. They are relatively freestanding in terms of their economic, social and cultural functions. Towns reflect a higher level of investment in public facilities and services than their surrounding Environs. They provide a core of commercial services to adjacent residents and provide employment in their regions.

Towns contain several neighborhoods that together provide a highly diverse housing stock in terms of types and price levels. Towns have a compact form of development with a defined central core containing shopping services, offices and community and governmental facilities.

New Towns should emulate, to the extent possible, the most cherished features of the traditional New Jersey towns, that is, the comfortable, human scale of blocks, streets and open spaces; the easy walking access to civic and community activities; and a collection of neighborhoods offering a remarkable diversity of housing choice.



Criteria for Designating Towns

The following criteria are intended as a general guide for designating Towns. Local conditions may require flexible application of the criteria to achieve the Policy Objectives of the Planning Area:

1. While smaller than an Urban or Regional Center, it has a traditional, compact, mixed-use Core of development providing most of the commercial, industrial, office, cultural and governmental functions commonly needed on a daily basis by the residents of the Town and its economic region; it has neighborhoods providing a mix of residential housing types, with infrastructure serving both the Core and the neighborhoods; and
2. It has (or is planned to have) a population of more than 1,000 persons and less than 10,000 within the Center Boundary; and
3. It has (or is planned for) a gross population density of more than 5,000 persons per square mile excluding water bodies; and
4. It has (or is planned to have) a minimum gross housing density of three dwelling units per acre excluding water bodies; and
5. It has a land area of less than two square miles; and
6. It has (or is planned to have) a jobs-to-housing ratio of 1:1 to 4:1; and
7. It is served by an arterial highway and/or public transit.

In addition, new Towns should meet the following criteria:

- It has access to existing or planned infrastructure sufficient to serve projected growth throughout the Center; and
- It is identified through a strategic planning effort involving the private sector, municipalities, the county and relevant state agencies; and is identified in local master plans.

Examples of Designated Towns

Metropolitan Planning Area

Metuchen

Suburban Planning Area

Hightstown

Rural Planning Area

Woodstown

Environmentally Sensitive Planning Area

Hopatcong



Woodstown

Villages

Villages are compact, primarily residential communities that offer basic consumer services for their residents and nearby residents. Villages are not meant to be Centers providing major regional shopping or employment for their regions. This larger economic function belongs to Towns and Regional Centers.

New Villages will comprise a small Core and collection of neighborhoods. In the Suburban Planning Area, new Villages are likely to be distinguished from surrounding development only by a more cohesive and structured development form and by greater proximity between residential and nonresidential uses. In Fringe, Rural and Environmentally Sensitive Planning Areas, new Villages should, wherever possible, be surrounded by natural areas, farmland or open lands in the form of a greenbelt. New Villages should contain a commercial component in the Core capable of offering neighborhood-scale goods and services, such as are provided by a typical supermarket/shopping center. In addition, new Villages should offer certain public facilities (schools, branch library, post office), and small-scale commercial facilities (branch bank, professional offices). New Villages may offer a limited range of housing types,



Examples of Designated Villages

Suburban Planning Area

Cranbury

Rural Planning Area

Hopewell Borough

Environmentally Sensitive Planning Area

Cape May Point



Cranbury

Criteria for Designating Villages

The following criteria are intended as a general guide for designating Villages. Local conditions may require flexible application of the criteria to achieve the Policy Objectives of the Planning Area:

1. It is (or is planned to be) primarily a mixed-residential community with a compact Core of mixed-uses (for example, commercial, resource-based industrial, office, cultural) offering employment, basic personal and shopping services and community activities for residents of the Village and its Environs; and
2. It has a land area of less than one square mile; and
3. It has (or is planned for) a minimum gross population density of 5,000 people per square mile (excluding water bodies) and a minimum gross housing density of three dwelling units per acre; and
4. The existing and 2020 population should not exceed 4,500 people; and
5. It has reasonable proximity to an arterial highway.

In addition, new Villages should meet the following criteria:

- It is identified in municipal and county master plans; and
- It is an area capable of being served by a wastewater treatment system to meet applicable standards; and
- It is identified as a result of a strategic planning effort with participation by the private sector, municipalities, the county and relevant state agencies and is identified in local master plans.

with an emphasis on a variety of small and medium lot single-family configurations, a small multi-family component, and an appropriate rental component. Accessory apartments are also desirable and appropriate.

While new Villages are likely to continue to be designed largely in response to the requirements of automobile access, they can be distinguished from the surrounding Environs in several important ways. They represent more closely integrated units from a circulation perspective—movements are not systematically restricted through cul-de-sacs or other devices or funneled through a regimented functional hierarchy of local and through streets. Complete, safe, attractive and functional circulation networks for pedestrians and bicycles are provided, as well as for cars. This means that nonresidential uses are truly accessible to non-motorized modes of transportation, as well as to transit or para-transit services.

Second, there is a community focal point, which is likely to be an important intersection, around which the commercial and civic components are organized, and which constitutes an appropriate pick-up/drop-off location for flexible- or fixed-route transit, and car/van pooling. This is the Village Core, the focus of public activities and investments.

Third, new Villages should be effectively linked to nearby Centers by way of regional bikeways, corridor transit or para-transit.

Hamlets

Hamlets are the smallest places eligible for Center designation in the State Plan. Existing Hamlets are found primarily in rural areas, often at crossroads. Hamlets are not synonymous with conventional single-use residential subdivisions. Although Hamlets are primarily residential in character, they may have a small, compact Core offering limited convenience goods and community activities, such as a multi-purpose community building, a school, a house of worship, a tavern or luncheonette, a commons or similar land uses. The density of a Hamlet should conform to the carrying capacities of natural and built systems.

While existing Hamlets presently have no public water or sewer system, if they are planned to accommodate new development, small-scale systems or potable water systems may be required and are encouraged. New development in existing and new Hamlets should absorb the development that otherwise would occur in the Environs. The amount or level of new development should conform to the capacities of natural resource and infrastructure systems that would exist in the absence of the water and sewer systems.

New Hamlets are expected to continue primarily as residential development forms, offering a limited range of housing choices, predominantly geared to various single-family configurations, and perhaps with some very small lot and some accessory units. New Hamlets are distinct from conventional subdivisions in a number of ways. They are designed with an integrated and interconnected circulation system, which facilitates internal movement, including pedestrians and bicycles, and does not preclude future transit service. They are structured around a community focal point, such as a small green or simply an important intersection, which may contain a convenience store, a local business or a church, and which constitutes an appropriate pick-up/drop-off for flexible- or fixed-route transit, car/van pooling, etc. This is the Core of the Hamlet, the center of the community. New Hamlets should be effectively linked to other Centers in the region by way of regional bikeways, corridor transit or para-transit.

New Hamlets in the Suburban Planning Area may not resemble the more self-contained Hamlets of Fringe, Rural and Environmentally Sensitive Planning Areas in that they are not likely to be surrounded by farmland or pristine open space but rather by Environs containing limited development.



Criteria for Designating Hamlets

The following criteria are intended as a general guide for designating Hamlets. Local conditions may require flexible application of the criteria to achieve the Policy Objectives of the Planning Area:

1. It functions (or is planned to function) primarily as a small-scale, compact residential settlement with community functions (including, for example, a commons or community-activity building or place) that clearly distinguishes it from the standard, single-use, residential subdivision; and
2. It has (or is planned to have) a population of at least 25 people and not more than 250 people; and
3. It has (or is planned to have) a minimum gross housing density of two dwelling units per acre;
4. It has an area that encompasses, generally, 10 to 50 acres, unless wastewater systems are not reasonably feasible, in which case the boundary may encompass as much as 100 acres (wastewater systems are preferred and should be installed to assure compact development, unless there are mitigating environmental factors that make septic systems, and the resulting larger lot sizes, preferable);
5. It has (or is planned to have) up to 100 dwelling units and a range of housing types within the Center.

In addition, a new Hamlet should meet the following criteria:

- It is identified as a result of a municipal planning effort conducted with the participation of the county and reflected in municipal and county master plans; and
- It is a small, compact, primarily residential settlement. It should be planned to absorb the development that would otherwise occur on tracts of land in the Environs. A new Hamlet may require a small-scale public water, wastewater treatment, or potable water system. The total amount or level of development within both the Hamlet and the Environs should conform to the Policy Objectives of the Planning Area and to the capacities of natural resource and infrastructure systems that would exist in the Planning Area in the absence of the water and wastewater facilities; and
- It is planned to be integrated into a regional network of communities with appropriate transportation linkages; and
- It is planned and designed to preserve farmlands or environmentally sensitive areas.

Policies for Centers

Policy 1 Designation of Centers and Endorsed Plans

Centers are delineated in municipal, county or regional plans and receive designation status through State Planning Commission endorsement of those plans.

Policy 2 Priority Assistance for Designated Centers and Endorsed Plans

Designated Centers and plans endorsed by the State Planning Commission are eligible for priority assistance.

Policy 3 Using Capacity Information to Plan Centers

The identification and designation of Centers should be based upon capacity information and existing and desirable future development patterns. Counties and regional agencies should analyze the capacities of infrastructure, natural resources, social and economic/fiscal systems and use this information in working with their municipalities to identify the proper locations, number and sizes of Centers necessary to accommodate projected population and employment growth to the Year 2020.

Policy 4 Center Boundaries

Centers in the Fringe, Rural and Environmentally Sensitive Planning Areas have Center Boundaries delineating the geographic focus of development and redevelopment activities, infrastructure and other investments. The delineation of a Center Boundary is optional for Centers in the Metropolitan and Environmentally Sensitive/Barrier Islands Planning Areas. The delineation of a Center Boundary is encouraged for Centers in the Suburban Planning Area.

Policy 5 Delineating Center Boundaries

Center Boundaries should be defined by roads; waterways; parks, greenways and greenbelts; or changes in housing patterns, densities or types. They need not be coterminous with county or municipal boundaries.

Policy 6 Providing Land for Growth in Centers

Centers should contain a sufficient amount of land to support their projected growth both in the short run and to the Year 2020. This should include an appropriate multiple of land area to serve growth projections, new or expanded capital facilities, and affordable housing allocations, without constraining the market or allowing monopoly land pricing.

Policy 7 Balancing Growth Between Centers and Regions

In the aggregate, Centers should be planned to accommodate regional growth projections, providing a reasonable multiple of land. However, within the region specific Centers may not necessarily require growth. Municipalities or counties with these places should identify sufficient amounts of available and developable land within other Centers to serve the market area while accommodating projected levels of growth.

Policy 8 Interjurisdictional Cooperation and Centers

Coordinated planning for Centers should be established through interlocal agreements between counties or other regional entities, especially for purposes of water quality, water supply, air quality and transportation.

Policy 9 Affordable Housing in Centers

Locate affordable housing within Center Boundaries in Fringe, Rural and Environmentally Sensitive Planning Areas. An absence of Centers identified to receive growth in a municipality will not absolve a municipality of its fair-share housing responsibility. Where Centers are not identified, the Council on Affordable Housing, working with the State Planning Commission and the municipality, may identify Centers or other appropriate ways for a municipality to accommodate its fair-share housing allocation and still meet the intent and purposes of the State Plan.

Policy 10 Identifying and Delineating Cores

Communities are encouraged to identify and delineate Cores as part of their plans submitted to the State Planning Commission for Plan Endorsement.

Policy 11 Land Banking for Future Growth

Consider land banking to ensure that growth within a Center beyond the planning horizon is not unnecessarily constrained. This land may be within or just outside of the Center Boundary.

Policy 12 Reconsideration of Center Boundaries

Reconsideration of Center Boundaries should occur as part of master plan reexaminations, based on regional and local planning considerations and the capacities of infrastructure, natural resource and other systems to sustain development.

Center Design Policies

Policy 13 Cores

Design Cores to be the commercial, cultural, and civic heart of a Center, with multi-story and mixed-use buildings, shared parking, higher intensities and a high proportion of internal trips on foot or by transit. Focus in Cores activities, such as restaurants, retail and services, which generate pedestrian traffic.

Policy 14 Neighborhoods

Design neighborhoods with a distinct identity as the fundamental building block of Centers, with a central focus (shopping, transit service, school or green) and an edge marking transitions. Neighborhoods are characterized by short walking distances from edge to center.

Policy 15 Streets and Blocks

Design streets and blocks to:

- maximize connectivity;
- establish a comfortable pedestrian environment;

- function as high-quality public spaces as well as means of circulation;
- balance the needs of different transportation modes, with an emphasis on pedestrian and bicycles;
- serve the needs of everyday users (pedestrians, cars), rather than of occasional users (fire trucks, snow plows);
- minimize cartway width and impervious coverage, while maximizing energy-efficient building sites;
- maximize the use of traffic calming and traditional traffic control devices (roundabouts, T-intersections);
- maximize the sense of enclosure, using continuity of building walls and appropriate building height-to-street-width ratios to reinforce street space in ways appropriate to the block and the neighborhood; and
- reflect adjacent land-use conditions as well as the volume of traffic which the street is expected to carry.

Policy 16 Public Spaces

Provide within each Center for at least one centrally located, easily accessible and well-designed public space that creates a focal point for the community, along with an appropriate variety of other, smaller public and semi-public spaces to address more limited or neighborhood needs.

Policy 17 Streetscapes

Encourage quality streetscape treatments that adequately reflect public commitment to the community and its built environment, with trees and other appropriate plant material, statuary, fountains and other features that animate the public and semi-public realm, along with appropriate street furniture.

Policy 18 Integrating Large and Small Buildings and Facilities

Encourage neighborhoods that integrate both large and small buildings and facilities. To achieve a seamless integration of larger facilities into the surrounding neighborhood:

- consider complementary uses to soften transitions from residential to nonresidential;
- design large facilities to resemble a series of smaller buildings;
- calm vehicular access and egress to avoid disruption to pedestrian circulation and to neighborhood activities;
- develop and enforce performance standards to maintain desirable quality of life features;
- provide incentives, where appropriate, for multi-story buildings with smaller footprints, instead of single-story buildings with vast floorplates;
- schedule activities to minimize disruptions to the surrounding neighborhood; and
- maintain a constant dialogue between the neighborhood and the large user and require public involvement in every step of decision making.

Policy 19 Building Orientation

Orient buildings and main building entrances to face streets or other important public spaces, and clearly mark and frame these entrances architecturally with columns, lintels, pediments, canopies or other architectural features. Avoid orienting buildings toward parking lots.

Policy 20 Building Height

Encourage taller buildings to acknowledge the height of neighboring buildings and to echo important horizontal lines by way of setbacks, recesses or other design devices.

Policy 21 Building Elevations

Create visual interest in facade design with rhythms, patterns and decorative elements and by using a variety of modular components. Avoid blank walls, particularly if visible from the public realm.

ENVIRONS

The State Plan defines the Environs as areas outside Center Boundaries. This generally includes the lands between designated Centers in the Fringe, Rural and Environmentally Sensitive Planning Areas. Unlike Centers and Planning Areas, Environs are not designated in the State Plan, but they are included in Endorsed Plans. They are described to provide policy guidance for decisions regarding potential conservation or development.

The Environs encompass a diversity of conditions, and throughout New Jersey, it varies in form and function. Existing conditions in the Environs also vary among Planning Areas. The Environs may include greenbelts: predominantly open areas that mark the outer edge of Centers. The Environs may also include some existing Nodes, which are encouraged to be retrofitted over time to reduce automobile dependency, diversify land uses, and enhance linkages to communities, wherever possible.

In Fringe, Rural and Environmentally Sensitive Planning Areas, the Environs are predominantly forested, agricultural or other undeveloped land. Active farmland and woodlands—whether deed restricted or not—provide both residents and visitors with productive economic activity, beneficial ratables and visually pleasing environments. Natural features, such as rivers, lakes, ridgelines and forests, may form a desired community of plants and animals, as well as a limit to the extension of infrastructure.

In other parts of New Jersey, the Environs may have limited development, such as scattered housing, retail, office space or warehousing. In some counties, the Environs are already considerably developed with a variety of low-intensity uses, such as larger-lot housing and educational facilities. In

Environs: Typical Uses

In general, land-intensive, low-intensity uses are most appropriate in the Environs. Farmland and associated buildings and structures, agricultural processing plants, animal husbandry, forestry, mining and quarrying, fisheries, uses and activities associated with natural resources such as equipment rentals (canoes, bicycles, mountain climbing gear), campgrounds, lodges, sporting and recreational camps, bed and breakfast inns, cemeteries, golf courses, and botanical and zoological gardens are illustrative of the types of uses generally considered appropriate in the Environs.

Other uses currently found in the Environs, such as larger lot housing, vacation homes, airports, power plants, highway rest stops, and warehousing and distribution centers, should be considered on a limited basis only.

All uses seeking to locate in the Environs should meet the Policy Objectives of the relevant Planning Area and should be consistent with the appropriate Statewide Design policies.

highway corridors, the Environs include large warehousing and distribution centers. Military bases may also occur in the Environs.

The Environs are the preferred areas for the protection of large contiguous areas, including the preservation of farmland, open space and large forest tracts. The Policy Objectives for the Fringe, Rural and Environmentally Sensitive Planning Areas specifically call for protection of the Environs from development. Strategies for preserving the Environs include density transfers into Centers, purchasing or donating easements, restricting the extension of capital facilities and adopting ordinances that limit development.

Linkages Within the Environs

Greenways—regionwide linear corridors of permanently preserved public or private land linking New Jersey’s urban, suburban and rural areas—can be an important part of the Environs. Some municipalities and counties in New Jersey have already planned for greenways, such as the Delaware and Raritan Canal Greenway and Patriots Path.

The Environs can also serve as infrastructure linkages to Centers and to Metropolitan and Suburban Planning Areas. Transportation, water, wastewater, or other linkages (for example, rails and roads, bicycle paths, water and sewer lines) may traverse the Environs to connect Centers and Metropolitan and Suburban Planning Areas. Strategies for capital facilities and services in the Environs should follow the Planning Area Policy Objectives to ensure beneficial growth in Centers and the protection of the Environs. Infrastructure investments should not induce or promote development in the Environs that would be more appropriate in Centers.

The State Plan encourages growth that would otherwise occur in the Environs to locate in Centers. Existing development in the Environs, if sufficiently concentrated, may offer opportunities for redesign into Centers. New development that cannot be transferred to Centers should be sensitive to the prevailing local conditions and should not compromise local character.

Design and planning techniques should be used to ensure that any new development enhances the character of the area by preserving open space, retaining scenic vistas, and maintaining natural systems. Techniques and tools identified in the Implementation Strategy for each Planning Area



should be used to realize the State Plan's vision in the Environs. These techniques may include clustering residential units; retaining natural buffers; and reducing automobile use by providing pedestrian connections and traffic-calming features.

Tools to Protect the Environs

A variety of tools are available to protect the Environs, including capacity and build-out analyses; planning for development in Centers and protection of greenbelts surrounding Centers and greenways connecting Centers; sliding-scale zoning; clustering and other density transfers; phasing of infrastructure; and purchases of development rights and easements, as well as resale of deed-restricted farms to farmers. In the Office of State Planning publication *Farmland Subdivision: A Catalogue of Land Use Techniques to Preserve and Enhance Agricultural Uses of Land*, a number of techniques are listed, including agricultural zoning, agricultural districts, and tax incentives. Other tools currently in use or under consideration throughout New Jersey can be found in *Local Planning Techniques that Implement Provisions of the State Development and Redevelopment Plan* and *Plan for the Environs of a Center*, also available from the Office of State Planning.

Policies for Environs

Policy 1 Planning and Implementation of the Environs

Protect the Environs of Centers through comprehensive planning and consistent capital investment and regulation.

Policy 2 Large Contiguous Areas

Ensure that large contiguous areas of farmland and open lands are preserved and maintained in the Environs.

Policy 3 Greenbelts

Surround Centers with greenbelts, where appropriate.

Policy 4 Development in the Environs

Development in the Environs should meet the Policy Objectives of the relevant Planning Area.

Policy 5 Transfer Density

Equitably transfer density from the Environs to existing or planned Centers.

The Role of the State Plan

The State Plan was prepared and adopted by the State Planning Commission according to the requirements of the State Planning Act of 1985 as amended (N.J.S.A. 52:18A-196 et seq.) to serve as an instrument of state policy to guide state agencies and local government in the exercise of governmental powers regarding planning, infrastructure investment and other public actions and initiatives that affect and support economic growth and development in the state.

THE STATE PLANNING ACT

In 1985, the Legislature of the state of New Jersey adopted the State Planning Act (N.J.S.A. 52:18A-196 et seq.). In the act, the Legislature declared that the state of New Jersey needed sound and integrated statewide planning in order to:

...conserve its natural resources, revitalize its urban centers, protect the quality of its environment, and provide needed housing and adequate public services at a reasonable cost while promoting beneficial economic growth, development and renewal...

Under the act, the State Development and Redevelopment Plan is to be the culmination of a statewide planning process that involves the active participation of state agencies and municipal, county and regional governments in the preparation of the Plan by the State Planning Commission. The act recognizes, and is based on, the following principles:

1. The future well-being of the state of New Jersey depends on equal and shared social and economic opportunity among all its citizens.
2. A reasonable balance between public- and private-sector investment in infrastructure is key to the fiscal health, economic prosperity and environmental integrity of the state.
3. Coordinated planning among the state and local governments can ensure that “economies, efficiencies and savings” are achieved regarding public- and private-sector investment in the state.
4. The revitalization of the state’s urban centers is necessary if all New Jersey’s citizens are to benefit from growth and economic prosperity.
5. The provision of adequate and affordable housing in reasonable proximity to places of employment is necessary to ensure equal social and economic opportunity in the state; achieving this end requires sound planning to ensure an adequate supply of available land that can be developed in an efficient growth pattern.
6. The conservation of natural resources and the protection of environmental qualities are vital to the quality of life and economic prosperity of New Jersey.

The State Planning Act created a State Planning Commission comprised of 17 members appointed by the governor:

- five from the governor’s cabinet;
- two other representatives from the executive branch;

- four representing municipal and county government, at least one of whom represents the interests of urban areas; and
- six public members at least one of whom is a licensed professional planner.

The chair of the Commission is appointed by the governor from among the public members. Under the act, the Commission is responsible for establishing a statewide planning process and the preparation and periodic update of the State Plan, including a long-term infrastructure needs assessment. Other statutory duties and responsibilities of the Commission include:

- Develop and promote procedures that effect cooperation and coordination among state agencies and local government.
- Provide technical assistance to local governments.
- Review state and local government planning procedures and relationships, and recommend administrative or legislative action to promote a more efficient and effective planning process.
- Review state and local planning programs and recommend to the governor and Legislature any administrative or legislative action that would improve the efficiency or effectiveness of such programs.
- Review any legislation appropriating funds for a capital project, and make recommendations concerning such legislation.

The act also establishes the Office of State Planning within the Department of Treasury (the office has since been moved to the Department of Community Affairs as a result of Reorganization Plan No. 002-1998, N.J.A.C 5:2-1) to serve as professional staff to the State Planning Commission. The Director of the Office is appointed by the governor and serves as the Secretary and Principal Executive Officer of the Commission. The Office of State Planning is required to perform the following duties:

- Publish an annual report on the status of the State Plan and progress toward achieving its goals.
- Provide planning services to other agencies of state government.
- Provide planning assistance to local units of government.
- Review the plans of interstate agencies that affect New Jersey.
- Compile statewide data, including forecasts of population, employment, housing and land needs.
- Prepare and submit to the State Planning Commission, in conjunction with the preparation of, or update to, the State Plan, alternate growth and development strategies.

The statewide planning process established by the act provides for three significant planning stages: the Preliminary Plan, the Interim Plan and the Final Plan.

The Preliminary Plan serves as the basis for Cross-acceptance, a collaborative, participatory process by which state agencies and local governments join in statewide planning to achieve full public participation in the process and a consensus among all levels of government. Cross-acceptance is defined by the State Planning Act as:

...a process of comparison of planning policies among governmental levels with the purpose of attaining compatibility between local, county and state plans. The process is designed to result in a written statement specifying areas of agreement or disagreement and areas requiring modification by parties to the Cross-acceptance. (N.J.S.A. 18A-202b.)

Cross-acceptance involves three phases: a comparison phase, a negotiation phase and a final review phase whereby a consensus is established through the participation and cooperation of private- and public-sector interests at the local, regional and state levels.

The Interim Plan reflects the changes in the Preliminary Plan that are negotiated during the Cross-acceptance process. It serves as the basis for an Impact Assessment that evaluates the comparative impacts of existing conditions and trends with those of the Interim Plan and identifies desirable changes that should be incorporated in the State Plan.

The Final Plan is then adopted as the State Development and Redevelopment Plan after a series of public meetings and opportunities for written comments. The act also provides that the State Plan shall accomplish the following objectives:

- Protect the natural resources and environmental qualities of the state.
- Promote development and redevelopment where infrastructure can be provided by private investment or additional revenues generated by new growth and development.
- Identify areas for growth, limited growth, agriculture, open space conservation and other appropriate designations.
- Coordinate planning at the state, regional and local level.
- Establish statewide planning objectives for land use, housing, economic development, transportation, natural resource conservation, agriculture and farmland retention, recreation, urban and suburban redevelopment, historic preservation, public facilities and services, and intergovernmental coordination.

A key element of the State Plan is the Infrastructure Needs Assessment. The adequacy of a state's infrastructure to meet future demands for service defines its future quality of life and its capacity to grow and prosper. The State Planning Act requires that the State Plan include an infrastructure needs assessment that:

...provides information on present and prospective conditions, needs and costs with regard to state, county and municipal capital facilities, including water, sewerage, transportation, solid waste, drainage, flood protection, shore protection and related capital facilities. (N.J.S.A. 52:18A-199b).

The official Infrastructure Needs Assessment of the State Plan is entitled *New Jersey State Development and Redevelopment Plan: Infrastructure Needs Assessment*, and it is included in the State Plan by reference.

MONITORING, EVALUATION AND ASSESSMENTS

Analyzing Alternative Growth Patterns

Because New Jersey is located in one of the great megalopolises of the world, between two of the largest cities in the nation, it is at the center of economic and social change. The magnitude of this change will depend largely upon national and international forces beyond the state's control. However, the manner in which this change affects the quality of life in the New Jersey is very much in our control and is the focus of the State Plan.

If New Jersey is to grow and prosper without compromising levels of service in public facilities and services, state and local governments must either find ways to increase revenues to meet capacity demands or find ways to reduce future capacity demands. The State Plan

recommends that some reductions in future demand are achievable if growth occurs in more efficient, compact forms. In other words, property taxes and development fees could be less onerous in the future if the pattern of growth and development in the state allowed for the provision of infrastructure more efficiently—qualitatively, quantitatively and fiscally. New Jersey’s pattern of growth must be responsive to market forces in order to maintain economic prosperity in the future and to encourage private sector investment in jobs, housing and infrastructure. It must also be efficient both in terms of preserving the quality of life in the state and in terms of meeting service demands.

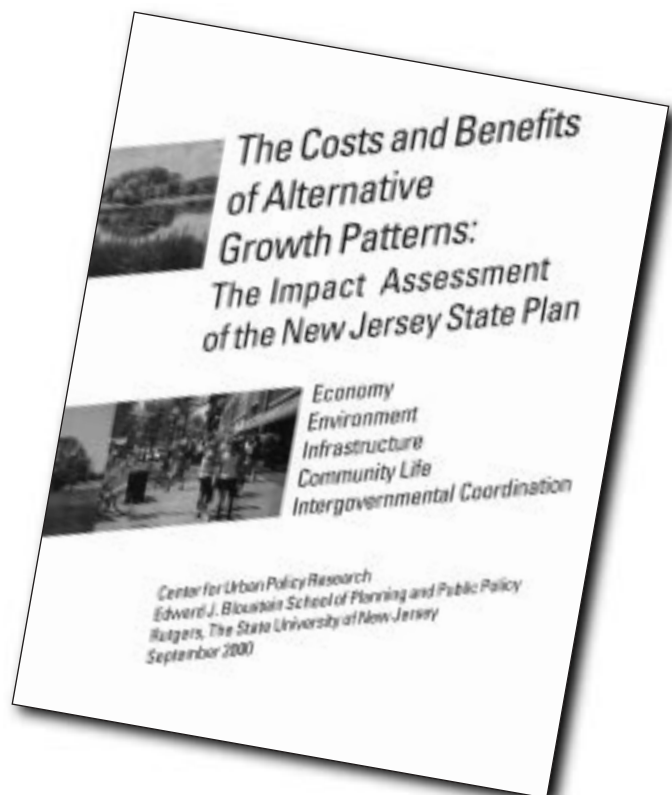
In 1988, the State Planning Commission evaluated three broad alternative patterns of growth: a continuation of trends; an urban concentration scenario restricting growth in rural areas and redirecting growth toward urban areas; and a corridor and nodes scenario which would limit sprawl outside existing urban areas by concentrating growth into high-intensity, mixed-use Centers in the major development corridors where development pressures are strongest.

The Commission concluded that the preferred vision was an extension of the corridors and centers scenario that enhances opportunities for growth in urban areas. The Plan must revitalize the urban areas with incentives in those areas, not by restricting growth in rural areas. Controlling sprawl in suburban and rural areas must be achieved by restructuring the pattern of growth in New Jersey away from sprawl toward a system of compact Centers. A rural development strategy that organizes future rural growth primarily around existing settlement patterns would reduce development pressures on agricultural and environmentally sensitive lands.

Impact Assessment

Prior to adoption of the State Plan, a detailed analysis of alternative growth patterns was tested. This analysis, titled *The Costs and Benefits of Alternative Growth Patterns: The Impact Assessment of the New Jersey State Plan*, was published in September 2000 by the Center for Urban Policy Research at Rutgers University. Two growth scenarios were compared: TREND, a continuation of current development traditions in the absence of the State Plan and PLAN, based on implementation of the State Plan’s strategies and policies.

Based on a quantitative analysis of economic, environmental, infrastructure, community life and intergovernmental coordination implications, the research team concluded that New Jersey would grow by 908,000 people, 462,000 households and 802,500 jobs (not including agricultural jobs or self-employment) over the 20-year period under both scenarios. In both situations, quality of life in the state will continue to increase. However, by following the State



Plan, urban communities will see their populations rise by 144,000 more people than under trend development patterns. The plan would also increase jobs and income in New Jersey's cities, inner suburbs and rural towns, doubling the number of new jobs in urban communities.

With full implementation of the State Plan, the benefits for New Jersey in 2020 will include:

- savings of \$160 million annually to towns, counties and school districts;
- 870 fewer centerline miles of roads and savings of \$870 million in local road costs;
- savings of \$1.45 billion in water and sewer costs;
- a 27,000 increase in work trip transit users;
- 122,000 acres of land will not be converted to development, including 68,000 acres of farmland and 45,000 acres of environmentally fragile land;
- reversal of a projected \$340 million loss in household income in urban communities, to a gain of \$3 billion; and
- improvements in the quantity and quality of intergovernmental contacts and relationships.

Infrastructure Needs Assessment

Purpose

The Infrastructure Needs Assessment, incorporated in the State Plan as a separate volume, compiles and summarizes information provided by state agencies since the adoption of the first Infrastructure Needs Assessment by the State Planning Commission in June 1992.

Investment in capital facilities and other infrastructure is one of the most powerful tools available to implement comprehensive plans for development and redevelopment. The New Jersey State Planning Act recognizes the importance of infrastructure by promoting development where infrastructure capacity exists or may be readily provided and discouraging development where capacities are limited. The State Planning Act links the state's annual capital budget recommendations to the *State Development and Redevelopment Plan*, and makes the Infrastructure Needs Assessment an integral part of the State Plan.

An ultimate objective of the State Planning Act is to allow government at all levels to devise more effective, efficient and desirable growth and infrastructure policies. Specifically, the State Planning Act and related legislation encourages state and local agencies to:

- coordinate capital plans with comprehensive and functional plans,
- increase the time horizon for capital planning,
- base capital budgets on long-term capital plans, and
- use consistent and coordinated capital planning methods.

The State Plan defines infrastructure as those capital facilities and land assets under public ownership, or operated or maintained for public benefit, that are necessary to support development and redevelopment, and to protect public health, safety and welfare.





The most comprehensive and methodologically consistent assessments of conditions and needs are prepared as part of regional, statewide or nationwide studies. This Infrastructure Needs Assessment is based on data compiled by New Jersey state agencies and from the Impact Assessment, except where other sources are cited. To the extent adequate data are available, this Infrastructure Needs Assessment:

1. Profiles changes in conditions since the 1992 Infrastructure Needs Assessment.
2. Estimates needs in terms of both:
 - units of service or capacity (classrooms, millions of gallons per day, acres) for capital facilities and land assets; and
 - dollar costs (adjusted to 1999 constant dollars), without regard to funding source.
3. Defines needs as:
 - present needs, consisting of backlog needs to correct existing deficiencies to serve existing residents and jobs and rehabilitation needs for recurring, periodic improvement or replacement of capital facilities to keep existing infrastructure in service; and
 - prospective needs, consisting of needs to provide and maintain new infrastructure to serve anticipated future development and redevelopment, and to respond to changes in standards of service.

The Infrastructure Needs Assessment is intended to serve as one of many sources of information—together with the Cross-acceptance process, the monitoring and evaluation (State Plan indicators and targets) program, reports on plan implementation, and the deliberations of the State Planning Commission itself—contributing to the development of the State Plan and its attendant goals, objectives, policies, and mapping.

Key Findings

The Infrastructure Needs Assessment provides a great deal of information. Key findings include: \$543 per year is what the average New Jerseyan pays for public investments in infrastructure, nearly evenly divided between state and local governments and primarily for highways and education. On a per capita basis, New Jersey now invests more than most of its surrounding states

and more than the national average in infrastructure improvements. Nationwide, local governments provide a significantly larger share of capital investments relative to state government.

The rehabilitation, repair and replacement of existing infrastructure have been increasingly coordinated with the State Plan’s priorities for infrastructure for new growth.

Strategic plans are now being developed and applied by state agencies to guide public investments in economic development, transportation, energy, water supply, open space, higher education, affordable housing, the arts and other key infrastructure components. The importance of

SUMMARY OF ESTIMATED INFRASTRUCTURE COSTS, 2000–2020			
	ESTIMATED PRESENT COSTS	ESTIMATED PROSPECTIVE COSTS	TOTAL ESTIMATED COSTS
Transportation and commerce infrastructure systems	\$50.9 billion	\$20.6 billion	\$71.5 billion (63%)
<ul style="list-style-type: none"> ● support the economy of New Jersey by helping to produce goods and move goods, people and information ● most costs are for maintaining and upgrading existing systems to correct existing deficiencies or to keep existing infrastructure in service ● for farmland retention and public transportation, costs for future needs are greater than costs to meet existing needs 			
Public health and environment infrastructure systems	\$15.4 billion	\$12.4 billion	\$27.8 billion (24%)
<ul style="list-style-type: none"> ● include water supply, wastewater disposal and other systems that protect public health and environmental quality ● costs for existing and future needs evenly divided overall ● greatest share of future needs are for wastewater disposal and water supply 			
Public safety and welfare infrastructure systems	\$11.7 billion	\$3.4 billion	\$15.1 billion (13%)
<ul style="list-style-type: none"> ● help create and maintain a just society ● most documented costs are associated with existing needs 			
Estimated infrastructure costs through 2020	\$78.0 billion (68%)	\$36.4 billion (32%)	\$114.4 billion

long range capital improvement planning as a management and fiscal planning tool to help local governments finance and build infrastructure is being increasingly highlighted.

As part of the State Plan, the Infrastructure Needs Assessment is revised and updated as part of the Cross-acceptance process. It does not substitute for functional plans and annually updated capital plans and budgets of municipal, county, regional and state agencies and neither evaluates nor endorses plans and proposals for specific projects.

The State Plan, through its Goals, Statewide Policies, State Plan Policy Map, and other provisions, establishes a framework for strategic decision making. The Infrastructure Needs Assessment organizes this framework to define an Infrastructure Investment Decision Process and advance recommendations for subsequent assessments. Municipal, county, regional and state agencies that incorporate this decision making process in their capital planning will help to achieve the goals of the State Plan, and will help government agencies in New Jersey comply with the Government Accounting Standards Board Statement 34 that establishes new national Generally Accepted Accounting Principles for government agencies that manage infrastructure.

Efforts to increase the geographic detail and operational usefulness of the Infrastructure Needs Assessment in the future to achieve the goals of the State Plan will include:

- Implementing advanced information technologies (such as Geographic Information Systems, Internet and advanced modeling capabilities) and data exchange among state and local agencies to more accurately track needs and capital investments.
- Maintaining a unified series of municipal demographic and economic forecasts.
- Implementing the Infrastructure Investment Decision Process, including developing data for capacity-based planning.
- Implementing the State Plan, including Plan Endorsement efforts.
- Maintaining and enhancing the State Plan monitoring and evaluation (indicators and targets) program.
- Including capital planning in the State Plan Cross-acceptance process.

Indicators and Targets

The State Planning Act requires the State Planning Commission to include “the appropriate monitoring variables and plan targets in the economic, environmental, infrastructure, community life and intergovernmental coordination areas to be evaluated on an on-going basis...” In response, this section identifies six key indicators and targets that relate to these five areas.

Indicators

The term indicator traces back to the Latin meaning to disclose or point out. Indicators communicate information about progress toward societal goals. As commonly understood, an indicator is something that provides a signal to a matter of larger significance or makes perceptible the status, a trend or a phenomenon for something that is not immediately or otherwise easily detectable. Thus, an indicator’s significance extends beyond what is actually measured to some larger phenomena of interest. Indicators are used in the State Plan as the monitoring variables required by the act.

Targets and Trends

A target is a value that we would like an indicator to have. A trend is a description of what is happening, not necessarily of what should be. The value of an indicator or trend relative to its target

may point to the need for actions, such as changing infrastructure investment, the location of new development, or provisions of the State Plan. The State Plan may also provide targets for indicators that New Jersey has relatively little control over, such as unemployment (affected by the national and regional economy) and air quality (affected by pollution coming from other states), as changes in these factors may also require adjustments in policy. For a target to be achieved, it may be necessary to break an existing trend.

Balanced Scorecard

Indicators may be organized in a variety of ways for reporting purposes. Each different framework carries its own set of advantages and disadvantages. The State Plan framework, which is based on the domains of economic, environmental, infrastructure, community life and intergovernmental coordination issues, focuses on outcome measures. The State Plan's indicators and targets provide a dashboard analysis of progress and implementation, useful in providing signals about the ultimate effects of a set of public policies. However, such outcome measures may have time-lag effects and may present difficulties in obtaining data.

It is therefore useful to develop a set of additional measures that are more directly related to the operations of state agencies and local government functions, providing interim measures of policies. These measures will more likely be input and output measures, involving resources applied to policy issues (inputs may include fiscal, human, or technological resources) and a measure of what is produced with these resources (outputs may include customer services or capital facilities). Therefore, state agencies, local government and the private sector should create input and output indicators that provide interim measures of progress toward these goals.

This approach, balancing broader outcome measures that assess how policies affect the outside world with targeted input and output measures of government functions, provides what is known as a balanced scorecard approach to public policy and strategic planning. The State Plan, New Jersey Future's Sustainable State indicators and the Department of Environmental Protection's National Environmental Performance Partnership System (NEPPS) provide an excellent basis for this balanced scorecard approach. As state agencies fulfill an obligation to implement the State Plan and provide annual updates on the indicators established in the Sustainable State report, they are encouraged to develop specific input and output measures that provide guidance for individual programs and departments. Local government agencies are encouraged to develop and maintain their own balanced scorecard of input, output and outcome measures. Linking these measures with the outcome measures of the State Plan will provide a strategic framework for assessing public policy and State Plan goals.

The State Plan framework, which is based on the domains of economic, environmental, infrastructure, community life and intergovernmental coordination issues, focuses on outcome measures.

Interpreting the Indicators and Targets

Taken by themselves, individual indicators and targets only report data. These indicators provide information only when they are placed in the context of other indicators, the quality of the data and other factors. When this information is placed in the context of the State Plan policies and implementation, it provides a basis for knowledge. Such knowledge can lead to wise choices in changing or maintaining policies or implementation of the State Plan. Completing the cycle, changes

in policies or implementation can lead to updates or changes in the indicators and targets. For all this to occur, a strong commitment must be shared and sustained by the agencies that collect and analyze the data associated with each indicator. The State Plan's monitoring and evaluation program will therefore identify progress toward achieving the targets for each State Plan indicator in the Annual Reports and other technical reports of the Office of State Planning.

Key Indicators

Six indicators and targets are considered key because they are broadly based, generally quite understandable to the public at large, and cover all State Plan Goals:

I. New development, population and employment located in the Metropolitan and Suburban Planning Areas or within Centers in the Fringe, Rural and Environmentally Sensitive Planning Areas

Target:

- The percent of the acres converted to development that are located in the Metropolitan and Suburban Planning Areas or within Centers in the Fringe, Rural and Environmentally Sensitive Planning Areas is 70 percent from 1995 to 2005 and 90 percent from 2005 to 2020.
- The percent of the state's population growth locating in the Metropolitan and Suburban Planning Areas or within Centers in the Fringe, Rural and Environmentally Sensitive Planning Areas is 85 percent from 2001 to 2020.
- The percent of the state's employment growth locating in the Metropolitan and Suburban Planning Areas or within Centers in the Fringe, Rural and Environmentally Sensitive Planning Areas is 90 percent from 2001 to 2020.

BASELINE: 45 percent of the 166,449 acres developed between 1986 to 1995 (outside of the Pinelands and Meadowlands jurisdictions) were located in the Metropolitan and Suburban Planning Areas (71,349 acres) or within Center Boundaries in the Fringe, Rural and Environmentally Sensitive Planning Areas (3,939 acres). The Office of State Planning estimates that as of 1995, 123,600 acres of land in the Metropolitan Planning Area and 253,873 acres in the Suburban Planning Area remained potentially available for development. Since the boundaries of many Centers in the Fringe, Rural and Environmentally Sensitive Planning Areas are still to be determined, acreage in these areas cannot yet be adequately estimated.

According to the Impact Assessment Study prepared by the Center for Urban Policy Research at Rutgers University, 81.9 percent of the state's population (6,888,403 out of 8,414,350 people) live in Metropolitan and Suburban Planning Areas or in Centers in Fringe, Rural and Environmentally Sensitive Planning Areas. This estimate is based on estimations which categorize the entire population of a municipality as living in these areas if more than 50 percent of the municipality's land area is in Metropolitan or Suburban Planning Areas or a Center in Fringe, Rural and Environmentally Sensitive Planning Areas.

According to the Impact Assessment Study, 89.9 percent of the state's employment (3,502,321 out of 3,900,589 jobs) are located in Metropolitan and Suburban Planning Areas or in Centers in Fringe, Rural and Environmentally Sensitive Planning Areas. This estimate is based

on estimations which categorize the entire employment of a municipality as being located in these areas if more than 50 percent of the municipality's land area is in Metropolitan or Suburban Planning Areas or a Center in Fringe, Rural and Environmentally Sensitive Planning Areas.

TRENDS: Sufficient information is not available to determine a trend for land in Centers.

New Jersey has a population of 8.4 million in 2000 (U.S. Census) that is projected to grow at a modest rate ranging from 0.5 percent to 1.5 percent annually, to 9.06 million in 2020.

New Jersey has 3.9 million nonagricultural jobs, a number that is projected to grow by approximately one percent annually, to 4.7 million in 2020.

BASIS FOR TARGET: The State Plan does not preclude development from occurring in the Environs; therefore, the 2020 targets for this indicator should be less than 100 percent.

2. The amount of land permanently dedicated to open space and farmland preservation

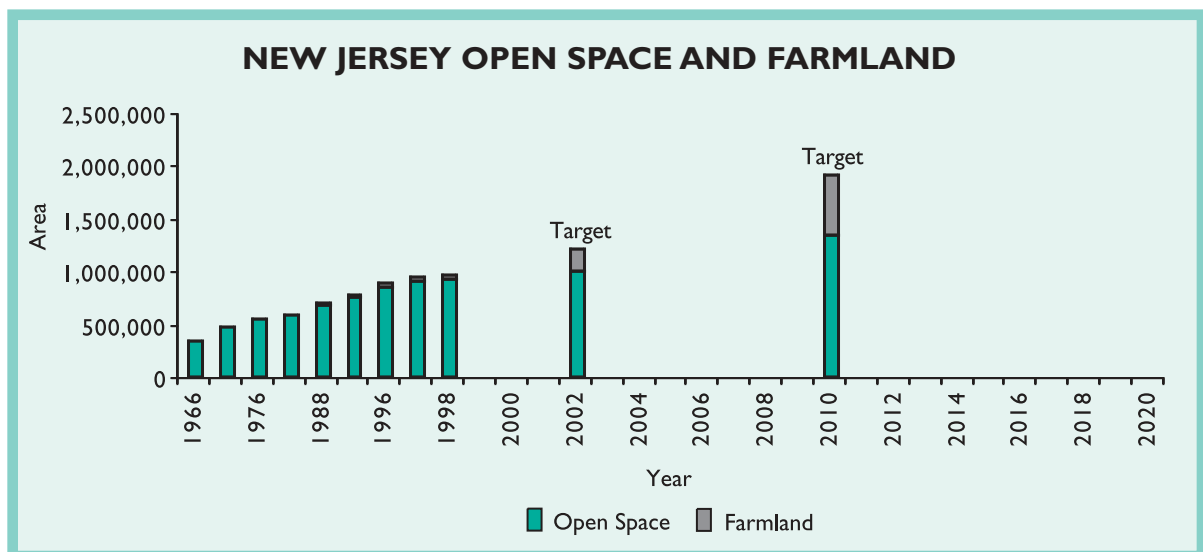
Target:

- The amount of land permanently dedicated to open space is 1,004,000 acres by 2002 and 1,354,000 acres by 2010 (New Jersey Department of Environmental Protection).
- The amount of land preserved for farmland is 200,993 by 2002 and 550,993 by 2010 (State Agriculture Development Committee).

BASELINE: New Jersey has a total land area of 4,984,338 acres. On December 31, 2000, 964,259 acres of public open space were permanently preserved and 96,839 acres of farmland were preserved.

TRENDS: Under current trends, the total amount of permanently preserved open space is increasing at an average rate of nearly 12,500 acres per year since 1960. Since 1994, an average of approximately 25,000 acres of open space per year has been permanently preserved.

In 1999, approximately 830,000 acres of land were in farmland production. To attain the target of 500,000 acres of farmland preserved in 10 years, an average of 50,000 acres will need



to be preserved each year. Since the state's farmland preservation program began in 1985, farmland has been preserved at an average of 3,200 acres per year. This number has increased to an average of approximately nearly 5,000 acres per year since 1994, and over 8,000 acres per year since 1997.

BASIS FOR TARGET: In 1998, New Jersey voters approved a constitutional dedication of \$98 million annually for 10 years and over \$1 billion in bond financing to support open space preservation targeted at preserving one million acres, including open space and farmland. Passage of the Garden State Preservation Trust Act in June 1999 established this stable source of funding.

Currently, 19 counties and 146 municipalities in New Jersey collect a tax for open space and recreation purposes. In 1999, counties and municipalities reported collecting \$67.7 million in open space taxes and spending \$83.6 million to preserve 7,569 acres of open space and farmland. A total of 35,263 acres of open space and farmland have been preserved statewide by local governments using open space taxes.

3. Percent of New Jersey's streams that support aquatic life

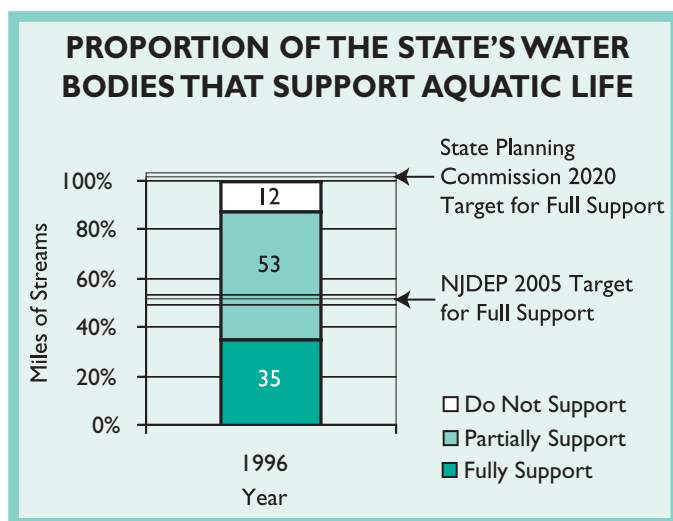
Target:

- 50 percent of stream miles assessed fully supporting aquatic life by 2005. 95 percent of stream miles assessed fully supporting aquatic life by 2020.

BASELINE: In 1996, 35 percent of stream miles assessed fully supported aquatic life. An additional 53 percent of stream miles assessed partially supported aquatic life.

TRENDS: Sufficient information is not available to determine a trend.

BASIS FOR TARGET: The target for 50 percent of stream miles supporting aquatic life by 2005 comes from the New Jersey Department of Environmental Protection's NEPPS process. The 2020 target was developed by the State Planning Commission.



4. Meet present and prospective needs for public infrastructure systems

Target:

- Meet 25 percent of Present Costs (backlog) by 2005 and 100 percent by 2020, while meeting all Prospective Costs as they become necessary.

BASELINE: \$78 billion in Present Costs and \$36.4 billion in Prospective Costs were estimated based on available documentation (Infrastructure Needs Assessment, State Planning Commission 2001).

TRENDS: While long-term information is available for a few components of infrastructure, sufficient information is not available to determine an overall trend for public infrastructure systems in the aggregate.

BASIS FOR TARGET: The 2005 target assumes constant annual expenditures in adjusted dollars to reach the goal of eliminating all backlog need by 2020.

ESTIMATED INFRASTRUCTURE COSTS, 2000–2020

	ESTIMATED PRESENT COSTS	ESTIMATED PROSPECTIVE COSTS	TOTAL ESTIMATED COSTS
TOTAL ESTIMATED COSTS	\$77,944	\$36,418	\$114,362
TRANSPORTATION AND COMMERCE	\$50,881	\$20,619	\$71,500
Roads, Bridges and Tunnels	\$26,707	\$3,999	\$30,706
Public Transportation	\$15,526	\$10,791	\$26,317
Freight, including Ports	\$2,530	\$835	\$3,365
Aviation, including Air Freight	\$4,209	\$2,916	\$7,125
Other Transportation Facilities	\$190	\$145	\$335
Energy	\$1,335	\$415	\$1,750
Telecommunications	nav	nav	nav
Farmland Retention	\$384	\$1,518	\$1,902
HEALTH AND ENVIRONMENT	\$15,376	\$12,380	\$27,756
Wastewater Disposal	\$4,988	\$8,370	\$13,358
Water Supply	\$1,980	\$3,340	\$5,320
Stormwater Management	\$201	nav	\$201
Shore Protection	\$364	nav	\$364
Public Recreation Open Space Land	\$2,500	\$0	\$2,500
Public Recreation Facilities	\$243	nav	\$243
Solid Waste Management	\$5,100	\$670	\$5,770
Public Health Care	nav	nav	nav
PUBLIC SAFETY AND WELFARE	\$11,687	\$3,419	\$15,106
Public Education	\$10,300	nav	\$10,300
Higher Education	\$581	\$2,569	\$3,150
Public Libraries	\$290	nav	\$290
Arts	\$300	nav	\$300
Public Safety	nav	nav	nav
Justice	nav	nav	nav
Corrections	\$129	\$534	\$663
Historic Resources	nav	nav	nav
Public Administration	nav	nav	nav
Human Services	\$87	\$316	\$403
Public Housing	nav	nav	nav

Notes: Present and Prospective Costs based on available documented estimates.

All values in millions of 1999 constant dollars.

nav = Documented estimates are not available for this category.

Source: *New Jersey State Development and Redevelopment Plan: Infrastructure Needs Assessment*, State Planning Commission 2001

5. Progress in socioeconomic revitalization for the 68 municipalities eligible for Urban Coordinating Council assistance

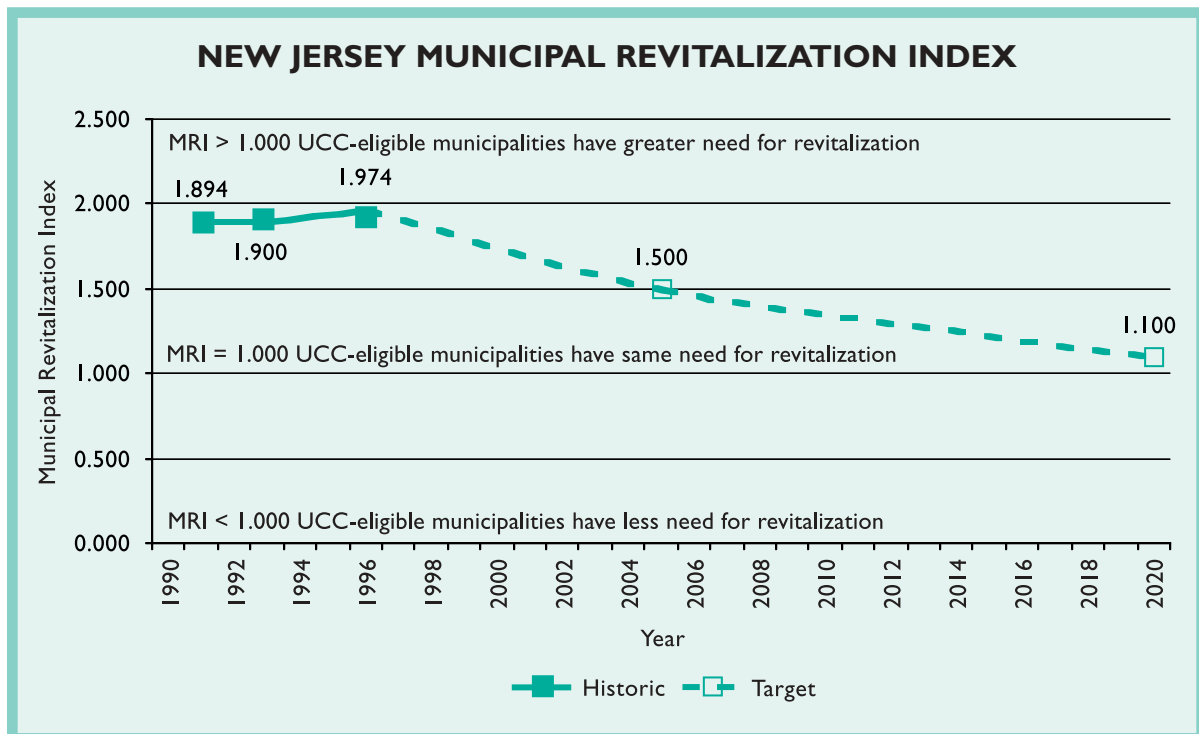
Target:

- The Urban Coordinating Council municipalities have demonstrated progress in reducing the gap between their revitalization needs and those of all other municipalities to 1.50 by 2005 and 1.10 by 2020.

BASELINE: Municipal revitalization needs for the Urban Coordinating Council (UCC) municipalities were, on average, 1.97 times greater than those for other municipalities in 1996. (1996 Municipal Distress Index, Office of State Planning)

TRENDS: The Office of State Planning performed similar calculations for 1991 and 1993 data. A higher value on the Municipal Revitalization Index chart means that UCC municipalities require greater revitalization to bring them to the average (1.0) for non-UCC municipalities.

BASIS FOR TARGET: Urban Coordinating Council municipalities tend to be entry points for immigrant populations and provide more housing opportunities for lower-income residents. As a result, they will tend to have greater needs for revitalization than most communities.



6. The degree to which local plans and state agency plans are consistent with the State Plan

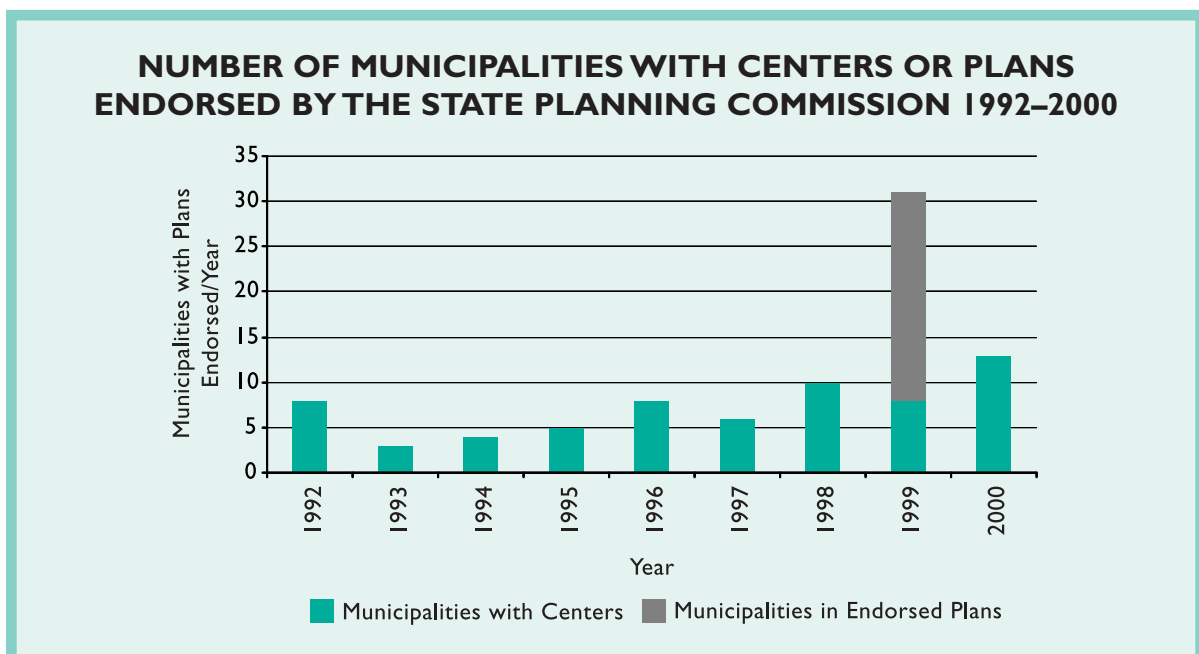
Target:

- By 2005, 50 percent of local plans are consistent with the State Plan and 100 percent of state agency plans are consistent with the State Plan.
- By 2020, 100 percent of local plans are consistent with the State Plan and 100 percent of state agency plans are consistent with the State Plan.

BASELINE: 88 New Jersey municipalities (16 percent of municipalities outside of the Pinelands and Meadowlands jurisdictions) currently have plans approved by the State Planning Commission. As of March 31, 2001 the State Planning Commission had designated 64 Centers—eight Urban, 11 Regional, 27 Town, 14 Villages and four Hamlets. The State Planning Commission has endorsed an Urban Complex Strategic Revitalization Plan for Hudson County and its 12 municipalities (including the Jersey City Urban Center) and a Strategic Corridor Plan for 12 municipalities in the Route 130 corridor in Burlington County. In addition, the Office of State Planning has reviewed six state agency functional plans.

TRENDS: In 1992, the State Planning Commission designated eight Urban Centers. In 1999, the State Planning Commission endorsed two regional plans, comprising 24 municipalities in two counties. In 2000, the State Planning Commission designated 20 Centers, comprising all or part of 15 municipalities in eight counties. Over 200 additional Centers were proposed in the 1998 Cross-acceptance reports.

BASIS FOR TARGET: Given that 16 percent of the municipalities in New Jersey currently have plans consistent with the State Plan (not including the nine municipalities fully in the Pinelands Commission jurisdiction), the 2005 target assumes that on average 38 municipalities become consistent each year—comparable to 1999, which had the highest number of Endorsed Plans in any year to date. This target will be dependent on the availability of state Smart Growth planning funds to support the preparation of plans consistent with the State Plan.



Additional Indicators

Twenty-seven additional indicators and targets are identified that provide greater detail for each category. The Office of State Planning will track these indicators annually, in addition to other indicators that may be appropriate to assess implementation of the State Plan.

Economic

1. Average annual disposable income among New Jerseyans

Target:

- By 2005 and 2020, New Jersey will maintain its position of 25 percent over the national average for disposable income.

BASELINE: Per capita annual disposable income in 2000 was \$30,700 for New Jersey residents, second in the nation (in 1992 dollars) and approximately 25 percent over the national average. The average per capita disposable income for the nation in 2000 was \$24,964.

2. Unemployment

Target:

- Unemployment is reduced to below the national average by 2005, and remains below the national average by 2020.

BASELINE: New Jersey's unemployment rate in 1993 was 7.5 percent, and in 1996 it was 6.2 percent. The seasonally adjusted unemployment rate for New Jersey in 2000 was 3.8 percent. The national unemployment rate was 4.0 percent. (New Jersey Department of Labor, U.S. Department of Labor)

3. Conversion of farmland for development

Target:

- The rate of conversion of farmland for development will not exceed 3,000 acres per year by 2020.

BASELINE: In 1999, 830,000 acres of land were in active farms. Since 1986, an average of 7,500 acres per year of farmland have been converted for development.

4. Percent of brownfield sites redeveloped

Target:

- 80 percent of brownfield sites identified by the Brownfields Redevelopment Task Force for redevelopment will be redeveloped or undergoing redevelopment by 2005 and 100 percent of these sites will be redeveloped by 2020.

BASELINE: An inventory of brownfield sites identified for potential redevelopment is being compiled by the New Jersey Brownfields Redevelopment Task Force.

5. Agricultural output

Target:

- Annual agricultural output of New Jersey farms will increase (in constant dollars) through 2005 and 2020.

BASELINE: In 1999, the New Jersey agricultural sector output was \$851,795,000.

6. Percent of jobs located in Urban Coordinating Council municipalities

Target:

- The percent of jobs in New Jersey located in Urban Coordinating Council municipalities will increase by 2005 and 2020.

BASELINE: In 1990, 1,317,221 (34 percent) of 3,860,670 total jobs were located in Urban Coordinating Council (UCC) municipalities. In 1998, 1,315,085 (32 percent) of 3,963,198 jobs were in UCC municipalities. (New Jersey Department of Labor)

Environmental

7. Economic output per unit of energy consumed

Target:

- The economic output per unit of energy consumed increases.

BASELINE: In 1999, the economic output (dollars of Gross State Product) per unit of energy consumed equaled \$128.07 per Million British Thermal Units (MBTU).

8. The generation of solid waste on a per capita and per job basis

Target:

- The generation of solid waste on a per capita and per job basis is reduced.

BASELINE: In 1999, New Jersey generated a total waste stream of 17,181,767 tons, or 11.6 pounds per capita per day and 29.0 pounds per job per day.

9. Number of unhealthful days annually caused by ground-level ozone, particulate matter and carbon monoxide

Target:

- Conformity of state air quality with federal standards is attained by 2007 (New Jersey Department of Environmental Protection, National Environmental Performance Partnership System) and continues to improve by 2020.

BASELINE: In 1999, New Jersey was in attainment of federal air quality standards for particulate matter, lead, carbon monoxide and nitrogen dioxide. For sulfur dioxide, dispersion

modeling indicates that there is a non-attainment area in Warren County. New Jersey is not in attainment for ozone.

10. Greenhouse gas emissions

Target:

- Reduce greenhouse gas emissions to 3.5 percent below 1990 levels by 2005 (Department of Environmental Protection, National Environmental Performance Partnership System) and continues to improve by 2020.

BASELINE: In 1990, New Jersey's greenhouse gas emissions were 135 million tons of CO₂ equivalents.

11. Conversion of wetlands for development

Target:

- Reduce conversion of wetlands to not exceed 50 acres per year statewide by 2005 and to no net loss of acres by 2020.

BASELINE: From 1986 through 1995, an estimated 1,002 acres of wetlands in New Jersey were converted to development, a rate of approximately 100 acres per year, resulting in 947,006 acres of wetlands remaining in 1995 (Office of State Planning analysis of land use/land cover mapping produced by the New Jersey Department of Environmental Protection).

12. Conversion of land per person

Target:

- The number of acres of lands converted per person in the state from 2001 to 2010 is less than one-fifth (0.20) of an acre per person. The number of acres of lands converted per person in the state from 2010 to 2020 is less than one-sixth (0.16) of an acre per person.

BASELINE: Through 1985, the historic ratio of land converted per person was 0.16 acres per person. From 1986 to 1995, that ratio was 0.48 acres per person.

13. Changes in toxic chemical use and waste generation (non-product output or NPO) by New Jersey's manufacturing sector

Target:

- By 2005, industrial facilities will reduce the amount of toxic chemicals generated as production related waste (NPO) by 50 percent from 1993 levels (New Jersey Department of Environmental Protection, National Environmental Performance Partnership System) and continues to improve by 2020.

BASELINE: In 1997, the approximately 600 New Jersey industrial facilities which are subject to Toxic Chemical Release Inventory (TCRI) reporting collectively generated approximately 200 million pounds of production related waste, known as Non-product Output (NPO).

Infrastructure

14. The percent of all trips to work made by carpool, public transportation, bicycle, walking or working at home

Target:

- The percent of trips to work made by carpool, public transportation, bicycle, walking or working at home increases by 2005 and 2020.

BASELINE: The percent of trips to work made by carpool, public transportation, bicycle, walking or working at home was 33 percent in 1980, 28 percent in 1990 and 27 percent in 2000.

15. Vehicle miles traveled per capita

Target:

- The number of vehicle miles traveled per capita stays constant from 2005 to 2020.

BASELINE: In 1999, total vehicle miles traveled for New Jersey was 65.919 billion miles, for an average of 8,094 vehicle miles traveled per person.

16. Number of pedestrian fatalities in vehicular accidents on state roads

Target:

- Reduce the number of pedestrian fatalities in vehicular accidents on state roads by 2005 and 2020.

BASELINE: In 1999, 153 of the fatalities in vehicular accidents were pedestrians. (New Jersey Department of Law and Public Safety)

17. Increase in transit ridership

Target:

- Increase the number of work trip transit users by 27,000 by 2020.

BASELINE: The number of New Jersey work trip transit users was estimated to be over 352,000 in 2000. The number of users is projected to increase by 18,000 by 2020 under trend projections (*The Costs and Benefits of Alternative Growth Patterns: The Impact Assessment of the New Jersey State Plan, 2000*).

18. Percent of potable water supplies that meet all standards

Target:

- The percent of potable water supplies that meet all standards improves.

BASELINE: Community water systems serve about 88 percent of the New Jersey's eight million residents. In 1998 there were 616 community water systems. The community water

systems have exceeded the goal of 95 percent of systems in compliance with the microbiological standards and are on the way towards achieving the 95 percent goal for compliance with the chemical drinking water standards.

19. Percent of development on individual septic systems

Target:

- New housing units using individual septic systems should not exceed 10 percent of all new housing units by 2005 and is further reduced by 2020.

BASELINE: Over 320,000 (over 10 percent) of New Jersey's 3 million households are currently served by individual onsite wastewater treatment systems, usually septic systems (New Jersey Department of Environmental Protection).

Community Life

20. Percent of New Jersey households paying more than 30 percent of their pre-tax household income towards housing

Target:

- The percentage of households statewide paying 30 percent or more of their income for standard housing is reduced by 2005 and is further reduced by 2020.

BASELINE: In 1990, 26 percent of homeowners paid 30 percent or more, 38 percent of renters paid 30 percent or more. In 2000, 39.5 percent of renters paid 30 percent or more.

21. Municipalities with median household incomes of less than \$30,000 per year (in 1990 dollars)

Target:

- By 2005, the number of municipalities with median household incomes of less than \$30,000 per year (in 1990 dollars) is reduced. By 2020, no municipalities will have median household incomes of less than \$30,000 per year (in 1990 dollars).

BASELINE: In 1989, 29 municipalities experiencing distress had median household incomes less than \$30,000 per year (in 1990 dollars). (U.S. Census)

22. Number of census tracts with more than 40 percent of the population living under the poverty level

Target:

- By 2005, the number of census tracts with more than 40 percent of the population living under the poverty level is reduced. By 2020, no municipalities will have census tracts with more than 30 percent of the population living under the poverty level.

BASELINE: In 1990, out of a total of 2,527 census tracts, 42 tracts had more than 40 percent of the population living under the poverty level; 108 tracts had more than 30 percent of the population living under the poverty level; 145 tracts had more than 25 percent of the

population living under the poverty level; and 221 tracts had more than 20 percent of the population living under the poverty level. (U.S. Census)

23. Percent of building permits issued in Urban Coordinating Council municipalities

Target:

- By 2005, 22 percent of building permits will be issued to Urban Coordinating Council (UCC) municipalities. By 2020, 28 percent of building permits will be issued to UCC municipalities.

BASELINE: From 1980 to 1989, 20 percent of building permits were issued to UCC municipalities (74,127 out of 378,276). From 1990 to 1999, 18 percent of building permits were issued to UCC municipalities (43,702 out of 249,412).

24. Annual production of affordable housing units

Target:

- Annual production of 4,000 affordable housing units by 2005 and 5,000 by 2020.

BASELINE: An average of 2,000 new and 1,300 rehabilitated affordable units are now produced in New Jersey each year.

Intergovernmental Coordination

25. Municipalities participating in comprehensive, multi-jurisdictional regional planning processes consistent with the State Plan

Target:

- From 2000 to 2005, 60 percent of the municipalities that receive Plan Endorsement from the State Planning Commission do so through a comprehensive, multi-jurisdictional regional planning process. From 2005 to 2020, 80 percent of the communities that receive Plan Endorsement from the State Planning Commission do so through a comprehensive, multi-jurisdictional regional planning process.

BASELINE: From 1992 to 1999, 34 percent of the municipalities that received Plan Endorsement or Center designation from the State Planning Commission did so through a comprehensive, multi-jurisdictional regional planning process.

26. Percent of land in New Jersey covered by adopted watershed management plans

Target:

- All of the 20 watersheds will have approved plans by 2005 (New Jersey Department of Environmental Protection, National Environmental Performance Partnership System) and will have them updated by 2020.

BASELINE: Watershed planning efforts are beginning in all 20 watersheds during 2000.

27. Number of Neighborhood Empowerment Plans approved by the Urban Coordinating Council

Target:

- By 2005, there will be 20 Neighborhood Empowerment Plans approved by the Urban Coordinating Council.

BASELINE: Neighborhood Empowerment Plans were approved in 16 neighborhoods in 2000. (New Jersey Department of Community Affairs, Office of Neighborhood Empowerment)

RELATIONSHIP OF THE STATE PLAN TO OTHER PLANS

A number of states, including Connecticut, Delaware, Florida, Georgia, Hawaii, Maine, Maryland, New Hampshire, Oregon, Rhode Island, Vermont and Washington, have established a statewide, comprehensive growth-management framework. There is a heightened recognition that the rapid pace of relatively unchecked development is not purely a private matter, but a matter of great public importance, as such development threatens natural resources, strains infrastructure capacity and places additional fiscal burdens on limited government resources. Although local governments are empowered by the state to undertake land-use planning and management, municipalities and counties have limited tools with which to manage certain kinds of land-use issues. Additionally, local land-use decisions are often fragmented, resulting in haphazard growth patterns, spillover effects across municipal and county boundaries and other consequences that may require state involvement.



Unlike the provisions of other greater-than-local state and regional planning statutes, the State Planning Act is based on the nobility of reason and coherence. It relies upon the sense of responsibility and conscience of New Jersey's public and private sectors at the state and local levels to understand and embrace a coherent plan for New Jersey's future. From one perspective, the State Plan is a set of recommendations to the people of New Jersey and their elected representatives. The State Plan creates a vision or design for the future that is based on the

mandates of the State Planning Act. The provisions of the Plan and its supporting documentation constitute an agenda and guide for the state to make the vision or design become a reality.

From another perspective, the State Plan is a process that respects the interests of the public and private sectors. This process recognizes that responsibility for the future of the state of New Jersey is shared by the public and private sectors and at the state, regional and local levels. The statewide planning process needs to be collaborative, involving the public and private sectors at all levels of interest. The ultimate success of the State Plan depends on the participation and cooperation of the citizens of New Jersey.

The State Plan and the statewide planning of which it is a part, is a strategic plan for growth and prosperity. It is action-oriented, geared to adjusting to a complex and dynamic social environment. It is, as the State Planning Act requires, ongoing so that the provisions and means to attain those ends are continuously monitored and re-evaluated.

The State Plan is not a substitute for functional state agency plans or local master plans. The Plan, in fact, would have little meaning or effect without such plans. The State Plan provides a context, a vision and a process within which these more specific plans can be developed and implemented to achieve commonly derived goals.

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The Citizens of New Jersey

The State Plan is intended to serve as a guide for public and private sector investment in New Jersey's future. The Plan will not directly affect individual private interests. Rather, the application of the Plan to individual private interests will take place through the exercise of existing public powers at local, regional and state levels, such as through local government modification of master plans and land development regulations to reflect the provisions of the State Plan to achieve the purpose of the State Planning Act that local plans be "consistent with state plans and programs (N.J.S.A. 52:18A-196(f))." Accordingly, the intent of the State Planning Act is achieved through existing lines of delegated authority and through existing implementation processes rather than through a more onerous new layer of bureaucracy.



State Agencies

The State Plan is, at least in part, a product of state agency cooperation and participation. The State Planning Act mandates state agency involvement through membership on the State Planning Commission and active participation in the statewide planning process established by the act. Five state departments, in addition to the Department of Treasury and the Governor's Office, are represented on the State Planning Commission: the Department of Agriculture, the Commerce and Economic Growth Commission, the Department of Community Affairs, the Department of Environmental Protection and the Department of Transportation. During the statewide planning process, each department of state government, regardless of Commission membership, was encouraged to participate fully in the process.

The State Plan establishes statewide policies in a variety of areas. These policies serve as guides when a state agency exercises discretion in the discharge of its administrative duties and responsibilities. There are several different ways in which state agencies are expected to implement the Plan.

An important way in which the State Plan can be implemented is through the active participation of agencies in the ongoing statewide planning process established by the State Planning Act. Another way is to extend the coordination activities of the State Planning Commission and the Office of State Planning to the various departments of the state to assist in plan implementation activities. Each department and its affiliated agencies in response to a request from the governor have examined existing programs to identify ways in which the provisions of the State Plan can be achieved and have taken steps within their authority to implement programs in a manner consistent with the State Plan.

One of the key purposes of the State Planning Act is to establish a cooperative planning process so that local, regional and state plans are consistent. State agencies, in addition to reviewing their programs, are reviewing their individual functional plans and amending those plans to make them consistent with the provisions established in the State Plan.

The State Planning Act contemplates that state agency investment decisions will be made based on the provisions of the State Plan. The annual capital improvement budget produced by the Commission on Capital Budgeting and Planning shall be consistent with the goals and provisions of the State Plan. As the Commission on Capital Budgeting and Planning process relies on individual functional agency recommendations, individual functional state agencies look to the State Plan to assure that the Commission's budget will be internally coordinated and consistent with the State Plan.

Increasingly, the provisions established in the State Plan serve as the framework for state agency functional planning and exercises of regulatory authority. The Office of State Planning has participated in the drafting of state and regional agency functional plans and those plans as adopted, incorporate State Plan Goals and Statewide Policies. Each of the State Plan Goal sections lists the state agency plans that relate to that specific Goal. State agencies undertaking regulatory rule-making are also increasingly guided by the provisions of the State Plan and should incorporate State Plan policies in the agency's regulations in ways consistent with the agency's functional plan.

One of the key purposes of the State Planning Act is to establish a cooperative planning process so that local, regional and state plans are consistent.

Planning Regions Established by Statute

The State Planning Act recognizes the special statutory status of two areas of the state: the New Jersey Pinelands under the Pinelands Protection Act, and the Hackensack Meadowlands under the Hackensack Meadowlands Reclamation and Development Act. The State Planning Commission is required to “rely on the adopted plans and regulation of these entities in developing the State Plan.” Nevertheless, the State Planning Commission has made efforts to cooperate and coordinate with these entities throughout the Cross-acceptance process. Provisions of the State Plan that are relevant to these entities have been derived from that cooperative and collaborative process.

New Jersey Council on Affordable Housing

The State Planning Commission and the New Jersey Council on Affordable Housing have a unique relationship. This relationship is derived from the common origin that both the New Jersey State Planning Act and the Fair Housing Act have in the state Legislature’s response to the New Jersey Supreme Court’s *Mount Laurel II* decision.

In the *Mount Laurel II* decision, the New Jersey Supreme Court found that municipalities were constitutionally mandated to provide their fair share of low- and moderate-income housing. To assist municipalities in determining their fair share, the Supreme Court relied on the *State Development Guide Plan*, which, at that time, was the state’s blueprint for accommodating projected growth. The court noted that it was relying on the Guide Plan in the absence of a Legislative statement and invited the Legislature to make its own determination.

The Legislature responded by enacting the Fair Housing Act and the State Planning Act in 1985. Both of those Acts contain language evidencing the strong legal relationship of the Council on Affordable Housing to the State Planning Commission.

In the State Planning Act, the Legislature found that it was of “urgent importance that the State Development Guide Plan be replaced by a State Development and Redevelopment Plan designed for use as a tool for assessing suitable locations for infrastructure, housing, economic growth and conservation.” (N.J.S.A. 52:18A-196c). The Legislature also found that “an adequate response to judicial mandates respecting housing for low and moderate income persons requires sound planning to prevent sprawl and to promote suitable uses of land.” (N.J.S.A. 52:18A-196h). Thus, the State Planning Act gives recognition to the mandate of the Fair Housing Act and places that mandate within the State Planning Act’s legislative findings and declarations.

Similarly, the Fair Housing Act requires that the Council on Affordable Housing:

...adopt criteria and guidelines for...municipal adjustment of the present and prospective fair share [need for low and moderate income housing] based upon available vacant and developable land, infrastructure considerations or environmental or historic preservation factors and adjustments shall be made whenever (a) The preservation of historically or important architecture and sites and their Environs or environmentally sensitive lands may be jeopardized, (b) The established pattern of development in the community would be drastically altered, (c) Adequate land for recreational, conservation or agricultural and farmland preservation purposes would not be provided, (d) Adequate open space would not be provided, (e) **The pattern of development is contrary to the planning designations in the State Plan...** (f) Vacant and developable land is not available in the municipality, and (g) Adequate public facilities and infrastructure capacities are not available, or would result in costs prohibitive to the public if provided. (N.J.S.A. 52:27D 307(c) (2) (a)-(g))[emphasis added]

Accordingly, the Fair Housing Act not only requires adjustments to fair share housing allocations to be made based on the same growth management considerations that are the legal foundation of the Goals of the State Plan, but it also specifically requires the Council to rely on the planning designations of the State Plan.

The State Planning Commission has formulated a State Plan that conforms to the mandates of both the State Planning Act and the Fair Housing Act. These mandates are carried out through the provisions in the State Plan, all of which promote a fair distribution of affordable housing throughout New Jersey in locations and patterns that are consistent with the Goals of the State Planning Act.

A Memorandum of Understanding by and between the Council and the Commission has been in place since 1992, establishing an understanding of how the State Plan should be used by the Council in meeting its legislative requirements. The Council on Affordable Housing adopted rules in 1994 that incorporated the Resource Planning and Management Map (now the State Plan Policy Map) as part of the affordable housing allocation formula and encouraged the location of affordable housing in Centers in ways consistent with the Memorandum of Understanding.



Counties

The State Planning Act has enhanced the traditionally limited role of county land-use planning and control. Under the act, counties play a vital coordination role in the preparation and update of the State Plan and they negotiate Cross-acceptance with the State Planning Commission, unless the county waives that right, in which case the State Planning Commission may designate an appropriate entity. Counties, in turn, “negotiate plan Cross-acceptance among the local planning bodies within the county...” (N.J.S.A. 52:18A-202(b))



The State Plan encourages counties to play an active role in regional planning through the preparation of Urban Complex Strategic Revitalization and Regional Strategic Plans. Opportunities for incorporating State Plan policies in county master plans are listed in the Related Plans sections of each goal. These expanded county planning roles establishes the county as an active intermediary between the state and its municipalities. It also invites the opportunity for more meaningful regional planning that acknowledges both the important role of state government and the traditional planning role enjoyed by municipalities.

Municipalities

New Jersey’s municipalities have extensive authority regarding planning for and regulating the use of land. The State Planning Act does not alter or limit that power. (N.J.S.A. 40:48-2.) The act does seek

to coordinate planning at all levels of government and to encourage the development of local plans that are consistent with state plans and program. The State Plan provides an opportunity for planning at all levels to coordinate with and recognize local planning that meets the goals and objectives of the State Planning Act. The ultimate objective of the act is a coordinated statewide planning process that ensures economies, efficiencies and savings in public and private sector investment through the “preparation and adherence to sound and integrated plans” by requiring that local government take the provisions of the State Plan into consideration in the preparation of local plans and land use regulations.



Joseph J. Maraziti, Jr., Chairman of the State Planning Commission, right, congratulates Charles Kuperus, Chairman of the Plan Development Committee, left, after the State Plan was adopted on March 1, 2001. Herbert Simmens, Director of the Office of State Planning, is at center.

Rather than displacing local discretion under the Municipal Land Use Law, the State Plan increases the effectiveness of local master plans by serving as the source document for intergovernmental planning and coordination. Through Cross-acceptance, Center designation and Strategic Revitalization Plans and Plan Endorsement, local plans are coordinated with the plans of higher levels of government and with the plans of other municipalities and counties in the region. The Municipal Land Use Law is the principal legal framework for implementation of the State Plan, because it provides municipalities with both planning and land use regulatory authority, and it is at the local level that the Plan must be implemented if it to be efficacious in achieving the Goals of the State Planning Act.

Many municipalities have experienced considerable difficulty in planning because of actions taken by neighboring municipalities or county, regional or state agencies. Conversely, local authorities may take actions that adversely affect neighboring municipalities, counties or the state. The Municipal Land Use Law recognizes these important concerns and seeks “to ensure that the development of individual municipalities does not conflict with the development and general welfare of neighboring municipalities, the county and the state as a whole.” (N.J.S.A. 40:55D-2(d)) In addition, the Municipal Land Use Law requires that municipal master plans “include a specific policy statement indicating the relationship of the proposed development of the municipality as described in the master plan to: (1) the master plans of contiguous municipalities, (2) the master plan of the county in which the municipality is located, and (3) the State Plan adopted pursuant to the State Planning Act.” (N.J.S.A. 40:55D-28(d)) If the plans of adjacent municipalities are consistent with the provisions of the State Plan, then by definition they will be consistent with one another. What the State Planning Act and the State Plan do is strengthen the intergovernmental aspects of the Municipal Land Use Law.

The relationship between municipal plans and the State Plan is enhanced by the State Planning Act that requires the State Planning Commission and the Office of State Planning:

...to provide local governments with the technical resources and guidance necessary to assist them in developing land use plans and procedures that are based on sound planning information and practice, and to facilitate the development of local plans which are consistent with state plans and programs... (N.J.S.A. 52:18A-196(f))

Furthermore, the State Planning Commission is directed to

...[d]evelop and promote procedures to facilitate cooperation and coordination among state agencies and local governments... (N.J.S.A. 52:18A-199(c))

The elements of municipal master plans that could be most effective in achieving each Goal of the State Plan are listed in the Related Plans section of the discussion of each goal. ■

Appendices

A. SELECTED POPULATION, EMPLOYMENT AND HOUSEHOLD PROJECTIONS TO THE YEAR 2020

POPULATION PROJECTIONS						
COUNTY	CENSUS APRIL 1, 1990	CENSUS APRIL 1, 2000	NJDOL 2015	NJDOL 2020	COUNTY (1998) CROSS- ACCEPTANCE 2020	CUPR 2020
Atlantic	224,327	252,552	274,400	287,900	**	317,538
Bergen	825,380	884,118	928,800	953,500	907,961	880,069
Burlington	395,066	423,394	464,700	484,800	471,039	506,813
Camden	502,824	508,932	530,900	540,000	588,962	555,928
Cape May	95,089	102,326	106,600	111,300	139,833	124,449
Cumberland	138,053	146,438	148,900	150,800	**	173,232
Essex	777,964	793,633	787,000	800,600	**	794,001
Gloucester	230,082	254,673	278,200	290,700	314,971	319,332
Hudson	553,099	608,975	605,700	624,300	614,155	623,657
Hunterdon	107,802	121,989	139,900	148,200	189,425	180,571
Mercer	325,824	350,761	362,700	373,000	388,452	384,162
Middlesex	671,811	750,162	804,300	840,600	823,162	841,974
Monmouth	553,093	615,301	685,400	714,100	705,334	689,280
Morris	421,361	470,212	520,600	545,400	507,679	489,974
Ocean	433,203	510,916	575,700	619,100	**	657,896
Passaic	453,302	489,049	503,800	505,300	**	498,632
Salem	65,294	64,285	66,200	66,800	78,225	74,186
Somerset	240,245	297,490	348,600	377,100	332,673	374,576
Sussex	130,943	144,166	162,100	171,200	181,500	179,718
Union	493,819	522,541	530,700	536,100	**	524,783
Warren	91,607	102,437	111,900	116,300	116,878	131,447
STATE	7,730,188	8,414,350	8,501,500	9,257,500	**	9,322,217

** No 2020 projections provided by county.
County Cross-acceptance projections for Burlington, Gloucester and Mercer provided by the Delaware Valley Regional Planning Commission.
Population growth projections from the Center for Urban Policy Research (CUPR), *The Costs and Benefits of Alternative Growth Patterns: The Impact Assessment of the New Jersey State Plan*, September 2000, were added to the 2000 Census data to create the 2020 CUPR projection.

EMPLOYMENT PROJECTIONS

COUNTY	CES ANNUAL AVG. 1990	CES ANNUAL AVG. 2000	NJDOL 2008	COUNTY (1998) CROSS ACCEPTANCE 2020	CUPR 2020
Atlantic	140,800	150,660	166,600	**	204,145
Bergen	456,800	472,675	519,150	594,800	540,996
Burlington	161,700	190,196	209,450	244,368	289,619
Camden	213,200	210,310	235,150	264,584	235,228
Cape May	35,700	46,238	44,250	**	47,526
Cumberland	59,800	61,604	62,850	**	73,527
Essex	400,900	382,792	407,950	**	402,638
Gloucester	75,300	92,560	101,500	122,904	135,532
Hudson	247,500	254,566	275,250	365,840*	276,663
Hunterdon	40,500	48,739	53,100	**	76,687
Mercer	198,200	208,761	223,350	277,247	240,717
Middlesex	366,700	415,155	453,250	480,335	470,007
Monmouth	218,500	248,132	269,050	268,279	289,292
Morris	251,000	291,165	311,700	**	394,554
Ocean	115,300	138,152	150,150	**	199,659
Passaic	196,100	187,771	196,300	**	213,513
Salem	23,800	22,703	22,800	**	28,332
Somerset	140,900	183,836	203,000	238,499	244,901
Sussex	31,900	38,585	42,250	**	63,131
Union	255,400	250,147	258,050	**	257,109
Warren	33,500	35,886	38,150	**	49,432
STATE	3,665,400	3,930,632	4,243,300	**	4,733,209

* Hudson County projection for private sector jobs only.

** No 2020 projections provided by county.

County Cross-acceptance Projections for Burlington, Camden, Gloucester and Mercer provided by the Delaware Valley Regional Planning Commission.

Employment growth projections from the Center for Urban Policy Research (CUPR), *The Costs and Benefits of Alternative Growth Patterns: The Impact Assessment of the New Jersey State Plan*, September 2000, were added to the 2000 CES data to create the 2020 CUPR projection.

HOUSEHOLD PROJECTIONS

COUNTY	CENSUS	CENSUS	COUNTY (1998)	CUPR
	1990	2000	CROSS-	
	APRIL 1, 1990	APRIL 1, 2000	ACCEPTANCE	2020
			2020	
Atlantic	85,123	95,024	**	123,341
Bergen	308,880	330,817	**	332,408
Burlington	136,554	154,371	**	191,404
Camden	178,758	185,744	**	205,354
Cape May	37,856	42,148	**	54,502
Cumberland	47,118	49,143	**	64,056
Essex	278,752	283,736	**	289,872
Gloucester	78,845	90,717	**	124,249
Hudson	208,739	230,546	**	236,844
Hunterdon	37,906	43,678	**	68,028
Mercer	116,941	125,807	**	141,390
Middlesex	238,833	265,815	**	301,465
Monmouth	197,570	224,236	**	265,112
Morris	148,751	169,711	**	182,942
Ocean	168,147	200,402	**	287,501
Passaic	155,269	163,856	**	172,982
Salem	23,794	24,295	**	28,708
Somerset	88,346	108,984	**	139,849
Sussex	44,456	50,831	**	72,622
Union	180,076	186,124	**	190,481
Warren	33,997	38,660	**	53,523
STATE	2,794,711	3,064,645	**	3,526,633

** No projections provided by county.

Household growth projections from the Center for Urban Policy Research (CUPR), *The Costs and Benefits of Alternative Growth Patterns: The Impact Assessment of the New Jersey State Plan*, September 2000, were added to the 2000 CES data to create the 2020 CUPR projection.

Notes

The accuracy of long-term projections tends to be less precise as the geographic area for which the projection is made becomes smaller. Nevertheless, the State Planning Act (N.J.S.A. 52:18A-201.b.(5)) calls for the Office of State Planning to compile long-term projections of population, employment, households and land needs, which are necessary for both the public and private sectors to plan and invest today with some reasonable consideration of what the future might hold. For the purposes of the state planning process, for example, a reasonable set of population, household and employment projections is required to anticipate the distribution of growth among Planning Areas and between Centers and Environs, and to estimate future developable land needs. Projections are also required to assess infrastructure needs and other impacts associated with alternative development scenarios. Appendix A presents a range of projections of population and employment which the Commission believes are reasonable guides through 2020. During each review of the State Plan, the Commission will consider revising Plan projections to reflect changing trends in the state's population and employment growth.

CES ANNUAL AVG. refers to county level nonfarm “covered” employment estimates published by the New Jersey Department of Labor. Covered employment is a monthly count of full and part-time employees, who earned wages during the pay period which includes the 12th of the month, as reported quarterly by employers covered by the New Jersey Unemployment Compensation Law. Basically, any employer paying at least \$1,000 in wages in the current or preceding calendar year is covered. Jobs not covered by the law fall mainly into the categories of self-employed and unpaid family workers or certain agricultural and in-home domestic workers. 2000 data refer to three quarter average and a later benchmark and are not strictly comparable to the 1990 average.

COUNTY CROSS-ACCEPTANCE refers to the Cross-acceptance projections submitted by each county planning office to the Office of State Planning in 1998, except where otherwise specified.

CUPR refers to the projections developed by the Center for Urban Policy Research at Rutgers University for *The Costs and Benefits of Alternative Growth Patterns: The Impact Assessment of the New Jersey State Plan*, September 2000. CUPR projected growth (change) was added to the 2000 baseline data to create the 2020 CUPR projection as recommended by CUPR.

NJDOL refers to the projections prepared in 1998 and updated in 2001 by the New Jersey Department of Labor, Division of Labor Market and Demographic Research.

B. LIST OF CENTERS

As of March 1, 2001 the State Planning Commission had designated 64 Centers—eight Urban, 11 Regional, 27 Town, 14 Villages and four Hamlets. Over 200 additional Centers were either proposed (includes a Center Boundary) or submitted as full petitions in the 1998 county and municipal Cross-acceptance reports and are presented below as Proposed Centers. The reader should refer to the State Plan Policy Map section for a full discussion of Center criteria and functions. The State Planning Commission has also recognized Hudson County and its 12 municipalities as an Urban Complex and the 12 Route 130 municipalities in the Burlington County/Delaware River Corridor Strategic Plan.

Designated Centers and plans endorsed by the State Planning Commission are eligible for priority assistance. Until designated and endorsed by the State Planning Commission, proposed and identified Centers are not eligible for priority assistance.

Designated Centers and Endorsed Plans

COUNTY	CENTER	TYPE	MUNICIPALITY(IES)
ATLANTIC	Atlantic City	Urban Center	Atlantic City
BERGEN	Ridgefield	Town	Ridgefield Borough
BURLINGTON	Chesterfield	Hamlet	Chesterfield Twp.
BURLINGTON	Crosswicks	Village	Chesterfield Twp.
BURLINGTON	Route 130-Delaware River Corridor	Strategic Plan Six Centers: ● Beverly-Delanco-Edgewater Park (Town) ● Burlington City (Town) ● Florence-Roebling (Town) ● Palmyra-Riverton-East Riverton (Town) ● Riverside-Cambridge (Town) ● Willingboro-Edgewater Park (Town) 14 Activity Nodes	Beverly City Burlington City Burlington Twp. Cinnaminson Twp. Delanco Twp. Delran Twp. Edgewater Park Twp. Florence Twp. Palmyra Borough Riverside Twp. Riverton Twp. Willingboro Twp.
BURLINGTON	Sykesville	Hamlet	Chesterfield Twp.
BURLINGTON	TDC Receiving Area	Village	Chesterfield Twp.
BURLINGTON	Vincentown	Village	Southampton Twp.
CAMDEN	Camden	Urban Center	Camden City
CAMDEN	Gloucester City	Town	Gloucester City
CAPE MAY	Avalon	Town	Avalon Borough
CAPE MAY	Cape May	Town	Cape May City

Designated Centers and Endorsed Plans (continued)

COUNTY	CENTER	TYPE	MUNICIPALITY(IES)
CAPE MAY	Cape May Point	Village	Cape May Point Borough
CAPE MAY	Stone Harbor	Town	Stone Harbor Borough
CAPE MAY	The Wildwoods	Regional Center	North Wildwood City West Wildwood Borough Wildwood City Wildwood Crest Borough
CUMBERLAND	Delmont	Village	Maurice River Twp.
CUMBERLAND	Dorchester-Leesburg	Village	Maurice River Twp.
CUMBERLAND	Heislerville	Village	Maurice River Twp.
CUMBERLAND	Mauricetown Station	Hamlet	Maurice River Twp.
CUMBERLAND	Millville-Vineland	Regional Center	Millville City Vineland City
CUMBERLAND	Port Elizabeth-Bricksboro	Village	Maurice River Twp.
ESSEX	Newark	Urban Center	Newark City
HUDSON	Hudson County Urban Complex	Urban Complex One Center: ● Jersey City (Urban Center) 49 Development Activity Areas	Bayonne City East Newark Borough Guttenberg Town Harrison Town Hoboken City Jersey City Kearny Town North Bergen Twp. Secaucus Town Union City Weehawken Twp. West New York Town
MERCER	Hightstown	Town	Hightstown Borough
MERCER	Hopewell	Village	Hopewell Borough
MERCER	Princeton	Regional Center	Princeton Borough Princeton Twp.
MERCER	Trenton	Urban Center	Trenton City
MERCER	Washington Town Center	Town	Washington Twp.
MIDDLESEX	Cranbury	Village	Cranbury Twp.
MIDDLESEX	Metuchen	Town	Metuchen Borough
MIDDLESEX	New Brunswick	Urban Center	New Brunswick City
MONMOUTH	Atlantic Highlands	Town	Atlantic Highlands Borough
MONMOUTH	Freehold	Town	Freehold Borough

Designated Centers and Endorsed Plans (continued)

COUNTY	CENTER	TYPE	MUNICIPALITY(IES)
MONMOUTH	Long Branch	Regional Center	Long Branch City
MONMOUTH	Manasquan	Town	Manasquan Borough
MONMOUTH	Red Bank	Regional Center	Red Bank Borough
MORRIS	Dover	Regional Center	Dover Town
MORRIS	Mendham	Village	Mendham Borough
MORRIS	Morristown	Regional Center	Morristown Town
MORRIS	Netcong	Town	Netcong Borough
OCEAN	Mystic Island	Town	Little Egg Harbor Twp.
OCEAN	New Egypt	Town	Plumsted Twp.
OCEAN	Parkertown	Village	Little Egg Harbor Twp.
OCEAN	Stafford	Regional Center	Stafford Twp.
OCEAN	Tuckerton	Town	Little Egg Harbor Twp. Tuckerton Borough
PASSAIC	Bloomingtondale	Town	Bloomingtondale Borough
PASSAIC	Haledon	Town	Haledon Borough
PASSAIC	Paterson	Urban Center	Paterson City
PASSAIC	Totowa	Town	Totowa Borough
PASSAIC	Wanaque	Town	Wanaque Borough
SALEM	Elmer	Town	Elmer Borough
SALEM	Salem	Regional Center	Salem City
SALEM	Woodstown	Town	Woodstown Borough
SOMERSET	Bernardsville	Town	Bernardsville Borough
SOMERSET	Bound Brook- South Bound Brook	Town	Bound Brook Borough South Bound Brook Borough
SOMERSET	Bridgewater-Raritan- Somerville	Regional Center	Bridgewater Twp. Raritan Borough Somerville Borough
SOMERSET	Manville	Town	Manville Borough
SUSSEX	Andover	Town	Andover Borough
SUSSEX	Hopatcong	Town	Hopatcong Borough
SUSSEX	Newton	Regional Center	Newton Town
UNION	Elizabeth	Urban Center	Elizabeth City
WARREN	Hope	Village	Hope Twp.

Designated Centers and Endorsed Plans (continued)

COUNTY	CENTER	TYPE	MUNICIPALITY(IES)
WARREN	Mount Hermon	Hamlet	Hope Twp.
WARREN	Oxford	Village	Oxford Twp.
WARREN	Washington	Town	Washington Borough Washington Twp.

Proposed Centers

COUNTY	CENTER	TYPE	MUNICIPALITY(IES)
ATLANTIC	Brigantine	Town	Brigantine City
ATLANTIC	Buena	Town	Buena Borough
ATLANTIC	Chestnut Neck	Hamlet	Port Republic City
ATLANTIC	Galloway Town Center	Town	Galloway Twp.
ATLANTIC	Longport	Town	Longport Borough
ATLANTIC	Margate	Town	Margate City
ATLANTIC	Ocean Heights Avenue	Town	Egg Harbor Twp.
ATLANTIC	Oceanville	Village	Galloway Twp.
ATLANTIC	Pleasantville	Town	Pleasantville City
ATLANTIC	Port Republic	Village	Port Republic City
ATLANTIC	Smithville	Town	Galloway Twp.
ATLANTIC	Ventnor	Town	Ventnor City
ATLANTIC	West Atlantic City	Town	Egg Harbor Twp.
ATLANTIC	Wrangleboro Estates	Town	Galloway Twp.
BURLINGTON	Bordentown	Town	Bordentown City
BURLINGTON	Columbus	Village	Mansfield Twp.
BURLINGTON	Georgetown	Village	Mansfield Twp.
BURLINGTON	Hedding	Village	Mansfield Twp.
BURLINGTON	Jacksonville	Hamlet	Springfield Twp.
BURLINGTON	Jobstown	Village	Springfield Twp.
BURLINGTON	Juliustown	Village	Pemberton Twp. Springfield Twp. Wrightstown Borough
BURLINGTON	Lumberton	Village	Lumberton Twp.
BURLINGTON	Mansfield	Village	Mansfield Twp.
BURLINGTON	Maple Shade	Town	Maple Shade Twp.

Proposed Centers (continued)

COUNTY	CENTER	TYPE	MUNICIPALITY(IES)
BURLINGTON	Mount Holly	Regional Center	Eastampton Twp. Hainesport Twp. Lumberton Twp. Mount Holly Twp. Westampton Twp.
BURLINGTON	New Gretna	Village	Bass River Twp.
BURLINGTON	Pemberton	Town	Pemberton Borough Pemberton Twp.
BURLINGTON	Wrightstown	Town	Wrightstown Borough.
CAPE MAY	Cape May Courthouse	Regional Center	Middle Twp.
CAPE MAY	Clermont	Village	Dennis Twp.
CAPE MAY	Del Haven-Green Creek	Village	Middle Twp.
CAPE MAY	Dennisville	Village	Dennis Twp.
CAPE MAY	Eldora	Village	Dennis Twp.
CAPE MAY	Goshen	Village	Middle Twp.
CAPE MAY	Marmora-Palermo- Beasleys Point	Town	Upper Twp
CAPE MAY	Ocean City	Regional Center	Ocean City
CAPE MAY	Ocean View	Village	Dennis Twp.
CAPE MAY	Petersburg	Village	Upper Twp.
CAPE MAY	Rio Grande	Regional Center	Middle Twp.
CAPE MAY	Sea Isle City	Town	Sea Isle City
CAPE MAY	Seaville	Village	Upper Twp.
CAPE MAY	South Dennis	Village	Dennis Twp.
CAPE MAY	South Seaville	Village	Dennis Twp.
CAPE MAY	Strathmere	Village	Upper Twp.
CAPE MAY	Swainton	Hamlet	Middle Twp.
CAPE MAY	Town Bank-North Cape May	Town	Lower Twp.
CAPE MAY	Tuckahoe	Village	Upper Twp.
CAPE MAY	Villas	Town	Lower Twp.
CAPE MAY	West Cape May	Town	West Cape May Borough
CAPE MAY	Whitesboro-Burleigh	Village	Middle Twp.

Proposed Centers (continued)

COUNTY	CENTER	TYPE	MUNICIPALITY(IES)
CUMBERLAND	Bridgeton Regional Center	Regional Center	Bridgeton City Fairfield Twp. Hopewell Twp. Upper Deerfield Twp.
CUMBERLAND	Carmel	Village	Deerfield Twp.
CUMBERLAND	Cedarville	Village	Lawrence Twp.
CUMBERLAND	Centre Grove	Hamlet	Lawrence Twp.
CUMBERLAND	Deerfield	Village	Upper Deerfield Twp.
CUMBERLAND	Dividing Creek	Village	Downe Twp.
CUMBERLAND	Fairton	Village	Fairfield Twp.
CUMBERLAND	Fortescue	Village	Downe Twp.
CUMBERLAND	Gandy's Beach	Hamlet	Downe Twp.
CUMBERLAND	Greenwich	Village	Greenwich Twp.
CUMBERLAND	Laurel Lake	Village	Commercial Twp.
CUMBERLAND	Mauricetown	Village	Commercial Twp.
CUMBERLAND	Money Island Beach	Hamlet	Downe Twp.
CUMBERLAND	Morton and Lebanon Roads Planned Village	Village	Deerfield Twp.
CUMBERLAND	Newport	Village	Downe Twp.
CUMBERLAND	Othello	Hamlet	Greenwich Twp.
CUMBERLAND	Port Norris	Village	Commercial Twp.
CUMBERLAND	Roadstown	Village	Hopewell Twp. Stow Creek Twp.
CUMBERLAND	Rosenhayn	Village	Deerfield Twp.
CUMBERLAND	Sea Breeze	Hamlet	Fairfield Twp.
CUMBERLAND	Seabrook	Village	Upper Deerfield Twp.
CUMBERLAND	Shiloh	Village	Shiloh Borough
CUMBERLAND	Springtown	Hamlet	Greenwich Twp.
CUMBERLAND	Stow Creek Planned Village	Village	Stow Creek Twp.
GLOUCESTER	Center Square- Swedesboro	Regional Center	Logan Twp. Swedesboro Borough Woolwich Twp.
GLOUCESTER	Deptford	Regional Center	Deptford Twp.
GLOUCESTER	Mantua	Town	Mantua Twp.
GLOUCESTER	Woodbury	Town	Woodbury City

Proposed Centers (continued)

COUNTY	CENTER	TYPE	MUNICIPALITY(IES)
HUNTERDON	Bloomsbury	Village	Bloomsbury
HUNTERDON	Bunnvale	Hamlet	Lebanon Twp.
HUNTERDON	Clinton Area	Regional Center	Clinton Town Clinton Twp. Franklin Twp. Lebanon Borough Union Twp.
HUNTERDON	Flemington	Regional Center	Flemington Borough
HUNTERDON	Lambertville	Town	Lambertville City
HUNTERDON	Lower Valley	Hamlet	Lebanon Twp.
HUNTERDON	Mount Airy	Hamlet	West Amwell Twp.
HUNTERDON	New Hampton	Hamlet	Lebanon Twp.
HUNTERDON	Penwell	Hamlet	Lebanon Twp.
HUNTERDON	Riegel Ridge-Spring Mills	Village	Holland Twp.
HUNTERDON	Three Bridges	Village	Readington Twp.
HUNTERDON	Whitehouse Station	Village	Readington Twp.
HUNTERDON	Woodglen	Hamlet	Lebanon Twp.
MERCER	Eldridge Park	Village	Lawrence Twp.
MERCER	Groveville	Hamlet	Hamilton Twp.
MERCER	Lawrenceville	Village	Lawrence Twp.
MERCER	North Crosswicks	Hamlet	Hamilton Twp.
MERCER	Pennington	Village	Pennington Borough Hopewell Twp.
MERCER	Princeton Junction	Village	West Windsor Twp.
MERCER	West Trenton	Village	Ewing Twp.
MIDDLESEX	Cottageville	Hamlet	South Brunswick Twp.
MIDDLESEX	Dayton	Village	South Brunswick Twp.
MIDDLESEX	Deans	Hamlet	South Brunswick Twp.
MIDDLESEX	Dunellen	Town	Dunellen Borough
MIDDLESEX	Edison	Town	Edison Twp.
MIDDLESEX	Fresh Ponds	Hamlet	South Brunswick Twp.
MIDDLESEX	Historic Old Bridge	Village	East Brunswick Twp.
MIDDLESEX	Jamesburg	Town	Jamesburg Borough

Proposed Centers (continued)

COUNTY	CENTER	TYPE	MUNICIPALITY(IES)
MIDDLESEX	Kingston	Village	Franklin Twp. (Somerset) South Brunswick Twp.
MIDDLESEX	Little Rocky Hill	Hamlet	South Brunswick Twp.
MIDDLESEX	Middlesex	Town	Middlesex Borough
MIDDLESEX	Milltown	Town	Milltown Borough
MIDDLESEX	Monmouth Junction	Village	South Brunswick Twp.
MIDDLESEX	Old Bridge Town Center	Village	Old Bridge Twp.
MIDDLESEX	Plainsboro Village	Village	Plainsboro Twp.
MIDDLESEX	South Old Bridge	Village	Old Bridge Twp.
MONMOUTH	Allentown	Village	Allentown Borough
MONMOUTH	Belmar	Town	Belmar Borough
MONMOUTH	Bradley Beach	Town	Bradley Beach Borough
MONMOUTH	Englishtown	Village	Englishtown Borough
MONMOUTH	Greater Freehold	Regional Center	Freehold Twp.
MONMOUTH	Mid-Town Neptune	Town	Neptune Twp.
MONMOUTH	Pine Brook	Village	Tinton Falls Borough
MONMOUTH	Sea Bright	Town	Sea Bright Borough
MONMOUTH	Spring Lake	Town	Spring Lake Borough
MORRIS	Jefferson	Town	Jefferson Twp.
MORRIS	Lincoln Park	Town	Lincoln Park Borough
MORRIS	Milton	Village	Jefferson Twp.
MORRIS	Mount Arlington	Village	Mount Arlington Borough
MORRIS	Mount Freedom	Village	Randolph Twp.
MORRIS	Rockaway	Town	Rockaway Borough
OCEAN	Lacey-Forked River	Town	Lacey Twp.
OCEAN	Seaside Heights	Regional Center	Seaside Heights Borough
OCEAN	Staffordville	Village	Eagleswood Twp.
OCEAN	Toms River	Regional Center	Dover Twp.
OCEAN	Waretown	Village	Ocean Twp.
OCEAN	West Creek	Village	Eagleswood Twp.
PASSAIC	Charlottesburg	Village	West Milford Twp.
PASSAIC	Clinton Road Historic District	Hamlet	West Milford Twp.

Proposed Centers (continued)

COUNTY	CENTER	TYPE	MUNICIPALITY(IES)
PASSAIC	Germantown	Hamlet	West Milford Twp.
PASSAIC	Hewitt	Village	West Milford Twp.
PASSAIC	Little Hamlet	Hamlet	West Milford Twp.
PASSAIC	Macopin	Hamlet	West Milford Twp.
PASSAIC	New City	Village	West Milford Twp.
PASSAIC	Newfoundland	Village	West Milford Twp.
PASSAIC	Oak Ridge	Village	West Milford Twp.
PASSAIC	Otterhole-Weaver Crossroads	Hamlet	West Milford Twp.
PASSAIC	Passaic	Regional Center	Passaic City
PASSAIC	West Milford Town Center	Town	West Milford Twp.
PASSAIC	West Brook-Otterhole	Hamlet	West Milford Twp.
SALEM	Alloway	Village	Alloway Twp.
SALEM	Auburn	Hamlet	Oldmans Twp.
SALEM	Brotmanville	Village	Pittsgrove Twp.
SALEM	Canton	Village	Lower Alloways Creek Twp.
SALEM	Centerton-Olivet	Village	Pittsgrove Twp.
SALEM	Daretown	Village	Upper Pittsgrove Twp.
SALEM	Elk Terrace	Hamlet	Quinton Twp.
SALEM	Elmer Extension North	Town	Upper Pittsgrove Twp.
SALEM	Elmer Extension South	Town	Pittsgrove Twp.
SALEM	Hagersville	Hamlet	Elsinboro Twp.
SALEM	Hancocks Bridge	Village	Lower Alloways Creek Twp.
SALEM	Harmersville	Village	Lower Alloways Creek Twp.
SALEM	Monroeville	Village	Upper Pittsgrove Twp.
SALEM	Norma	Village	Pittsgrove Twp.
SALEM	Oakwood Beach	Village	Elsinboro Twp.
SALEM	Pedricktown	Village	Oldmans Twp.
SALEM	Pole Tavern	Village	Upper Pittsgrove Twp.
SALEM	Quinton	Village	Quinton Twp.
SALEM	Salem City Extension	Regional Center	Mannington Twp.
SALEM	Sharptown	Village	Pilesgrove Twp.

Proposed Centers (continued)

COUNTY	CENTER	TYPE	MUNICIPALITY(IES)
SALEM	Sinnicksons Landing	Village	Elsinboro Twp.
SALEM	Woodstown Extension	Town	Pilesgrove Twp.
SALEM	Yorktown	Village	Pilesgrove Twp.
SOMERSET	Bedminster	Village	Bedminster Twp.
SOMERSET	Bradley Gardens	Village	Bridgewater Twp.
SOMERSET	Clover Hill	Hamlet	Hillsborough Twp.
SOMERSET	Far Hills	Village	Far Hills Borough
SOMERSET	Flagtown	Village	Hillsborough Twp.
SOMERSET	Hillsborough	Town	Hillsborough Twp.
SOMERSET	Martinsville	Village	Bridgewater Twp.
SOMERSET	Montgomery	Village	Montgomery Twp.
SOMERSET	Neshanic	Hamlet	Hillsborough Twp.
SOMERSET	North Plainfield	Town	North Plainfield Borough
SOMERSET	Peapack-Gladstone	Village	Peapack and Gladstone Borough
SOMERSET	Pluckemin	Village	Bedminster Twp.
SOMERSET	Rocky Hill	Village	Rocky Hill Borough
SOMERSET	South Branch	Hamlet	Hillsborough Twp.
SOMERSET	Warrenville	Village	Warren Twp.
SOMERSET	Watchung	Village	Watchung Borough
SUSSEX	Bear Brook	Hamlet	Fredon Twp.
SUSSEX	Blue Heron	Hamlet	Sparta Twp.
SUSSEX	Branchville-Frankford	Regional Center	Branchville Borough Frankford Twp.
SUSSEX	Byram	Village	Byram Twp.
SUSSEX	Franklin-Hamburg- Hardyston-Ogdensburg	Regional Center	Franklin Borough Hamburg Borough Hardyston Twp. Ogdensburg Borough
SUSSEX	Fredon	Village	Fredon Twp.
SUSSEX	Hainesville	Village	Sandyston Twp.
SUSSEX	Hampton	Town	Hampton Twp.
SUSSEX	Kittatinny Lake	Village	Sandyston Twp.
SUSSEX	Layton	Village	Sandyston Twp.

Proposed Centers (continued)

COUNTY	CENTER	TYPE	MUNICIPALITY(IES)
SUSSEX	Montague	Town	Montague Twp.
SUSSEX	Peter's Valley	Hamlet	Sandyston Twp.
SUSSEX	Sparta	Town	Sparta Twp.
SUSSEX	Springdale	Village	Andover Twp.
SUSSEX	Stanhope	Town	Stanhope Borough
SUSSEX	Sussex-Wantage	Regional Center	Sussex Borough Wantage Twp.
SUSSEX	Swartswood	Hamlet	Hampton Twp.
SUSSEX	Tri-State	Village	Montague Twp.
SUSSEX	Tuttle's Corner	Hamlet	Sandyston Twp.
SUSSEX	Vernon	Regional Center	Vernon Twp.
SUSSEX	Woodruffs Gap	Village	Sparta Twp.
WARREN	Allamuchy	Hamlet	Allamuchy Twp.
WARREN	Alpha	Town	Alpha Borough Pohatcong Twp.
WARREN	Belvidere	Town	Belvidere Town
WARREN	Hackettstown	Regional Center	Hackettstown Town Independence Twp. Mansfield Twp. Mount Olive Twp. (Morris) Washington Twp. (Morris)
WARREN	Phillipsburg	Regional Center	Greenwich Twp. Lopatcong Twp. Phillipsburg Town Pohatcong Twp.

Identified Centers

COUNTY	CENTER	TYPE	MUNICIPALITY(IES)
ATLANTIC	Absecon	Town	Absecon City
ATLANTIC	Belcoville	Village	Weymouth Twp.
ATLANTIC	Clarkstown	Hamlet	Hamilton Twp.
ATLANTIC	Corbin City	Village	Corbin City
ATLANTIC	East Vineland	Hamlet	Buena Vista Twp.
ATLANTIC	Somers Point	Town	Somers Point

Identified Centers (continued)

COUNTY	CENTER	TYPE	MUNICIPALITY(IES)
ATLANTIC	Thompsontown	Hamlet	Hamilton Twp.
BERGEN	Bergenfield	Town	Bergenfield Borough
BERGEN	Cliffside Park-Fairview	Town	Cliffside Park Borough Fairview Borough
BERGEN	Edgewater	Town	Edgewater Borough
BERGEN	Elmwood Park- Saddle Brook	Regional Center	Elmwood Park Borough Saddle Brook Twp.
BERGEN	Emerson	Town	Emerson Borough
BERGEN	Englewood	Regional Center	Englewood City
BERGEN	Fair Lawn	Regional Center	Fair Lawn Twp.
BERGEN	Fort Lee	Regional Center	Fort Lee Borough
BERGEN	Franklin Lakes	Town	Franklin Lakes Borough
BERGEN	Garfield-Lodi	Regional Center	Garfield City Lodi Borough
BERGEN	Glen Rock	Town	Glen Rock Borough
BERGEN	Hackensack	Regional Center	Hackensack City
BERGEN	Hillsdale	Town	Hillsdale Borough
BERGEN	Ho-Ho-Kus	Town	Ho-Ho-Kus Borough
BERGEN	Lyndhurst	Town	Lyndhurst Twp.
BERGEN	Mahwah-Ramsey- Allendale-Upper Saddle River	Regional Center	Allendale Borough Mahwah Twp. Ramsey Borough Upper Saddle River Borough
BERGEN	Montvale-Park Ridge- Woodcliff Lake	Regional Center	Montvale Borough Park Ridge Borough Woodcliff Lake Borough
BERGEN	Oakland	Town	Oakland Borough
BERGEN	Oradell	Town	Oradell Borough
BERGEN	Paramus-Maywood- Rochelle Park	Regional Center	Maywood Borough Paramus Borough Rochelle Park Twp.
BERGEN	Ridgefield Park	Town	Ridgefield Park Village
BERGEN	Ridgewood	Regional Center	Ridgewood Village
BERGEN	River Edge	Town	River Edge Borough

Identified Centers (continued)

COUNTY	CENTER	TYPE	MUNICIPALITY(IES)
BERGEN	Rutherford-Carlstadt- East Rutherford-Wallington- Wood-Ridge	Regional Center	Carlstadt Borough East Rutherford Borough Rutherford Borough Wallington Borough Wood-Ridge Borough
BERGEN	Teaneck	Regional Center	Teaneck Twp.
BERGEN	Teterboro	Town	Teterboro Borough
BERGEN	Waldwick	Town	Waldwick Borough
BERGEN	Westwood	Town	Westwood Borough
BURLINGTON	Cookstown	Village	North Hanover Twp.
BURLINGTON	Crystal Lake	Village	Bordentown Twp. Mansfield Twp.
BURLINGTON	Fieldsboro	Town	Fieldsboro Borough
BURLINGTON	Moorestown	Town	Moorestown Twp.
CAMDEN	Berlin	Town	Berlin Borough Berlin Twp.
CAMDEN	Blackwood	Town	Gloucester Twp.
CAMDEN	Brooklawn	Town	Brooklawn Borough
CAMDEN	Cherry Hill	Regional Center	Cherry Hill Twp.
CAMDEN	Chews Landing	Village	Gloucester Twp.
CAMDEN	Collingswood	Town	Collingswood Borough
CAMDEN	Gibbsboro	Town	Gibbsboro Borough
CAMDEN	Glendora	Village	Gloucester Twp.
CAMDEN	Haddonfield	Town	Haddonfield Borough
CAMDEN	Lindenwold	Regional Center	Lindenwold Borough
CAMDEN	Pine Hill	Town	Pine Hill Borough
CAMDEN	Sicklerville	Town	Gloucester Twp. Winslow Twp.
ESSEX	Montclair	Regional Center	Montclair Twp.
GLOUCESTER	Clarksboro	Village	East Greenwich Twp.
GLOUCESTER	Clayton	Town	Clayton Borough
GLOUCESTER	Cross Keys	Village	Monroe Twp.
GLOUCESTER	Elk	Regional Center	Elk Twp.
GLOUCESTER	Fairview	Village	Washington Twp.

Identified Centers (continued)

COUNTY	CENTER	TYPE	MUNICIPALITY(IES)
GLOUCESTER	Franklinville	Village	Franklin Twp.
GLOUCESTER	Gibbstown	Village	Greenwich Twp.
GLOUCESTER	Glassboro	Town	Glassboro Borough
GLOUCESTER	Malaga	Village	Franklin Twp.
GLOUCESTER	Mickleton	Village	East Greenwich Twp.
GLOUCESTER	Mount Royal	Village	East Greenwich Twp.
GLOUCESTER	Mullica Hill	Village	Harrison Twp.
GLOUCESTER	Newfield	Village	Newfield Borough
GLOUCESTER	Paulsboro	Village	Paulsboro Borough
GLOUCESTER	Pitman	Town	Pitman Borough
GLOUCESTER	Route 623	Hamlet	Harrison Twp.
GLOUCESTER	Wenonah	Village	Wenonah Borough
GLOUCESTER	Westville	Town	Westville Borough
GLOUCESTER	Williamstown	Town	Monroe Twp.
HUNTERDON	Baptistown	Hamlet	Kingwood Twp.
HUNTERDON	Barbertown	Hamlet	Kingwood Twp.
HUNTERDON	Califon	Village	Califon Borough
HUNTERDON	Cherryville	Hamlet	Franklin Twp.
HUNTERDON	Clover Hill	Hamlet	Raritan Twp.
HUNTERDON	Cokesbury	Hamlet	Tewksbury Twp.
HUNTERDON	Croton	Hamlet	Raritan Twp.
HUNTERDON	Everittstown	Hamlet	Alexandria Twp.
HUNTERDON	Frenchtown	Village	Frenchtown Borough
HUNTERDON	Glen Gardner	Village	Glen Gardner Borough
HUNTERDON	Hampton	Village	Hampton Borough
HUNTERDON	High Bridge	Town	High Bridge Borough
HUNTERDON	Jutland	Hamlet	Union Twp.
HUNTERDON	Linvale	Hamlet	East Amwell Twp.
HUNTERDON	Little York	Hamlet	Alexandria Twp.
HUNTERDON	Milford	Town	Milford Borough
HUNTERDON	Mount Pleasant	Hamlet	Alexandria Twp.
HUNTERDON	Mountainville	Hamlet	Tewksbury Twp.
HUNTERDON	Norton	Hamlet	Union Twp.

Identified Centers (continued)

COUNTY	CENTER	TYPE	MUNICIPALITY(IES)
HUNTERDON	Oldwick	Village	Tewksbury Twp.
HUNTERDON	Pattensburg	Hamlet	Union Twp.
HUNTERDON	Pittstown	Village	Franklin Twp.
HUNTERDON	Potterstown	Hamlet	Readington Twp.
HUNTERDON	Pottersville	Hamlet	Tewksbury Twp.
HUNTERDON	Quakertown	Hamlet	Franklin Twp.
HUNTERDON	Readington	Hamlet	Readington Twp.
HUNTERDON	Reaville	Hamlet	East Amwell Twp.
HUNTERDON	Ringoes	Village	East Amwell Twp.
HUNTERDON	Rocktown	Hamlet	East Amwell Twp.
HUNTERDON	Rosemont	Hamlet	Delaware Twp.
HUNTERDON	Sergeantsville	Village	Delaware Twp.
HUNTERDON	Stanton	Hamlet	Readington Twp.
HUNTERDON	Stockton	Village	Stockton Borough
HUNTERDON	Vernoy	Hamlet	Tewksbury Twp.
HUNTERDON	Wertsville	Hamlet	East Amwell Twp.
HUNTERDON	West Portal	Hamlet	Bethlehem Twp.
HUNTERDON	Whitehouse	Hamlet	Readington Twp.
MERCER	Edinburg	Village	West Windsor Twp.
MERCER	Gordon Simpson Estate	Town	Washington Twp.
MERCER	I-95	Regional Center	Hopewell Twp.
MERCER	Marshall's Corner	Village	Hopewell Twp.
MERCER	NJ Turnpike Exit 7A	Regional Center	Washington Twp.
MERCER	New Sharon	Hamlet	Washington Twp.
MERCER	Route I-West Windsor	Regional Center	West Windsor Twp.
MERCER	Titusville	Village	Hopewell Twp.
MERCER	Windsor	Village	Washington Twp.
MIDDLESEX	Applegarth	Village	Monroe Twp.
MIDDLESEX	Avenel-Woodbridge	Town	Woodbridge Twp.
MIDDLESEX	Carteret	Town	Carteret Borough
MIDDLESEX	Clara Barton-Amboy Avenue Town Center	Town	Edison Twp.
MIDDLESEX	Colonia-Iselin	Town	Woodbridge Twp.

Identified Centers (continued)

COUNTY	CENTER	TYPE	MUNICIPALITY(IES)
MIDDLESEX	Cranbury Station	Hamlet	Cranbury Twp.
MIDDLESEX	Fords	Town	Woodbridge Twp.
MIDDLESEX	Gravel Hill	Hamlet	Monroe Twp.
MIDDLESEX	Helmetta	Village	Helmetta Borough
MIDDLESEX	Highland Park	Town	Highland Park Borough
MIDDLESEX	Kendall Park	Town	South Brunswick Twp.
MIDDLESEX	Laurence Harbor	Town	Old Bridge Twp.
MIDDLESEX	Matchaponix	Hamlet	Monroe Twp.
MIDDLESEX	Metropark- Woodbridge Center	Regional Center	Edison Twp. Woodbridge Twp.
MIDDLESEX	Morgan	Town	Sayreville Borough
MIDDLESEX	Mounts Mills	Hamlet	Monroe Twp.
MIDDLESEX	NJ Turnpike Interchange 8A	Regional Center	Monroe Twp. South Brunswick Twp.
MIDDLESEX	NJ Turnpike Interchange 9-Route 18	Regional Center	East Brunswick Twp.
MIDDLESEX	North Central Monroe	Town	Monroe Twp.
MIDDLESEX	North Edison	Town	Edison Twp.
MIDDLESEX	Perth Amboy	Regional Center	Perth Amboy City
MIDDLESEX	Raritan Center	Regional Center	Edison Twp. Woodbridge Twp.
MIDDLESEX	Route 1-North Brunswick	Town	North Brunswick Twp.
MIDDLESEX	Route 33	Town	Monroe Twp.
MIDDLESEX	Route 130 Corridor	Town	North Brunswick Twp.
MIDDLESEX	Sayreville	Town	Sayreville Borough
MIDDLESEX	Sewaren	Town	Woodbridge Twp.
MIDDLESEX	South Amboy	Town	South Amboy City
MIDDLESEX	South Plainfield	Town	South Plainfield Borough
MIDDLESEX	South River	Town	South River Borough
MIDDLESEX	Spotswood	Town	Spotswood Borough
MIDDLESEX	Tracy	Hamlet	Monroe Twp.
MONMOUTH	Aberdeen	Town	Aberdeen Twp.
MONMOUTH	Adelphia	Hamlet	Howell Twp.
MONMOUTH	Asbury Park	Regional Center	Asbury Park City

Identified Centers (continued)

COUNTY	CENTER	TYPE	MUNICIPALITY(IES)
MONMOUTH	Campbells Junction	Village	Middletown Twp.
MONMOUTH	Eatontown	Regional Center	Eatontown Borough
MONMOUTH	Farmingdale	Town	Farmingdale Borough
MONMOUTH	Hance Park	Village	Tinton Falls Borough
MONMOUTH	Hazlet	Town	Hazlet Borough
MONMOUTH	Highlands	Town	Highlands Borough
MONMOUTH	Holmdel	Village	Holmdel Twp.
MONMOUTH	Imlaystown	Hamlet	Upper Freehold Twp.
MONMOUTH	Keansburg	Town	Keansburg Borough
MONMOUTH	Keyport	Town	Keyport Borough
MONMOUTH	Leonardo	Village	Middletown Twp.
MONMOUTH	Lincroft	Village	Middletown Twp.
MONMOUTH	Marlboro	Village	Marlboro Twp.
MONMOUTH	Matawan	Town	Matawan Borough
MONMOUTH	New Canton	Village	Upper Freehold Twp. (Monmouth Co.) Washington Twp. (Mercer Co.)
MONMOUTH	North Middletown	Village	Middletown Twp.
MONMOUTH	Reevytown	Village	Tinton Falls Twp.
MONMOUTH	Roosevelt	Village	Roosevelt Borough
MONMOUTH	Route 35 and Kings Highway Town Center	Town	Middletown Twp.
MONMOUTH	Union Beach	Town	Union Beach Borough
MORRIS	Beach Glen	Village	Rockaway Twp.
MORRIS	Berkshire Valley	Village	Jefferson Twp.
MORRIS	Budd Lake	Village	Mount Olive Twp.
MORRIS	Butler	Town	Butler Borough
MORRIS	Chatham	Town	Chatham Twp.
MORRIS	Chester	Town	Chester Borough
MORRIS	Denville	Town	Denville Twp.
MORRIS	Flanders	Village	Mount Olive Twp.
MORRIS	Gillette	Village	Long Hill Twp.
MORRIS	Green Pond	Village	Rockaway Twp.

Identified Centers (continued)

COUNTY	CENTER	TYPE	MUNICIPALITY(IES)
MORRIS	Green Village	Village	Chatham Twp.
MORRIS	Hibernia	Village	Rockaway Twp.
MORRIS	Ironia	Hamlet	Randolph Twp.
MORRIS	Lake Telemark	Village	Rockaway Twp.
MORRIS	Long Valley	Village	Washington Twp.
MORRIS	Madison	Town	Madison Borough
MORRIS	Marcella	Village	Rockaway Twp.
MORRIS	Meriden	Village	Rockaway Twp.
MORRIS	Meyersville	Hamlet	Long Hill Twp.
MORRIS	Millington	Village	Long Hill Twp.
MORRIS	Pequannock	Town	Pequannock Twp.
MORRIS	Pompton Plains	Town	Pequannock Twp.
MORRIS	Randolph	Regional Center	Randolph Twp.
MORRIS	Rockaway Town Square	Regional Center	Rockaway Twp.
MORRIS	Route 206-Cooper Lane	Village	Chester Twp.
MORRIS	Stirling	Village	Long Hill Twp.
OCEAN	Barnegat	Village	Barnegat Twp.
OCEAN	Barnegat Light	Town	Barnegat Light Borough
OCEAN	Bay Head	Town	Bay Head Borough
OCEAN	Beach Haven	Town	Beach Haven Borough Long Beach Twp.
OCEAN	Cassville	Village	Jackson Twp.
OCEAN	Cedar Bonnet Island	Hamlet	Stafford Twp.
OCEAN	Cedar Run	Village	Stafford Twp.
OCEAN	Harvey Cedars	Town	Harvey Cedars Borough
OCEAN	Holmansville	Hamlet	Jackson Twp.
OCEAN	Island Heights	Town	Island Heights Borough
OCEAN	Jackson	Regional Center	Jackson Twp.
OCEAN	Jackson-Great Adventure	Regional Center	Jackson Twp.
OCEAN	Lakehurst	Town	Lakehurst Borough
OCEAN	Lakewood	Regional Center	Lakewood Twp.
OCEAN	Lavallette	Town	Lavallette Borough
OCEAN	Long Beach	Town	Long Beach Twp.

Identified Centers (continued)

COUNTY	CENTER	TYPE	MUNICIPALITY(IES)
OCEAN	Long Swamp	Hamlet	Plumsted Twp.
OCEAN	Manchester	Regional Center	Manchester Twp.
OCEAN	Mantoloking	Town	Mantoloking Borough
OCEAN	Marshall's Corner	Hamlet	Plumsted Twp.
OCEAN	Mayetta	Hamlet	Stafford Twp.
OCEAN	Ocean Gate	Town	Ocean Gate Borough
OCEAN	Point Pleasant	Town	Point Pleasant Borough
OCEAN	Point Pleasant Beach	Town	Point Pleasant Beach Borough
OCEAN	Route 528 Jackson	Hamlet	Jackson Twp.
OCEAN	Route 528 Plumsted	Village	Plumsted Twp.
OCEAN	Route 539 and 537	Village	Plumsted Twp.
OCEAN	Seaside Park	Town	Seaside Park Borough
OCEAN	Ship Bottom	Town	Ship Bottom Borough
OCEAN	Stafford Forge	Village	Stafford Twp.
OCEAN	Surf City	Town	Surf City Borough
OCEAN	Van Hiseville	Hamlet	Jackson Twp.
PASSAIC	Clifton	Regional Center	Clifton City
PASSAIC	Glenwild Lake	Hamlet	Bloomingtondale Borough
PASSAIC	Hawthorne	Town	Hawthorne Borough
PASSAIC	Lake losco	Hamlet	Bloomingtondale Borough
PASSAIC	Lake Kampfe	Hamlet	Bloomingtondale Borough
PASSAIC	Little Falls	Town	Little Falls Twp.
PASSAIC	Pompton Lakes	Town	Pompton Lakes Borough
PASSAIC	Upper Ringwood	Village	Ringwood Borough
PASSAIC	Wayne	Regional Center	Wayne Twp.
SALEM	Penns Grove	Town	Penns Grove Borough Carneys Point Twp.
SALEM	Pennsville	Town	Pennsville Twp.
SALEM	Perkintown/I-295	Village	Oldmans Twp.
SALEM	Route 540	Village	Mannington Twp.
SALEM	Route 657	Village	Mannington Twp.
SALEM	US 40	Village	Pittsgrove Twp.

Identified Centers (continued)

COUNTY	CENTER	TYPE	MUNICIPALITY(IES)
SOMERSET	Basking Ridge-Lyons	Town	Bernards Twp.
SOMERSET	Belle Mead	Hamlet	Montgomery Twp.
SOMERSET	Blawenburg	Hamlet	Montgomery Twp.
SOMERSET	Centerville	Hamlet	Branchburg Twp.
SOMERSET	East Millstone	Village	Franklin Twp.
SOMERSET	Franklin Park	Village	Franklin Twp.
SOMERSET	Griggstown	Hamlet	Franklin Twp.
SOMERSET	Harlingen	Hamlet	Montgomery Twp.
SOMERSET	Hillsborough Village Square	Village	Hillsborough Twp.
SOMERSET	Liberty Corner	Village	Bernards Twp.
SOMERSET	Middlebush	Village	Franklin Twp.
SOMERSET	Millstone	Village	Millstone Borough
SOMERSET	Neshanic Station	Village	Branchburg Twp.
SOMERSET	North Branch	Village	Branchburg Twp.
SOMERSET	Pike Run	Village	Montgomery Twp.
SOMERSET	Skillman	Hamlet	Montgomery Twp.
SOMERSET	Somerset	Town	Franklin Twp.
SOMERSET	Zarephath	Hamlet	Franklin Twp.
SOMERSET	Zion	Hamlet	Hillsborough Twp. Montgomery Twp.
SUSSEX	Barry Lakes	Village	Vernon Twp.
SUSSEX	Beemerville	Hamlet	Wantage Twp.
SUSSEX	Cliffwood Lake	Village	Vernon Twp.
SUSSEX	Colesville	Hamlet	Wantage Twp.
SUSSEX	Drew Lakes	Village	Vernon Twp.
SUSSEX	Glenwood	Village	Vernon Twp.
SUSSEX	Greendell	Hamlet	Green Twp.
SUSSEX	High Breeze	Hamlet	Vernon Twp.
SUSSEX	Highland Lakes	Village	Vernon Twp.
SUSSEX	Lafayette	Village	Lafayette Twp.
SUSSEX	Lake Conway	Hamlet	Vernon Twp.
SUSSEX	Lake Glenwood	Hamlet	Vernon Twp.
SUSSEX	Lake Panorama	Village	Vernon Twp.

Identified Centers (continued)

COUNTY	CENTER	TYPE	MUNICIPALITY(IES)
SUSSEX	Lake Tranquility	Village	Green Twp.
SUSSEX	Lake Wallkill	Hamlet	Vernon Twp.
SUSSEX	Middleville	Hamlet	Stillwater Twp.
SUSSEX	Pleasant Valley Lake	Village	Vernon Twp.
SUSSEX	Quarryville	Hamlet	Wantage Twp.
SUSSEX	Stillwater	Village	Stillwater Twp.
SUSSEX	Sussex Hills	Village	Sparta Twp.
SUSSEX	Swartswood	Village	Stillwater Twp.
SUSSEX	Tranquility	Hamlet	Green Twp.
SUSSEX	Vernon Valley Lake	Village	Vernon Twp.
UNION	Cranford	Regional Center	Cranford Twp.
UNION	Fanwood	Town	Fanwood Borough
UNION	Garwood	Town	Garwood Borough
UNION	Linden	Regional Center	Linden City
UNION	Plainfield	Regional Center	Plainfield City
UNION	Rahway	Regional Center	Rahway City
UNION	Roselle Park	Town	Roselle Park Borough
UNION	Springfield	Town	Springfield Twp.
UNION	Summit	Regional Center	Summit City
UNION	Union	Regional Center	Union Twp.
UNION	Westfield	Regional Center	Westfield Town
WARREN	Anderson	Village	Mansfield Twp.
WARREN	Asbury	Village	Franklin Twp.
WARREN	Beattystown	Hamlet	Mansfield Twp.
WARREN	Blairstown	Village	Blairstown Twp.
WARREN	Brainards	Hamlet	Harmony Twp.
WARREN	Bridgeville	Hamlet	White Twp.
WARREN	Broadway	Village	Franklin Twp.
WARREN	Buttzville	Hamlet	White Twp.
WARREN	Carpentersville	Hamlet	Pohatcong Twp.
WARREN	Changewater	Hamlet	Washington Twp.
WARREN	Columbia	Village	Knowlton Twp.
WARREN	Delaware	Village	Knowlton Twp.

Identified Centers (continued)

COUNTY	CENTER	TYPE	MUNICIPALITY(IES)
WARREN	Finesville	Hamlet	Pohatcong Twp.
WARREN	Foul Rift	Hamlet	White Twp.
WARREN	Great Meadows	Hamlet	Independence Twp.
WARREN	Hainesburg	Hamlet	Knowlton Twp.
WARREN	Harmony	Village	Harmony Twp.
WARREN	Harmony Station	Hamlet	Harmony Twp.
WARREN	Hutchinson	Hamlet	Harmony Twp.
WARREN	Johnsonburg	Village	Frelinghuysen Twp.
WARREN	Karrsville	Hamlet	Mansfield Twp.
WARREN	Lake Susquehanna	Hamlet	Blairstown Twp.
WARREN	Manunkachunk	Hamlet	Knowlton Twp.
WARREN	Marksboro	Hamlet	Frelinghuysen Twp.
WARREN	Mountain Lake	Village	Liberty Twp.
WARREN	New Village	Hamlet	Franklin Twp.
WARREN	Panther Valley	Village	Allamuchy Twp.
WARREN	Port Murray	Village	Mansfield Twp.
WARREN	Riegelsville	Hamlet	Pohatcong Twp.
WARREN	Springtown	Hamlet	Pohatcong Twp.
WARREN	Stewartsville	Hamlet	Greenwich Twp.
WARREN	Townsbury	Hamlet	Liberty Twp.
WARREN	Vienna	Hamlet	Independence Twp.
WARREN	Walnut Valley	Hamlet	Blairstown Twp.
WARREN	Warren Glen	Hamlet	Pohatcong Twp.

C. PUBLICATIONS LIST

This section contains publications of the Office of State Planning. Publications listed as Technical Reference Documents were prepared by consultants or staff to inform deliberations of the State Planning Commission. Technical Reference Documents do not represent policies or other provisions of the adopted State Development and Redevelopment Plan or State Planning Rules.

Publications can be ordered on-line on the Internet World Wide Web at www.njstateplan.com/osppubs.htm. A number of publications are directly available on-line for review. Additional public information materials including newsletters, brochures and videos are also available. Out-of-print documents are available for inspection at the Office of State Planning.

- 1 State Planning Act of 1985 (N.J.S.A. 52:18A-196 et seq.).
- 2 New Jersey Land Use Planning, A Survey of Public Opinion, Vol. I: Analytical Report. The Gallup Organization, January 1987. (Technical Reference Document) (Out of print)
- 3 New Jersey Land Use Planning, A Survey of Public Opinion, Vol. II: Tabular Report. The Gallup Organization, January 1987. (Technical Reference Document) (Out of print)
- 4 New Jersey Land Use Planning, A Survey of Public Opinion, Vol. III: Supplemental Report. The Gallup Organization, January 1987. (Technical Reference Document) (Out of print)
- 5 Report on New Jersey Council on Affordable Housing. Siemon, Larsen, Mattlin & Purdy, January 1987. (Technical Reference Document)
- 6 Report on Regional Planning in New Jersey. Siemon, Larsen, Mattlin & Purdy, January 1987. (Technical Reference Document)
- 7 The State Planning Process in New Jersey. Siemon, Larsen, Mattlin & Purdy, January 1987. (Technical Reference Document)
- 8 Statewide Growth Management Programs in Other States. Siemon, Larsen, Mattlin & Purdy, January 1987. (Technical Reference Document)
- 9 Summary of Public Opinion Poll Conducted December 5-14, 1986. New Jersey Office of State Planning, January 1987. (Technical Reference Document)
- 10 Growth Management Approaches Report for the New Jersey State Development and Redevelopment Plan. Freilich, Leitner, Carlisle & Shortlidge, February 1987. (Technical Reference Document)
- 11 Trends and Hard Choices: Setting Policy Objectives for New Jersey's Future. New Jersey Office of State Planning, 1987. (Technical Reference Document)
- 12 By-Laws of the State Planning Commission. New Jersey State Planning Commission, March 1987.
- 13 Environment Management Standards. Siemon, Larsen, Mattlin & Purdy, April 1987. (Technical Reference Document)
- 14 Implementation Report. Freilich, Leitner, Carlisle & Shortlidge, April 1987. (Technical Reference Document)
- 15 Infrastructure Needs Assessment. Hammer, Siler, George Associates, May 1987. (Technical Reference Document)
- 16 Technical Memoranda on Past Growth, Existing Conditions and Growth Projections. Hammer, Siler, George Associates, May 1987. (Technical Reference Document)
- 17 Comparison of Infrastructure for Alternative Concept Plans for New Jersey. Wallace, Roberts & Todd in consultation with Robert Freilich, June 1987. (Technical Reference Document)
- 18 Delineation and Comparison of Alternative Futures. Wallace, Roberts & Todd in consultation with Robert Freilich, January 1988. (Technical Reference Document)

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- 19 The Preliminary Draft Plan: Policies and Standards. Wallace, Roberts & Todd in consultation with Robert Freilich, June 1987. (Technical Reference Document)
- 20 The Tier Concept Applied to New Jersey. Wallace, Roberts & Todd in consultation with Robert Freilich, June 1987. (Technical Reference Document)
- 21 Trends and Patterns of Growth. Wallace, Roberts & Todd in consultation with Robert Freilich, June 1987. (Technical Reference Document)
- 22 Environmental Planning Elements. Rogers, Golden & Halpern, January 1988. (Technical Reference Document)
- 23 Market Trend Perspectives of New Jersey Business and Development Leadership. Hammer, Siler, George Associates, September 1988. (Technical Reference Document)
- 24 Development Standards for Limited Growth Areas. Freilich, Leitner, Carlisle & Shortlidge, November 1987. (Technical Reference Document)
- 25 The Taking Issue. Siemon, Larsen, Mattlin & Purdy, December 1987. (Technical Reference Document)
- 26 Statement of Purpose of the New Jersey State Planning Commission. New Jersey State Planning Commission, October 31, 1986. Revised February 13, 1987.
- 27 Chronology of State Planning in New Jersey. New Jersey Office of State Planning, 1987.
- 28 What is Cross-acceptance? New Jersey Office of State Planning, 1987. (Brochure)
- 29 State Planning Rules. N.J.A.C. 17:32 et seq. New Jersey State Planning Commission, March 21, 1988 and subsequent amendments. (Technical Reference Document)
- 30 The New Jersey Freshwater Wetlands Protection Act as it Relates to Stream Corridor Buffer Considerations in the State Development and Redevelopment Guide Plan. Rogers, Golden & Halpern, January 1988. (Technical Reference Document)
- 31 Infrastructure Needs Assessment, Vol. II: Transportation. New Jersey Office of State Planning, January 1988. (Technical Reference Document)
- 32 Development of Nitrate Dilution Model. Rogers, Golden & Halpern, December 1988 (revised). (Technical Reference Document)
- 33 Suburban Technical Advisory Committee Report. Submitted to the New Jersey Office of State Planning, May 1988.
- 34 Infrastructure Technical Advisory Committee Report. Submitted to the New Jersey Office of State Planning, June 1988.
- 35 Peer Review Technical Advisory Committee Report. Submitted to the New Jersey Office of State Planning, June 1988.
- 36 Urban Policy Technical Advisory Committee Report. Submitted to the New Jersey Office of State Planning, June 1988.
- 37 Agriculture Technical Advisory Committee Report. Submitted to the New Jersey Office of State Planning, July 1988.
- 38 Housing Technical Advisory Committee Report. Submitted to the New Jersey Office of State Planning, July 1988.
- 39 Capital Facilities Technical Advisory Committee Report. Submitted to the New Jersey Office of State Planning, July 1988.
- 40 Environmental Assessment Technical Advisory Committee Report. Submitted to the New Jersey Office of State Planning, July 1988.
- 41 Rural Policy Technical Advisory Committee Report. Submitted to the New Jersey Office of State Planning, July 1988.

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- 42 Transportation/Air Quality Technical Advisory Committee Report. Submitted to the New Jersey Office of State Planning, July 1988.
- 43 Economic Fiscal Impact Technical Advisory Committee Report. Submitted to the New Jersey Office of State Planning, August 1988.
- 44 Tracking Growth and Change in New Jersey: A Framework for a Growth Management Information Program for the New Jersey State Development and Redevelopment Plan. The Urban Institute, December 1988. (Technical Reference Document.)
- 45 A Citizen's Guide to the State Planning Process. New Jersey Office of State Planning, n.d. (Brochure)
- 46 Land Availability Analysis of the Draft Preliminary State Development and Redevelopment Plan. New Jersey Office of State Planning, March 1989 (revised). (Technical Reference Document)
- 47 Planning for the Future, A Program about the State Development and Redevelopment Plan. New Jersey State Planning Commission, 1988. (Video)
- 48 1988 Planning Calendar. New Jersey Office of State Planning, 1988. (Out of print)
- 49 Tomorrow's New Jersey. New Jersey State Planning Commission, 1988. (Brochure)
- 50-1 Draft Preliminary State Development and Redevelopment Plan. 2 vols. New Jersey State Planning Commission, January 1988.
- 50-2 Draft Preliminary State Development and Redevelopment Plan: Executive Summary. New Jersey Office of State Planning, January 1988. 26 pages.
- 51 Communities of Place: The New Jersey Preliminary State Development and Redevelopment Plan. 3 vols. New Jersey State Planning Commission, November 1988. (Out of print).
- 52 Cross-acceptance Manual. New Jersey Office of State Planning, May 1988.
- 53 The State Planning Bulletin. November 1987 - October 1988. Superseded by Communities of Place, The State Planning Bulletin, February 1989.
- 54 Population Trends and Projections. New Jersey Office of State Planning, June 1991, revised. (Technical Reference Document)
- 55-1 Housing Trends and Projections. New Jersey Office of State Planning, June 1989. (Technical Reference Document)
- 55-2 Housing Accommodation by the State Development and Redevelopment Plan. New Jersey Office of State Planning, June 1989. (Technical Reference Document)
- 56 County Informational Meetings Abstracts. New Jersey Office of State Planning, 1989.
- 57 Description of the Negotiation Phase of Cross-acceptance. New Jersey Office of State Planning, September 1989.
- 58 Communities of Place (Video). New Jersey Office of State Planning, 1989.
- 59 Distributing Population and Employment Forecasts to Municipalities. James Reilly and Paul Gottlieb. New Jersey Office of State Planning, April 1990. (Technical Reference Document)
- 60 Projecting Costs for Roads under Various Growth Scenarios. Paul Gottlieb. New Jersey Office of State Planning, April 1990. (Technical Reference Document)
- 61 Projecting State and Local Operating Budgets under Various Growth Scenarios. Paul Gottlieb. New Jersey Office of State Planning, April 1990. (Technical Reference Document)
- 62 Projecting Cost for School Buildings under Various Growth Scenarios. James Reilly. New Jersey Office of State Planning, April 1990. (Technical Reference Document)
- 63 Projecting Cost for Wastewater Collection under Various Growth Scenarios. James Reilly. New Jersey Office of State Planning, April 1990. (Technical Reference Document)

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- 64 Communities of Place, the State Planning Bulletin. New Jersey State Planning Commission, January 1990. Superseded the State Planning Bulletin. Superseded by the Office of State Planning Notes.
- 65 A Guide to Cross-acceptance Negotiations. New Jersey State Planning Commission, 1990. (Brochure)
- 66 Cross-acceptance Issues: Preliminary Staff Analysis. New Jersey Office of State Planning, January 1990.
- 67 Fact and Fiction about the Preliminary State Development and Redevelopment Plan and the State Planning Process. New Jersey Office of State Planning, January 1990. (Brochure)
- 68 Planning for Natural and Cultural Resources: A Report of the Natural Resources State Planning Advisory Committee. New Jersey Office of State Planning, November 1990.
- 69 Regional Design: A Report of the Regional Design System State Planning Advisory Committee. New Jersey Office of State Planning, November 1990.
- 70 Regional Design: A Report of the Regional Design System State Planning Advisory Committee, Executive Summary. New Jersey Office of State Planning, November 1990.
- 71 Housing: A Report of the Housing State Planning Advisory Committee. New Jersey Office of State Planning, November 1990.
- 72 Communities of Place: The Interim State Development and Redevelopment Plan for the State of New Jersey. New Jersey State Planning Commission, July 12, 1991.
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- 75 Peer Review State Planning Advisory Committee. New Jersey Office of State Planning, November 1991.
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D. GLOSSARY

Although these definitions are consistent, to the extent practicable, with state statutes and regulations, they are meant to be used only in the context of the Plan, and are not meant to supersede definitions in such statutes or regulations.

Access Management Plan means a plan showing the design of access for every lot on a given road or highway segment.

Affordable Housing means housing with a sales price or rent within the means of a low- and moderate-income household as defined by the **Council on Affordable Housing**.

Agricultural Development means development that is directly related to agriculture and occurs on a parcel of land where agriculture occurs, including dwellings for individuals and associated households actively engaged in agriculture on the site.

Agricultural Management Practices means those farming techniques recommended by the **State Agriculture Development Committee** and includes but is not limited to practices for the following purposes:

1. the production of agricultural and horticultural crops, trees and forest products, livestock, and poultry and other commodities as described in the Standard Industrial Classification for agriculture, forestry, fishing and trapping;
2. the processing and packaging of the agricultural output of the farm;
3. the wholesale and retail marketing of the agricultural output of the farm and related products that contribute to farm income;
4. the replenishment of soil nutrients;
5. the control of pests, predators and diseases of plants and animals;
6. the clearing of woodlands, the installation and maintenance of vegetative and terrain alterations and other physical facilities for water and soil conservation and surface water control in wetlands areas; and
7. the on-site disposal of organic agricultural wastes.

Agriculture means farming in all its branches and including:

1. the cultivation and tillage of the soil;
2. the production, cultivation, growing, and harvesting of any agricultural, viticultural or horticultural commodities;
3. the raising and/or the breeding of livestock including but not limited to dairy and beef cattle, sheep, goats, fur-bearing animals, companion animals, poultry and swine;
4. the breeding, boarding, raising or training of equine;
5. the commercial harvesting, production and processing of fish and shellfish, including aquaculture and marine production;
6. the commercial production of bees and apiary products;
7. the production of nursery, sod, floriculture and forest products; and
8. the harvesting, storage, grading, packaging, processing, distribution, and sale of such commodities where such activities occur at the point of production.

Aquaculture means the propagation, rearing and subsequent harvesting of aquatic organisms with the need for an approximate source of water in controlled or selected environments, and the subsequent processing, packing and marketing.

Aquatic Organism means and includes, but need not be limited to, finfish, mollusks, crustaceans, and aquatic plants.

Glossary (continued)

- Aquifer** means a subsurface geological formation which produces water to wells or other surface waters.
- Aquifer Recharge Area** means the surface area (land or water) through which an aquifer is replenished. (See **Prime Aquifer Recharge Area** and **Locally Important Aquifer Recharge Area**)
- Arterial Highway** means a highway designed for high-speed travel between or within communities or to and from collectors and expressways. These highways provide mobility as a primary function and access as a secondary function.
- Barren Land** means land covered by thin soil, sand or rocks, with little or no vegetation, in a non-urban setting. It may be natural or the result of human activities such as mining. It is a category of land cover used by the U.S. Geological Survey.
- Best Management Practices (BMPs)** means schedules of activities, prohibition of practices, maintenance procedures, and other management practices to prevent or reduce nonpoint source pollution.
- Big Box** means a large industrial-style building with a footprint of up to 200,000 square feet and the mass of a three-story (30+ feet) building, generally used for retail commercial purposes.
- Biodiversity** means the variety of biological species within ecosystems together with the genetic variation within each species. (See **Critical Habitat**)
- Biosphere** means the part of the earth's crust, water and atmosphere where living organisms can exist.
- Brownfields** means any former or current commercial or industrial site that is currently vacant or underutilized and on which there has been, or there is suspected to have been, a discharge of contaminants. (See **Greenfields**)
- Build-out Analysis** means an estimation of the projected population, employment and types and sizes of land uses in an area, generally a municipality or county, when it has been fully developed in accordance with the zoning ordinance and other applicable regulations and planned investments. It may include such things as the physical appearance of the area and the demand for utilities and services, and can be based on simple projections or sophisticated modeling.
- CAFRA** means the Coastal Area Facility Review Act (*N.J.S.A. 13:19-4*).
- Capacity Analysis** means determining and evaluating the capacity of natural, infrastructure, social and fiscal systems to define the **Carrying Capacity** for existing development and future growth of a community or Region.
- Capacity-based Planning** means a planning process that incorporates **Capacity Analysis**, including the secondary and **Cumulative Impacts** of existing development and future growth.
- Capacity Expansion** means any change to or addition of a **Capital Facility** or **Land Asset** that results in the ability of the Capital Facility or Land Asset to provide a greater volume of service or a higher level (quality) of service. This does not include the repair, maintenance, or restoration that returns a Capital Facility to its original, physical design dimensions.
- Capital Facility** means any **Capital Improvement** constructed or erected for occupancy, use or ornamentation that requires permanent location on, below or above the ground, or an addition to an existing capital structure having a permanent location on or below the ground, as well as real property on which that improvement is located.
- Capital Improvement** means any structure, fixture, edifice, byway, parking lot, service facility and any other **Capital Facility**.

Glossary (continued)

Capital Plan means a schedule or timetable to plan, design, construct and maintain **Capital Improvements** to be carried out during a specific time period and listed in order or priority, together with cost estimates and the anticipated means and sources of financing each project.

Carbon Monoxide Hot Spots means local violations of **National Ambient Air Quality Standards** and state standards for carbon monoxide.

Carrying Capacity means the optimum demand for system sustainability or the maximum demand a system can support without serious compromise or collapse.

Cartway means the actual road surface area from curblineline to curblineline which may include travel lanes, parking lanes and deceleration and acceleration lanes. Where there are no curbs, the cartway is that portion between the edges of the paved, or hard surface, width. See *N.J.A.C. 5:21-1.4*.

Category I Waters means waters designated for protection by the New Jersey Department of Environmental Protection because of their clarity, scenic setting, aesthetic value, exceptional significance for the surrounding ecology, recreational use, water supply or as a fishery resource. See *N.J.A.C. 7.9B-1.15 (c) through (h)*.

Center means a compact form of development with one or more **Cores** and residential neighborhoods. Centers range in scale from an **Urban Center** to a **Regional Center, Town Center, Village** and **Hamlet**. Centers in Fringe, Rural and Environmentally Sensitive Planning Areas must be surrounded by a **Center Boundary** distinguishing the Center from its **Environs**. Centers in Metropolitan and Environmentally Sensitive/Barrier Islands Planning Areas may have a Center Boundary, where Environs exist to be protected. Centers in the Suburban Planning Area are encouraged to have a Center Boundary. **Designated Centers** and **Endorsed Plans** are eligible for priority assistance.

Center Boundary means the line between a **Center** and its **Environs**. The boundary is defined by physical features, such as rivers, roads, or changes in the pattern of development or by open space or farmland.

Chaining with regard to transportation means combining trips, for instance, stopping at the grocery store on the way home from work instead of going home and then going out again. Chaining reduces the number of cold starts for automobiles and enhances the possibilities for retail development around transit stops, as well as for shared parking in many cases and **Center**-like development generally.

Clustering means a **Development** design technique that concentrates buildings on a part of the site to allow the remaining land to be used for agriculture, recreation, common open space, and preservation of environmentally sensitive features.

Coastal Region means the geographic area within the **Coastal Zone** regulated under CAFRA.

Coastal Zone means the geographic area regulated by the New Jersey Department of Environmental Protection Rules on Coastal Resources and Development (*N.J.A.C. 7:7E-1.1 et seq.*). These areas include the Coastal Area under the jurisdiction of the CAFRA (*N.J.S.A. 13:19-1 et seq.*), all other areas now or formerly flowed by the tide, shorelands subject to the Waterfront Development Law (*N.J.S.A. 12:5-3*), regulated wetlands listed at *N.J.A.C. 7A-1.13*, and the **Hackensack Meadowlands Development Commission** District as defined by *N.J.S.A. 13:17-4*.

Combined Sewer means a sewerage system that carries both sanitary **Sewage** and **Stormwater** runoff.

Commercial-manufacturing Node means a significant concentration of commercial, light manufacturing or warehousing and distribution facilities and activities which are not located in a **Center** and are not organized in a **Compact** form, but could meet performance standards for locating in a Center.

Glossary (continued)

Community Sewage System or **Community Wastewater System** means a community sanitary sewage system including collection, treatment, and disposal facilities in public or appropriate private ownership, serving a part or all of a single **Center** or municipality. It is intermediate in scale between a **Regional Sewage System** and an Individual Wastewater Treatment System.

Compact means a pattern of land development with sufficient density of development and proximity between uses and activities to encourage pedestrian movement and efficient provision of public facilities and services.

Comprehensive Plan means a document, including maps, to guide all aspects of development and preservation in a coordinated way for a given jurisdiction. It includes an inventory and analysis of current conditions in and around the area and plans and policies to guide future actions. (See **Capital Plan**)

Comprehensive Planning means the continuous process of preparing, modifying or updating a comprehensive plan.

Consensus means a level of general agreement that has been reached by a forum in which all members of the group had an opportunity to participate. Consensus does not necessarily imply unanimity.

Consistency or **Consistent** means that a municipal, county or regional plan or regulation, or provisions therein, is substantially the same as or has the same effect as the comparable provisions in the State Plan.

Core means a pedestrian-oriented area of commercial and civic uses serving the surrounding municipality or a **Center**, generally including housing and access to public transportation.

Cost Burdened Household means a household that spends 30 percent or more of its income on housing.

Council on Affordable Housing (COAH) means a state agency, created by the Fair Housing Act of 1985 (N.J.S.A. 52:27D-301 et seq.), to assess the need for low- and moderate-income housing in New Jersey, and to oversee municipal responses to meet that need. (See **Low Income Household** and **Moderate Income Household**)

County Agricultural Development Board (CADB) means, a county board responsible for developing and adopting local agricultural retention and development programs to encourage the agricultural business climate and the preservation of agricultural land in the county (pursuant to N.J.S.A. 4:1C-1 et seq.). 16 counties have CADBs.

Critical Environmental Site (CES) means an area of generally less than one square mile which includes one or more **Environmentally Sensitive Features** and is recognized by the State Planning Commission.

Critical Habitat means areas that are critical to maintaining New Jersey's **Biodiversity**, including those containing:

1. habitats of **Endangered or Threatened Species** of plant or animals, as determined by the New Jersey Department of Environmental Protection (DEP) and the U.S. Environmental Protection Agency;
2. **Pristine Waters** designated by DEP as **Category I Waters** and their watersheds within and above their pristine water segment, and **Trout Production** and **Trout Maintenance** waters and their **Watersheds**, as designated by DEP (N.J.A.C. 7:9 et seq.);
3. coastal and freshwater wetlands as defined by DEP (N.J.A.C. 7:7A-1.4 and N.J.A.C. 7:7E-3.27);
4. prime forested areas, including mature stands of native species;
5. ridgelines, gorges and ravines;

Glossary (continued)

6. grasslands; and
7. staging areas for migratory species.

Critical Slope Area means an area predominantly characterized by either an average change in elevation greater than 15 percent of the corresponding horizontal distance through the slope (15 percent slope), or by a very high erosion hazard as indicated by an erodability factor “k” of 0.40 or greater as determined by the United States Department of Agriculture, Natural Resources Conservation Service.

Cross-acceptance or **Cross-acceptance Process** means the process of comparing the provisions and maps of municipal, county and regional plans and regulations with the State Plan and the dialogue which occurs among participants during and after this process to achieve consistency among the plans. The three phases of Cross-acceptance are comparison, negotiation and final review. Cross-acceptance is required by the **State Planning Act** and described further in the **State Planning Rule** and in the **Cross-acceptance Manual**.

Cross-acceptance Manual means a document prepared by the Office of State Planning for the purpose of guiding negotiating entities through the **Cross-acceptance Process**.

Cross-acceptance Period means the time between the date of release of the **Preliminary State Plan** by the State Planning Commission and 30 days beyond the last of the 21 public hearings on the State Plan as provided for in the **State Planning Rule**.

Cross-acceptance Report means a written statement submitted by the **Negotiating Entity** to the State Planning Commission describing the findings, recommendations, objections and other information as set forth in the **Cross-acceptance Manual**.

Cumulative Impact means the total **Impact** which results from the impact of the individual action under consideration when added to the impacts of other past, present, and reasonably foreseeable future actions.

Demanufacturing means the process of disassembling products so that working parts can be sold for reuse and other parts can be recycled.

Density means the number of families, individuals, dwelling units, or households per unit of land. (See **Housing Density** and **Population Density**)

Density Transfer means a governmentally enabled development strategy for directing development away from less suitable areas (sending areas) and to areas that are more suitable for development (receiving areas). Density transfers permit the transfer of permitted **Density** or **Development Rights** (as granted by local **Zoning** or other **Development Regulations**) associated with a property in the sending area to a property in the receiving area. The property that sends the development rights is then restricted by a deed restriction, **Easement** or other means from ever using the rights sold.

Designated Center means a **Center** that has been officially recognized as such by the State Planning Commission.

Developable Land means unimproved land exclusive of:

1. public open space;
2. land precluded from development due to deed restrictions; and
3. land deemed undevelopable by state or local regulation of natural features (for example, slopes, wetlands, etc.)

Development means any use, or change in the use of land or the construction of a **Structure**, or of any mining, excavation, landfill or deposition, not including **Redevelopment**.

Development Fees means charges imposed by municipalities on developers as part of the effort to provide **Affordable Housing**, pursuant to 26 N.J.R. 2332 Subchapter 8.

Glossary (continued)

Development Regulation means a **Zoning** ordinance, **Subdivision** ordinance, **Site Plan** ordinance, **Official Map** ordinance or other regulation of any public agency concerning the use, **Development** and **Redevelopment of Land**.

Development Rights means the nature and the extent to which **Land**, including the air space above and subsurface resources, may be developed under **Zoning** and other **Development Regulations**. (See **Land**)

Direct Impacts are the effects which are caused by an action and occur at the same time and place as the action.

Distress (See **Municipalities Experiencing Distress**)

Distribution Center means a concentration of facilities devoted to the storage and shipment of goods.

Easement means a legal conveyance that sets forth certain restrictions or that grants certain rights on the use and development of property, sometimes referred to as a deed restriction. Easements may be purchased from the property owner or donated by the owner to an agency (for example, state, county and municipal governments, some **Environmental Commissions**, charitable organizations and private land trusts, etc.). The holder of an easement agrees to perform periodic inspections and to take legal action, if necessary, to ensure that easement provisions are met. Easements run with the land and are generally granted in perpetuity, but may be of limited term.

Ecological Design means the design of buildings, communities, products and industrial processes in accordance with ecological principles, such as use of renewable energy, material recycling, maintaining **Ecological Integrity** and enhancing **Biodiversity**.

Ecological Integrity means the maintenance of the natural functions and interactions of a community of plant and animal species with its physical environment. (See **Natural Systems**)

Ecosystem means a **Natural System** formed by the interaction of a community of plant and animal species with its physical environment.

Effectiveness means the ability to accomplish a desired goal or effort.

Efficiency means the accomplishment of a job with a minimum expenditure of time, effort and cost.

Endangered and Threatened Species means species of plants or animals which are designated as endangered or threatened by the New Jersey Department of Environmental Protection pursuant to the New Jersey Non-game and Endangered Species Act (*N.J.S.A. 23:2A-1 et seq.*) or by the U.S. Environmental Protection Agency pursuant to the federal Endangered Species Act (16 U.S.C.A. 1531-43).

Endorsed Plan means a municipal, county or regional plan which has been approved by the State Planning Commission as a result of finding it consistent with the State Plan.

Environmental Commission means a group established by municipal ordinance under *N.J.S.A. 40:56A* empowered to conduct research and make recommendations on the use of land, water resource management, on open space preservation, air pollution control, solid waste management, soil and landscape protection among other concerns. Environmental Commissions are also required to collect and maintain information on open space and various resources for use in the municipal **Master Plan** and in planning **Development**.

Environmental Resource Inventory (ERI) means a description and analysis of natural resources and systems, including environmental problems, generally prepared by an **Environmental Commission** for use in the comprehensive planning of a municipality or county, to be applied in **Capacity-based Planning** and to aid in review of development applications. Sometimes known as a Natural Resource Inventory (NRI).

Glossary (continued)

Environmentally Sensitive Feature means a natural attribute or characteristic whose function as part of a Natural System or landscape is considered integral or important. For example, a coastal dune and beach system is an environmentally sensitive feature, as is an area of **Critical Habitat** or a **Stream Corridor**. Environmentally sensitive features are the criteria for mapping the Rural/Environmentally Sensitive Planning Area, the Environmentally Sensitive Planning Area, the Environmentally Sensitive/Barrier Islands Planning Area, and **Critical Environmental Sites**. Environmentally sensitive features of statewide or regional significance may also be a part of the criteria for identification of a **Special Resource Area**.

Environs means the area outside the **Center Boundaries**.

Existing Sewer Service Area means an area that is currently served by a regional or Community Sewage System. (See **Community Sewage System**, **Planned Sewer Service Area**, and **Regional Sewage System**)

Externality means a cost or benefit that is not included in the price of a good. For example, the cost of air pollution to society is not included in the price of the goods and services that create the air pollution.

Fair Share Plan means that plan or proposal, in a form that may readily be converted into an ordinance, by which a municipality proposes to satisfy its obligation to create a realistic opportunity to meet the low and moderate income housing need of its region, and which details the affirmative measures the municipality proposes to undertake to achieve its fair share of low and moderate income housing, as provided in sections 9 and 14 of the Fair Housing Act, and as further described and defined in *N.J.A.C. 5:93*.

Farmland Preservation Program means a voluntary program as defined in the Agriculture Retention and Development Act (*N.J.S.A. 4:1C-11 et seq.*) “which has as its principal purpose the long-term preservation of significant masses of reasonably contiguous agricultural land within agricultural development areas...and the maintenance and support of increased agricultural production as the first priority of that land,” including programs for the purchase of development rights, easements and deed restrictions and programs for financial assistance subject to approval by the **State Agriculture Development Committee**.

Flood Hazard Area means the area within a **Flood Plain** subject to flooding from a storm with a frequency of recurrence of once or more per 100 years, together with an additional area established by regulation by the Department of Environmental Protection.

Flood Plain means the channel and the area adjoining the channel of a stream or river which has been or may be covered by flood water.

Floor Area Ratio (FAR) means the gross floor area of all buildings on a lot divided by the lot area.

Full Cost Accounting means accounting which includes **Externalities** and covers the full **Life-cycle Cost** of the system or item being costed out.

Fully Developed means areas where nearly all **Development** opportunities consist of **Redevelopment**.

Functional Integrity means the ability of a system to continue to operate as a viable whole without excessive outside support. (See **Carrying Capacity**)

Functional Plan or **Functional Master Plan** means a plan prepared by a state or regional agency, county, municipality, or other public entity to specify and coordinate the provision of one or more Infrastructure Systems or programs and related services. (See **Infrastructure**)

Glossary (continued)

Gateway means a major entrance or point of access into a neighborhood, district, community or **Region**. Gateways are often defined or reinforced by gateway features, which emphasize the transition and create a sense of arrival and departure. Gateway features are often vertical elements and can be manmade—such as taller buildings, pylons or arches—or natural, such as a river gorge or a valley.

General Plan means a **Comprehensive Plan**.

Geographic Information System (GIS) means a computerized system, for the storage, management, analysis and retrieval of geographically referenced information and associated tabular or attribute data.

Goal means a desired state of affairs towards which planned effort is directed.

Gray Infrastructure means the capital assets conventionally referred to as **Infrastructure**, including roads, **Wastewater** treatment facilities and schools.

Green Business means a business, such as **Remanufacturing** and **Demufacturing**, that uses raw materials from renewable sources, including recycled materials, generates minimal emissions through the use of renewable energy resources, and produces products that are either environmentally benign or that mitigate specific environmental problems

Green Infrastructure means the natural resources and systems including trees, streams, open space and other **Land Assets**, which form part of the foundation for community development.

Greenbelt means an area of open land defining the edge of a developed area or **Center Boundary** and used as a buffer between land uses, to mark the edge of a developed area or to preserve land for the long-term future. It may be cultivated or maintained in a natural state.

Greenfields means raw land that requires **Infrastructure** before it can be developed. (See **Brownfields**)

Greenway means a region wide linear corridor of permanently preserved public and private land linking the state's urban, suburban and rural areas, public recreation areas or environmentally sensitive areas. Parts of greenways are established as scenic and recreational open space, but parts are also set aside for farming, wildlife habitat and other non-recreational uses. Trails often coincide with greenways, but parts of greenways may not permit through public access and not all **Trails** are part of regional systems. A **Greenbelt** may function as part of a greenway or vice versa.

Growth Management means the conscious public effort to induce, restrain, or accommodate **Development** and **Redevelopment** in any geographic setting and at any governmental level. Growth management systems provide a means for government to establish comprehensive goals and objectives designed to address the problems of growth through an integrated system of administrative, financial and regulatory programs.

Habitat means the native environment of an animal or plant; the kind of place that is natural for the life and growth of an animal or plant.

Hackensack Meadowlands Development Commission (HMDC) means a state agency created by the Hackensack Meadowlands Reclamation and Development Act (*N.J.S.A. 13:17-1, et. seq., L. 1968, c. 404*) to oversee the growth and development of 21,000 acres of Hackensack River meadows in 14 municipalities in the region, to protect the delicate balance of nature, and to continue to use the meadows to meet the region's solid waste needs. The name was changed to the New Jersey Meadowlands Commission in August 2001.

Glossary (continued)

Hamlet means a small-scale, compact residential settlement with one or more community-related functions that accommodates **Development** in a more compact form than might occur otherwise in scattered **Clusters** and single tract, standard design **Subdivisions** on nearby individual tracts of land.

Headwaters means all first order streams that are delineated as a blue line on a 1:24000 7.5 minute U.S. Geologic Survey quad map; up to and including their point of origin, such as seeps and springs along with their adjoining riparian corridors.

Heat Island means the area of increased temperatures (and sometimes increased wind turbulence) that is formed over cities and other highly developed areas.

Heavy Industry-Transportation-Utility Node means heavy industry (for example, petrochemical), transportation (for example, airports, seaports and railyards), or utility facilities and activities that meet a regional need and that as a result of their vast scale or given the nature of their activities cannot meet acceptable performance standards for locating in **Centers**.

Highlands Millennium Legacy Trail means the long distance hiking trail connecting the Delaware and Hudson rivers traversing the Highlands Physiographic Province selected by the Millennium Trails program as the New Jersey trail which exemplifies the state's past and future. The Highlands Millennium Legacy Trail is maintained by the New York-New Jersey Trail Conference.

Historic and Cultural Site (HCS) means a site of generally less than one square mile which includes features or characteristics that have inherent cultural, historic or aesthetic significance of local, regional or statewide importance. Such features include, but are not limited to: **Greenways** and **Trails**, dedicated open space, **Historic Sites** and **Historic Districts**, archaeological sites, **Scenic Corridors**, and natural landscapes of exceptional aesthetic or cultural value, and is recognized by the State Planning Commission.

Historic Corridor means a right-of-way or an area comprising one or more landmarks, **Historic Sites**, or a **Historic District**.

Historic District means one or more **Historic Sites** and intervening or surrounding property united historically or aesthetically by plan or physical development. A Historic District may also comprise individual elements separated geographically but linked by association or history significantly affecting or affected by the quality and character of the historic site or sites.

Historic Site means any real property, manmade structure, natural object or configuration or any portion or group of the foregoing formally designated by the state, county or municipality or documented as being of historical, archaeological, cultural, pre-historic or architectural significance.

HMDC means the **Hackensack Meadowlands Development Commission**.

HMFA means the Housing and Mortgage and Finance Agency (*N.J.S.A. 55:14K-1, et seq.*) created to stimulate the development of affordable housing in the state, particularly for New Jersey residents of low and moderate income.

Housing Density means the total number of dwelling units per total area of land, excluding water bodies. (See **Intensity**)

Human Scale means the relationship between the dimensions of a building, **Structure**, street, open space or streetscape element and the average dimensions of the human body.

Identified Center means a place identified during **Cross-acceptance** as having the attributes of a potential **Center**.

Glossary (continued)

- Impact** means the effects of an action on particular resources or conditions. It includes **Cumulative Impact**, **Direct Impact** and **Indirect Impact**.
- Impact Assessment** means the assessment of the economic, environmental, **Infrastructure**, community life, and intergovernmental coordination impacts of the **Interim Plan**, as required by the State Planning Act.
- Impact Fees** means charges levied by local governments on new development to generate revenue for **Infrastructure** necessitated by the new **Development**, particularly roads, **Wastewater** collection and treatment, water supply and **Stormwater Management**.
- Impervious Surface** means a surface that prevents water from seeping down into soil and subsurface layers.
- Indicator** means data associated with some goal or policy which is looked at over some period of time to see if it suggests a trend.
- Indirect Impacts** means effects which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. These may include growth inducing effects and related changes in the pattern of land use, population density or growth rate.
- Individual On-site Wastewater Systems** or **Individual Sewage System** means an individual subsurface sewage disposal system for the disposal of **Sewage** into the ground. It is designed to retain most of the solids in a septic tank, and to discharge the liquid portion to a disposal bed for treatment by natural processes and eventual release to ground water. (See **Community Sewage System**)
- Infill Development** means the **Development** of new housing or other buildings on scattered vacant sites in a built up area.
- Infrastructure** means those **Capital Facilities** and **Land Assets** under public ownership, or operated or maintained for public benefit, that are necessary to support **Development** and **Redevelopment** and to protect public health, safety, and welfare.
- Infrastructure Needs Assessment** as required by the State Planning Act, N.J.S.A. 52:18A-199b. means information on present and prospective conditions, needs and costs with regard to state, county and municipal **Capital Facilities**, including water, **Sewerage**, transportation, solid waste, drainage, flood protection, shore protection and related capital facilities and related services which are needed to support **Development** and **Redevelopment**.
- Infrastructure System** means related and integrated components of **Infrastructure** for transportation, energy, telecommunications, farmland retention, water supply, wastewater disposal, stormwater management, shore protection, open space and recreation, recreation facilities, solid waste management, public health care, public education, higher education, arts, historic resources, public safety, justice, corrections, public administration, and public housing.
- Intelligent Transportation Systems (ITS)** means transportation systems which include computer-based interactive management elements that provide information to motorists and/or are responsive to changing demands, maximizing the efficiency of the existing roadway system.
- Intensity** means a measure of land development with nonresidential uses. Intensity is often operationalized by the use of **Floor Area Ratio (FAR)** or coverage criteria. (See **Density**)
- Inter-modal** means a facility or system that transfers people, goods or information between two or more transport modes or networks between an origin and destination.
- Interbasin Transfer** means the transfer of water from one watershed to another.

Glossary (continued)

Interim State Development and Redevelopment Plan or **Interim State Plan** or **Interim Plan** means the document, including maps, appendices and other material included by reference that reflects the changes made in the **Preliminary Plan** by the State Planning Commission pursuant to the State Planning Act, N.J.S.A. 52:18A-202.1

Interjurisdictional Agreement is a contractual or other formal agreement between two or more political jurisdictions that results in a cooperative action or activity.

International Biosphere Reserve means a designation conferred by the United Nations that recognizes areas on Earth that possess outstanding natural features such as unique natural habitats, plant and animal species and populations. The New Jersey Pinelands has been designated an International Biosphere Reserve.

Intra-modal means a facility or system that transfers people, goods or information between components of a network using a single transport mode between an origin and destination.

Karst means a type of topography that is formed over limestone or by a dissolving or solution of the rocks, characterized by sinkholes, closed depressions, caves, solution channels, internal drainage and irregular bedrock surfaces.

Land means real property not including improvements and fixtures on, above, or below the surface. (See **Development Rights**)

Land Assets are **Infrastructure** components that provide for the preservation and public control of existing land resources that are sensitive to, and necessary to support, **Development** and **Redevelopment** in other locations, and include, but are not limited to, parks, open space and farmland retention.

Land Banking means acquiring and or reserving land for some future public purpose.

Large Contiguous Area, when applied to **Habitat**, means the area of undisturbed land required to maintain a desired community of plants and animals. It assumes a configuration which minimizes the length of the perimeter of the area. When applied to farmland, large contiguous area means the amount of contiguous farmland usually considered necessary to permit normal farm operations to take place on a sustained basis.

Level of Service means a measure describing conditions within an **Infrastructure System**, that is usually related to the system's sufficiency and capacity. (see **Capital Facility**)

Life-cycle Cost means the total economic cost of a usable **Capital Facility** consisting of the present value of its initial cost and future cost during its useful life, including maintenance, reconstruction, rehabilitation and restoration or demolition.

Life-cycle Infrastructure Planning means planning for **Infrastructure** throughout its lifetime. The six elements of life-cycle planning for infrastructure are:

1. Needs Assessment—to determine the condition of the infrastructure, how much of an infrastructure improvement is needed to provide a desired **Level of Service**, and the approximate cost.
2. Planning—to determine what improvements, demand management measures or other actions to provide, in what locations, and by what means they will serve the public need throughout the life of the system.
3. Financing—to develop a financing system based on **Full Cost Accounting**.
4. Development and Operation—to build, operate and maintain the system in a way that is responsive to changing demands throughout the life of the system.
5. Rehabilitation and Replacement—to provide regularly scheduled capital improvements to maintain the system in optimum operating condition.
6. Monitoring and Evaluation—to periodically review the condition and level of service delivery to identify and implement appropriate adjustments.

Glossary (continued)

Livable Community means a dynamic, diverse, compact and efficient **Center** that has evolved and been maintained at a human scale, with an easily accessible central core of commercial and community services, residential units, and recognizable natural and built landmarks and boundaries that provide a sense of place and orientation.

Locally Important Aquifer Recharge Area means an area of **Aquifer Recharge** determined to be necessary for the maintenance of local hydrological conditions, and calculated by the methodology developed by the New Jersey Geologic Survey as reported in GSR 32:A Methodology for Evaluating Groundwater Recharge Areas in New Jersey (1993) pursuant to *N.J.S.A. 58:11A-12 et seq.* (See **Prime Aquifer Recharge Area**).

Long-term means a scope of activity or action greater than 15 years into the future.

Low Income Household means a household with less than 50 percent of the median income of the **Metropolitan Statistical Area (MSA)**.

Maintenance and Repair means **Infrastructure** investments which repair existing facilities and systems without adding new capacity.

Master Plan means a **Comprehensive Plan** for the development of a county or municipality used to guide **Development** and **Development Regulations**. Master Plans are adopted by planning boards pursuant to the Municipal Land Use Law (*N.J.S.A. 40:55D-28*) and the County Planning Act (*N.J.S.A. 40:27-1 et seq.*).

Medium, in connection with pollution, means the substance in which pollution is located or through which it is transported, especially, air, water and soil.

Metropolitan Planning Organization (MPO) means an organization made up of state and local government representatives responsible for maintaining the comprehensive, cooperative and continuing transportation planning process and programming federal funds. There are three Metropolitan Planning Organizations in New Jersey including all 21 counties.

Metropolitan Statistical Area means an area defined by the United States Census Bureau in pursuant to standards adopted by the United States Office of Management and Budget. According to standards adopted on December 27, 2000 (*Federal Register* 65:249 pp. 82228-82238), Metropolitan Statistical Areas are a Core Based Statistical Area associated with at least one urbanized area that has a population of at least 50,000. The Metropolitan Statistical Area comprises the central county or counties containing the core, plus adjacent outlying counties having a high degree of social and economic integration with the central county as measured through commuting.

Micro-loans means very small loans at little or no interest for the purpose of starting or expanding small businesses, usually made out of a revolving fund, whether cooperatively run or set up by a profit-making institution for that purpose.

Mid-term means a scope of activity or action 7 to 15 years into the future.

Mixed-use Building means a building with two or more uses, such as retail and services on the ground floor and office or residential on upper levels.

Mixed-use Development means an area or tract of land with several different uses such as, but not limited to, residential, office, manufacturing, retail, public, or entertainment, in an integrated, **Compact**, pedestrian-oriented form. Mixed-use developments generally include **Mixed-use Buildings**.

Moderate Income Household means a household with 50 to 80 percent of the median household income of the **Metropolitan Statistical Area (MSA)**.

Multi-modal means a facility or system that provides alternative transport modes or networks to move people, goods or information between an origin and destination.

Glossary (continued)

Multi-use Development means an area or tract of land with several single-uses, where the various uses are segregated and are not organized in a **Compact**, pedestrian-oriented form.

Municipal Cross-acceptance Report means a **Cross-acceptance** report prepared by a municipality and filed with the Office of State Planning pursuant to the **State Planning Rules**. (See **State Planning Act**)

Municipal Distress Index (MDI) means an index ranking all 566 New Jersey municipalities by a combination of their respective ranks on four socioeconomic factors. The index runs from “1” meaning most distressed to “566” meaning least distressed. The MDI is maintained by the Office of State Planning.

Municipal Land Use Law (MLUL) means the *New Jersey Statutes Annotated (N.J.S.A.)* 40:55D-1 et seq.

Municipal Strategic Revitalization Plan, see **Strategic Revitalization Plan**.

Municipalities Experiencing Distress means those municipalities ranked within the top 100 municipalities in either of the two most recent editions of the **Municipal Distress Index**.

National Ambient Air Quality Standards (NAAQS) means the standards promulgated by the U.S. Environmental Protection Agency under the Clean Air Act for carbon monoxide, lead, ozone, particulate matter and four other air pollutants noted as concentrations not to be exceeded in order to protect the public health.

National Environmental Performance Partnership System (NEPPS) means the system under which the New Jersey Department of Environmental Protection and the U.S. Environmental Protection Agency have agreed on a set of environmental directions for the state and indicators to monitor progress in meeting goals agreed to in the Performance Partnership Agreement. The term “milestone” is used under NEPPS the same way **Target** is used in the State Plan.

Natural System means regularly interacting and interdependent components of air, water, land and biological resources.

Negotiating Entity means a county or, where a county has declined to participate in the **Cross-acceptance Process**, some other entity designated by the State Planning Commission to carry out **Cross-acceptance** and prepare the **Cross-acceptance Report**. (See **State Planning Act** and **State Planning Rule**)

Negotiation means the dialogue which occurs among participants during the period of **Cross-acceptance**. (See **State Planning Act** and **State Planning Rule**)

Neighborhood means an area with a distinct identity, character or personality. Neighborhoods are the fundamental building blocks of **Centers**, and may be predominantly residential, predominantly nonresidential, or mixed-use.

New Jersey Coastal Heritage Trail means the vehicular tour route along existing public roads in the state to promote “public appreciation, education, understanding and enjoyment, through a coordinated interpretive program of certain nationally significant natural and cultural sites associated with the coastal area.” The New Jersey Coastal Heritage Trail is managed jointly by the National Park Service and the state of New Jersey.

New Jersey State Development and Redevelopment Plan (*State Development and Redevelopment Plan*, State Plan or the Plan) means the plan prepared and adopted pursuant to the State Planning Act.

Node means a concentration of facilities and activities which are not organized in a Compact form. (See **Commercial-Manufacturing Node** and **Heavy Industry-Transportation-Utility Node**)

Glossary (continued)

Nonpoint Source Pollution means pollution being added to the environment from diffuse sources, such as on-site **Wastewater Systems**, **Stormwater** runoff practices, underground storage tanks, overuse of fertilizers and pesticides and litter. It is distinguished from point sources of pollution which come from a single point such as a smoke stack or a pipe that discharges effluent into a stream or other water body.

Office of State Planning (OSP) means the office in the Department of Community Affairs. The Office of State Planning provides staff to the State Planning Commission.

Official Map means a map of the location and width of streets and drainage ways and the location and extent of flood control basins and public areas whether planned or built, adopted by the governing body of a municipality as provided in Section 32 of the **Municipal Land Use Law** or a county as provided in Section 5 of the County Planning Act (*N.J.S.A. 40:27-1 et seq.*).

Open Land means **Land** that has few, if any, structures.

Open Space means any parcel or area of **Open Land** or water essentially unimproved and set aside, dedicated, designated or reserved for the protection of natural resources or farmland; for public or private use or enjoyment; or for the use and enjoyment of owners and occupants of land adjoining or neighboring such open space, provided that such areas may be improved with only those buildings, structures, streets, and off-street parking and other improvements that are designed to be incidental to the natural openness of the land. (See **Public Open Space**)

Paratransit refers to forms of public passenger transportation which can operate over the highway and street system, but without a fixed route. Examples of paratransit include shared-ride taxis, carpools, rental cars, and subscription bus clubs. (See **Transit**)

Park means a tract of **Open Space**, dedicated and used by the public for active or passive recreation.

Partially Developed means areas where nearly all of the development opportunities are through **Infill Development** rather than **Redevelopment**. (See **Development** and **Redevelopment**)

Peak Period means the period of time during which the maximum amount of demand occurs. Generally, the measurement is based on a period of one hour.

Phasing means developing according to a schedule and in step with plans for the provision of Infrastructure so that **Infrastructure** is in place to serve each stage of development as it is built.

Physiographic Province or **Region** means a region characterized by a certain set of processes or conditions (for example, a pattern of geologic, topographic and precipitation factors) that is recognized by the U.S. Geologic Survey. There are four provinces in New Jersey; the Coastal Plain, the Piedmont, the Highlands, and the Valley and Ridge. The Highlands province is also referred to as the New England province and, more locally, as the **Reading Prong**.

Pinelands Commission means a state agency created by the Pinelands Protection Act of 1979 (*N.J.S.A. 13:18A-1 et seq.*) to develop a management plan for, and exercise regulatory control over, **Development** activities in the Pinelands.

Plan Endorsement means the process undertaken by regional agencies, counties and municipalities to have **Master Plans**, **Municipal Strategic Revitalization Plans**, **Urban Complex Strategic Revitalization Plans** and **Regional Strategic Plans** endorsed by the State Planning Commission.

Glossary (continued)

Planned Sewer Service Area means an area that is proposed to be served by sanitary **Sewer** of sufficient capacity to serve anticipated **Development** within the area. These areas include:

1. Sewer service areas delineated in Areawide or County Water Quality Management Plans or Wastewater Management Plans that have already been approved by the New Jersey Department of Environmental Protection, with the exception of sewer service areas that are recommended for deletion from such a plan by a county or municipality during **Cross-acceptance**; and
2. Service areas for Regional or **Community Sewage Systems** that are recommended for inclusion in a future **Wastewater Management Plan** by a county or municipality during **Cross-acceptance** and are agreed to by the State Planning Commission.

Planned Unit Development (PUD) means a **Development** of a minimum of ten acres, planned as a unit and including both residential and some other form of land use.

Planning Area means an area of greater than one square mile that shares a common set of conditions, such as **Population Density**, **Infrastructure Systems**, level of **Development**, or environmental sensitivity. The State Plan sets forth **Policy Objectives** that guide growth in the context of those conditions. Planning Areas are intended to guide the application of the Plan's Statewide Policies, as well as guiding local planning and decisions on the location and scale of development within the Planning Area.

Policy Map means the **State Plan Policy Map**.

Policy Objective means a more specific articulation of a **Goal** that guides application of Statewide Policies in the particular **Planning Area**.

Pond means a vernal or perennial body of standing water, smaller than a lake and its associated ecosystem. A vernal pond is a type of small, seasonal pond that serves as a valuable breeding **Habitat** for certain plant and animal species.

Population Density means the total number of residents per total area of land, excluding water bodies.

Preliminary State Development and Redevelopment Plan or **Preliminary State Plan** or **Preliminary Plan** means the document, including maps, appendices and other material included by reference, approved by the State Planning Commission as the basis for the Comparison Phase of **Cross-acceptance**.

Prime Aquifer Recharge Area means an **Aquifer Recharge Area** which, on a statewide basis, can be defined as an area of highest aquifer ranking and highest recharge ranking calculated by the methodology developed by the New Jersey Geological Survey as reported in GSR 32: A Methodology for Evaluating Groundwater Recharge Areas in New Jersey (1993) pursuant to *N.J.S.A. 58:11A-12 et seq.* (See **Locally Important Aquifer Recharge Area**).

Prime Forest Areas means areas that exhibit optimal conditions—such as soils, climate, hydrologic regime, etc.—for the sustainable production of prime, state, locally important or unique forest resources as reported in *Forestland Planning Guide*, New Jersey Forest Service, Division of Parks and Forestry, New Jersey Department of Environmental Protection 1988.

Priority or **Prioritization** means the level of preference given to a program, service or geographic area.

Pristine means pure. In the State Plan, it refers to **Category I Waters** and **Trout Production Waters**.

Programmed means an improvement which a municipal or other government entity has committed to implement in the **Short-term** and which has received state approvals.

Glossary (continued)

Proposed Center means a place that is surrounded by a **Center Boundary** and meets **Center** criteria, and is included in either a **Negotiating Entity** or **Municipal Cross-acceptance Report**.

Public Open Space means **Open Space** conveyed or otherwise dedicated to a governmental or not-for-profit body for use by the public.

Public Transportation means any public system or service designed to carry two or more passengers. Public transportation includes, but is not limited to, vanpools, taxis, local and express buses and minibuses, people movers, trolley buses and trains, subways, and commuter rail systems. Public transportation services may be provided by public, quasi-public, or private entities.

Reading Prong is a name applied to the Precambrian rock and in-faulted carbonate geology of the Highlands (or New England) **Physiographic Province**. The name derives from the regional location of the formation, which generally extends from Reading, Pa., into western Connecticut.

Redevelopment means the removal and replacement, or adaptive reuse of an existing structure, or of land from which previous improvements have been removed, including the conservation and rehabilitation of any **Structure** or improvement, the construction and provision for construction of residential, commercial, industrial, public or other structures and the grant or dedication of space as may be appropriate or necessary in the interest of the general welfare for streets, parks, playgrounds or other public purposes, including recreational and other facilities incidental or appurtenances thereto.

Region means an area encompassing land in more than one municipality, a county, or more than one county, that is bound together by shared characteristics and regional systems.

Regional Agency and Regional Entity means an agency which performs public policy, land development, **Infrastructure** or **Capital Planning** for a **Region**.

Regional Center means a settlement or a location for development along or near a **Transportation Corridor**. It is the locus of high intensity, mixed-use development, with a **Density** of more than 5,000 people per square mile and an emphasis on employment. It has a **Compact** character and possesses sufficient density and adequate design to support pedestrian mobility and **Public Transportation** services. It possesses substantial market demand to enable it to function as a magnet to attract development from within the corridor and from surrounding areas, without competing with **Urban Centers**. (See **Regional Strategic Plan**)

Regional Entity (See **Regional Agency**)

Regional Sewage System or **Regional Wastewater System** means a sanitary sewage system including collection, treatment and disposal facilities in public or private ownership, serving a **Region**.

Regional Strategic Plan means a plan that is developed through a partnership of state, county, regional and municipal agencies for labor markets or other areas that define the needs, opportunities, vision and regional objectives and strategies for:

1. land use;
2. redevelopment;
3. economic development;
4. housing;
5. public facilities and services;
6. environmental protection and conservation;

Glossary (continued)

7. intergovernmental coordination; and
8. quality of community life.

Regulating Plan means a detailed map for the area of a municipality intended for **Development** or **Redevelopment** showing the cross-sections and alignment of the proposed streets, the rules for placing buildings along those streets, the types of buildings allowed, and the lots to be reserved for civic functions and public spaces. A regulating plan may be incorporated as part of the municipal **Master Plan**. (See **Official Map**)

Remanufacturing means the process of disassembly of products during which time parts are cleaned, repaired or replaced then reassembled to sound working condition. The terms “rebuilt” and “recharged” can also imply that a product has been remanufactured.

Retrofit means the transformation of a site, its buildings and **Infrastructure** from a limited-use, automobile dependent area into a **Compact, Mixed-use** area. Retrofit may involve additions and partial demolition, but not wholesale **Redevelopment** of a site.

Revitalization means the holistic restoration of the physical and social components of a **Distressed** area.

Right-of-way means a strip of land mapped for use by a street, crosswalk, railroad, road, electric transmission line, gas pipeline, water main, sanitary or storm sewer main, shade trees, or for another special use, whether or not that use is active.

Right to Farm means a public policy decision to protect farmers against municipal regulations, private nuisance suits and unnecessary constraints on essential Agricultural Management practices, if these practices are consistent with federal and state law and are not a threat to the public health and safety.

Scenic Corridor means a publicly accessible **Right-of-way** and the views of expanses of water, farmland, woodlands, coastal wetlands, or other scenic vistas that can be seen from the right-of-way.

Septage means the semi-solid product of the decomposition and treatment of **Wastewater** in a **Septic System**.

Septic System means an underground **Individual On-site Sewage System** with a septic tank used for the decomposition and treatment of **Wastewater** before it is discharged to ground water.

Sewage means any waste, including wastes from humans, households, commercial establishments, industries, and stormwater runoff, that is discharged to or otherwise enters a sewage system.

Sewer means any pipe or conduit used to collect and carry away **Sewage** or **Stormwater** runoff from the generating source to the treatment plant or receiving water body.

Short-term means a scope of activity or action not more than six years.

Site Plan means a **Development** plan of one or more lots on which is shown:

1. the existing and proposed conditions of the lot, including but not necessarily limited to topography, vegetation, drainage, flood plains, marshes and waterways,
2. the location of all existing and proposed buildings, drives, parking spaces, walkways, means of ingress and egress, drainage facilities, utility services, landscaping, structures, signs, lighting and screening devices, and
3. any other information that may be reasonably required in order to make an informal determination pursuant to the local **Subdivision** and **Site Plan** ordinance.

Sliding-scale Zoning allows a higher **Density** of dwellings on small parcels of land than on larger parcels of land, reflecting the fact that smaller tracts are not as well suited for farming and have already passed out of an agricultural land market and into an urban land market.

Glossary (continued)

Special Resource Area is an area or **Region** with unique characteristics or resources of statewide importance which are essential to the sustained wellbeing and function of its own region and other regions or systems—environmental, economic, and social—and to the quality of life for future generations.

Sprawl means a pattern of development characterized by inefficient access between land uses or to public facilities or services and a lack of functional open space. Sprawl is typically an automobile dependent, single use, resource consuming, discontinuous, low-density development pattern.

State Agency and State Entity means an agency of the state government, including cabinet departments, commissions, authorities and state colleges, among others.

State Agricultural Development Committee (SADC) means a committee established pursuant to the Farmland Retention and Development Act (N.J.S.A. 4:1C-1 et seq.) to aid in the coordination of state policies which affect the agricultural industry and to promote the interests of productive agriculture and farmland retention.

State Entity, see **State Agency**.

State Implementation Plan (SIP) means a plan to achieve and maintain **National Ambient Air Quality Standards (NAAQS)**, prepared by the Department of Environmental Protection in consultation and cooperation with the Department of Transportation with cooperation from local government and the private sector for submission to the U.S. Environmental Protection Agency.

State Open Space and Outdoor Recreation Plan means the state's Open Space and Outdoor Recreation Plan of New Jersey, developed by the Department of Environmental Protection, which serves as the state's functional plan for recreation and public open space.

State Plan means the *New Jersey State Development and Redevelopment Plan*.

State Plan Policy Map (or the **Policy Map**) means the geographic application of the State Plan Goals and Statewide Policies and the official map of these goals and policies. It includes **Planning Areas, Environs and Centers**, as well as other areas including **Critical Environmental Sites, Historic and Cultural Sites**, and the text for each Planning Area and its **Policy Objectives**. The Policy Map is comprised of 1:24,000 scale maps.

State Planning Act means an act of the New Jersey Legislature (N.J.S.A. 52:18A-196 et seq.) which established the State Planning Commission and Office of State Planning, and which charged the Commission with the periodic preparation and adoption of a *State Development and Redevelopment Plan*.

State Planning Commission (SPC) means the 17-member body created by the State Planning Act of 1985. It is composed of public members and cabinet officers. The Chairman is selected by the governor from among the public members.

State Planning Rule means an administrative rule (N.J.A.C. 17:32-1 et seq.) promulgated pursuant to the State Planning Act, to establish an orderly and efficient process for the preparation, adoption and implementation of the State Plan.

Stormwater means surface runoff of water generated by a storm event.

Stormwater Management means the control and management of **Stormwater** to minimize the detrimental effects of surface water runoff related to quantity and quality.

Strategic Revitalization Plan means a plan by a neighborhood, municipality, group of municipalities or an **Urban Complex** that

1. assesses community strengths and weaknesses;
2. defines overall physical and social strategies to promote regional efficiencies and cooperation;

Glossary (continued)

3. defines physical and social strategies for creating interjurisdictional coordination and cooperation;
4. specifies physical and social strategies to target public investments for greatest efficiency and impact; and
5. satisfies applicable state agency application requirements to receive expedited consideration for state funding and technical assistance.

Strategy means a general course of action, which links more general goals of the State Plan with more specific policies and objectives. As such, it is a strategic action statement which formulates the intent of the Plan for its associated geographic area. A Strategy guides the formulation of policies, standards, plans, programs, regulations, and any other actions which implement the purposes of this State Plan, for an individual **Planning Area**, set of Planning Areas, **Center** or Centers, or other specified area.

Stream Buffer means an area of undisturbed vegetation (except in the case of agricultural areas utilizing **Best Management Practices**) maintained along the bank of any surface water body to protect **Stream Corridors** from impacts of development. (See **Best Management Practices**)

Stream Corridor means any river, stream, pond, lake, or wetland, together with adjacent upland areas, including the **Flood Plain** and areas that support protective bands of vegetation that line the waters' edge.

Street Hierarchy means the system by which roads are classified according to their purpose and the travel demand they serve, beginning with local streets at the bottom of the hierarchy.

Structure means anything constructed, installed, or portable for occupancy, use, or ornamentation on, above, or below the land, either permanently or temporarily.

Subdivision means the division of a lot, tract, or parcel of land into two or more lots, tracts, parcels or other divisions of land for sale or **Development**.

Sustainable Agriculture means an integrated system of plant and animal production practices having site-specific application that over the long-term will

1. satisfy human food and fiber needs,
2. enhance environmental quality and the natural resources base upon which the agricultural economy depends,
3. make the most efficient use of non-renewable resources and on-farm resources and integrate, where appropriate, natural biological cycles and controls,
4. sustain the economic viability of farm operations and enhance the quality of life for farmers and society as a whole.

Sustainable Development means development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Sustainable Yield means the maximum production of water supply that can be provided over time without degrading or seriously depleting the water supply source.

System Capacity means the ability of a natural, **Infrastructure**, social or economic system to accommodate growth and development without degrading or exceeding the limits of that system, as determined by a carrying **Capacity Analysis**.

Target means the desired value for an **Indicator**. **NEPPS** uses "milestone" to mean Target.

Town Center means a **Center** that has a high investment in public facilities and services several neighborhoods with a highly diverse housing stock and a central core of retail, office and community facilities. As described in the Policy Map section of the State Plan, Towns are New

Glossary (continued)

Jersey's traditional Centers of commerce and government. This term does not necessarily refer to the form of incorporation of a municipality.

Traffic Calming means using physical devices to reduce traffic speed and volume while maintaining mobility and access for the purpose of balancing the needs of motorists with those of pedestrians, bicyclists, playing children and other users of street space.

Trails are linear corridors for movement by pedestrians, cyclists and equestrians. They often coincide with **Greenways**, but not all greenways are Trails.

Transfer of Development Rights means a form of **Density Transfer**.

Transit means a vehicle or transportation system, including heavy and light rail, buses, vans, and other services, owned or regulated by a governmental agency, used for mass transportation of people. (See **Paratransit**)

Transportation Corridor means a combination of principal transportation routes involving a linear network of one or more highways of four or more lanes, rail lines, or other primary and secondary access facilities which support a development corridor.

Transportation Demand Management means strategies aimed at reducing the number of vehicle trips, shortening trip lengths, and moving trips from peak hours to hours with excess capacity. These strategies encourage the use of transit, carpools, vanpools, bicycling, and walking, and typically focus on the journey-to-work. They also include efforts to provide housing close to jobs to shorten trip lengths. These strategies usually require the joint cooperation of developers, employers, and local governments.

Transportation Improvement Program (TIP) means a five year plan that lists all highway and transit projects to be developed and implemented within the time frame of the program. The list contains projects that are included in a long range transportation plan adopted by a **Metropolitan Planning Organization** and is tested for conformance with the **State Implementation Plan**.

Transportation Management Association (TMA) means a nonprofit corporation that brokers transportation services including, but not limited to, public transportation, van pools, carpools, bicycling, and pedestrian modes to corporations, employees, individuals and other groups.

Transportation Supply Management means the strategies available to decision makers in both the public and private sectors to increase the capacity of the transportation system to move goods and people, especially during peak periods, such as high-occupancy vehicle lanes, flextime, ride-sharing, and shuttle buses, without adding new highway lanes.

Trip means a single or one-way vehicle movement to or from a property or study area. Trips can be added together to calculate the total number of vehicles expected to enter or leave a specific land use or site over a designated period of time.

Trout Maintenance/Trout Production Waters respectively mean waters designated by the Department of Environmental Protection for the support of trout throughout the year, or for spawning or nursery purposes during trout's first summer. See *N.J.A.C. 7:9B-11.15(c)* through (g).

Universal Design means design which facilitates adaptation to changing uses and changing users over time by providing maximum flexibility in spatial layout and the location of systems.

Urban Center means a city of statewide importance, designated as an Urban Center by the State Planning Commission. An Urban Center is a large settlement that has a high intensity of population and mixed land uses, including industrial, commercial, residential and cultural uses, the historical foci for growth in the major urban areas of New Jersey.

Glossary (continued)

Urban Complex means an **Urban Center** and two or more municipalities within the surrounding Metropolitan Planning Area that exhibit a strong intermunicipal relationship, based on socioeconomic factors and public facilities and services, that is defined, integrated and coordinated through a **Strategic Revitalization Plan**. Urban complexes are nominated jointly by a county or counties and the affected municipalities and are coterminous with municipal boundaries but not necessarily with county boundaries.

Urban Complex Strategic Revitalization Plan means a **Strategic Revitalization Plan** that may substitute for individual **Municipal Strategic Revitalization Plans** within their jurisdiction and that:

1. describe the relationships that exist within the **Urban Complex**;
2. identify issues affecting the future growth and viability of the Urban Complex;
3. assess the strengths and weaknesses of the Urban Complex; and
4. specify strategies for regional and cultural cooperation and action,

Urban Coordinating Council (UCC) means the office created in 1995 and institutionalized by the Urban Redevelopment Act of 1996, which created the Redevelopment Authority. Urban Coordinating Council Empowerment Neighborhoods are given priority access to state resources and assistance through the Redevelopment Authority.

Vehicle Miles Traveled (VMT) means an estimate of the total number of miles traveled on the highway and street system. Vehicle Miles Traveled is used as an **Indicator** for both vehicular and roadway utilization.

Viewshed means the land area and its vegetation and structures that can be seen from a point, path or route, such as the viewshed of a **Scenic Corridor**.

Village means a small, compact **Center** of predominantly residential character but with a core of **Mixed-use** commercial, residential and community services. It often incorporates local economic and social functions which are integrated with housing. A Village typically has a recognizable center, discrete physical boundaries, and a pedestrian scale and orientation. This term does not necessarily refer to the form of incorporation of a municipality and is often smaller than a municipality.

Virgin Extraction means obtaining raw materials (for example, timber, ore, and hydrocarbon fuel) from primary natural systems (for example, forests, rock formations, and oil deposits) rather than post-industrial or post-consumer recycled feedstock.

Wastewater means residential, commercial, industrial or agricultural liquid wastes, **Sewage**, **Septage**, **Stormwater** runoff, ground waters or surface water that may be present or any combination thereof, or other residue discharged or collected into a **Wastewater System**. Wastewater does not include liquids conveyed by a separate storm sewer system.

Wastewater Management Plan means a description of existing and future wastewater-related jurisdictions, wastewater service areas, and selected environmental features and domestic treatment works (**Community Sewage Systems**) subject to approval by the Department of Environmental Protection pursuant to *N.J.A.C. 7:15 et seq.*

Wastewater System means any device or system in public or private ownership used in the storage, treatment, recycling or reclamation of sewage generated by two or more individual units of development.

Water Quality Management Plan (WQMP) means a plan that identifies strategies, policies and procedures for managing water quality and wastewater treatment and disposal in a geographical area, pursuant to the New Jersey Water Quality Management Planning Act and the federal Clean Water Act. See *N.J.A.C. 7:15 et seq.*

Glossary (continued)

Watershed means the drainage basin, catchment, or other area of land that drains water, sediment, and dissolved materials to a common outlet at some point along the channel of a stream or river, or to a bay or ocean.

Wildlife Corridor means protected land running between areas of **Habitat** of significant wildlife communities, for the purpose of effectively extending the size of each area.

Zoning means the division of a municipality (or other governmental unit) into districts, and the regulation within those districts of:

1. the height and bulk of buildings and other structures,
2. the area of a lot that can be built on and the size of required open spaces,
3. the net density of dwelling units, and
4. the use of buildings and land for trade, industry, residence, or other purposes.

E. STATE PLANNING ACT TEXT

52:18A-196. Legislative findings and declarations:

The Legislature finds and declares that:

a. New Jersey, the nation's most densely populated state, requires sound and integrated statewide planning and the coordination of statewide planning with local and regional planning in order to conserve its natural resources, revitalize its urban centers, protect the quality of its environment, and provide needed housing and adequate public services at a reasonable cost while promoting beneficial economic growth, development and renewal;

b. Significant economies, efficiencies and savings in the development process would be realized by private sector enterprise and by public sector development agencies if the several levels of government would cooperate in the preparation of and adherence to sound and integrated plans;

c. It is of urgent importance that the State Development Guide Plan be replaced by a State Development and Redevelopment Plan designed for use as a tool for assessing suitable locations for infrastructure, housing, economic growth and conservation;

d. It is in the public interest to encourage development, redevelopment and economic growth in locations that are well situated with respect to present or anticipated public services and facilities, giving appropriate priority to the redevelopment, repair, rehabilitation or replacement of existing facilities and to discourage development where it may impair or destroy natural resources or environmental qualities that are vital to the health and well-being of the present and future citizens of this state;

e. A cooperative planning process that involves the full participation of state, county and local governments as well as other public and private sector interests will enhance prudent and rational development, redevelopment and conservation policies and the formulation of sound and consistent regional plans and planning criteria;

f. Since the overwhelming majority of New Jersey land use planning and development review occurs at the local level, it is important to provide local governments in this state with the technical resources and guidance necessary to assist them in developing land use plans and procedures which are based on sound planning information and practice, and to facilitate the development of local plans which are consistent with state plans and programs;

g. An increasing concentration of the poor and minorities in older urban areas jeopardizes the future well-being of this state, and a sound and comprehensive planning process will facilitate the provision of equal social and economic opportunity so that all of New Jersey's citizens can benefit from growth, development and redevelopment;

h. An adequate response to judicial mandates respecting housing for low- and moderate-income persons requires sound planning to prevent sprawl and to promote suitable use of land; and

i. These purposes can be best achieved through the establishment of a state planning commission consisting of representatives from the executive and legislative branches of state government, local government, the general public and the planning community.

State Planning Act Text (continued)

52:18A-197. State Planning Commission; membership; conflict of interest:

There is established in the Department of the Treasury a State Planning Commission, to consist of 17 members to be appointed as follows:

a. The State Treasurer and four other cabinet members to be appointed by and serve at the pleasure of the Governor. Each cabinet member serving on the commission may be represented by an official designee, whose name shall be filed with the commission. All other members of the cabinet, or their designees, shall be entitled to receive notice of and attend meetings of the commission and, upon request, receive all official documents of the commission;

b. Two other members of the executive branch of state government to be appointed by and serve at the pleasure of the Governor;

c. Four persons, not more than two of whom shall be members of the same political party, who shall represent municipal and county government, and at least one of whom shall represent the interest of urban areas, to be appointed by the Governor with the advice and consent of the Senate for terms of four years and until their respective successors are appointed and qualified, except that the first four appointments shall be for terms of one, two, three and four years, respectively. In making these appointments, the Governor shall give consideration to the recommendations of the New Jersey League of Municipalities, the New Jersey Conference of Mayors, the New Jersey Association of Counties, and the New Jersey Federation of Planning Officials;

d. Six public members, not more than three of whom shall be of the same political party, and of whom at least one shall be a professional planner, to be appointed by the Governor with the advice and consent of the Senate for terms of four years and until their respective successors are appointed and qualified, except that of the first six appointments, one shall be for a term of one year, one for a term of two years, two for a term of three years and two for a term of four years. Vacancies in the membership of the commission shall be filled for the unexpired terms only in the same manner as the original appointments were made. Members shall receive no compensation for their services but shall be entitled to reimbursement for expenses incurred in the performance of their official duties. Members of the commission shall be subject to the provisions of the New Jersey Conflicts of Interest Law, P.L.1971, c. 182 (C. 52:13D-12 et seq.).

52:18A-198. Commission; organization:

The commission shall meet for the purpose of organization as soon as may be practicable after the appointment of its members. The Governor shall select a chairman, who shall serve at the pleasure of the Governor, from among the public members and the members of the commission shall annually select a vice chairman from among the representatives of the public or municipal or county governments. Nine members of the commission shall constitute a quorum and no matter requiring action by the full commission shall be undertaken except upon the affirmative vote of not less than nine members. The commission shall meet at the call of its chairman or upon the written request of at least nine members.

State Planning Act Text (continued)

52:18A-199. Powers and duties:

The commission shall:

a. Prepare and adopt within 36 months after the enactment of this act, and revise and readopt at least every three years thereafter, the State Development and Redevelopment Plan, which shall provide a coordinated, integrated and comprehensive plan for the growth, development, renewal and conservation of the state and its regions and which shall identify areas for growth, agriculture, open space conservation and other appropriate designations;

b. Prepare and adopt as part of the plan a long-term Infrastructure Needs Assessment, which shall provide information on present and prospective conditions, needs and costs with regard to state, county and municipal capital facilities, including water, sewerage, transportation, solid waste, drainage, flood protection, shore protection and related capital facilities;

c. Develop and promote procedures to facilitate cooperation and coordination among state agencies and local governments with regard to the development of plans, programs and policies which affect land use, environmental, capital and economic development issues;

d. Provide technical assistance to local governments in order to encourage the use of the most effective and efficient planning and development review data, tools and procedures;

e. Periodically review state and local government planning procedures and relationships and recommend to the Governor and the Legislature administrative or legislative action to promote a more efficient and effective planning process;

f. Review any bill introduced in either house of the Legislature which appropriates funds for a capital project and may study the necessity, desirability and relative priority of the appropriation by reference to the State Development and Redevelopment Plan, and may make recommendations to the Legislature and to the Governor concerning the bill; and

g. Take all actions necessary and proper to carry out the provisions of this act.

52:18A-200. State Development and Redevelopment Plan:

The State Development and Redevelopment Plan shall be designed to represent a balance of development and conservation objectives best suited to meet the needs of the state. The plan shall:

a. Protect the natural resources and qualities of the state, including, but not limited to, agricultural development areas, fresh and saltwater wetlands, flood plains, stream corridors, aquifer recharge areas, steep slopes, areas of unique flora and fauna, and areas with scenic, historic, cultural and recreational values;

b. Promote development and redevelopment in a manner consistent with sound planning and where infrastructure can be provided at private expense or with reasonable expenditures of public funds. This should not be construed to give preferential treatment to new construction;

c. Consider input from state, county and municipal entities concerning their land use, environmental, capital and economic development plans, including to the extent practicable any state plans concerning natural resources or infrastructure elements;

d. Identify areas for growth, limited growth, agriculture, open space conservation and other appropriate designations that the commission may deem necessary;

e. Incorporate a reference guide of technical planning standards and guidelines used in the preparation of the plan; and

State Planning Act Text (continued)

f. Coordinate planning activities and establish statewide planning objectives in the following areas: land use, housing, economic development, transportation, natural resource conservation, agriculture and farmland retention, recreation, urban and suburban redevelopment, historic preservation, public facilities and services, and intergovernmental coordination.

52:18A-201. Office of State Planning:

a. There is established in the Department of the Treasury the Office of State Planning. The director of the office shall be appointed by and serve at the pleasure of the Governor. The director shall supervise and direct the activities of the office and shall serve as the secretary and principal executive officer of the State Planning Commission;

b. The Office of State Planning shall assist the commission in the performance of its duties and shall: (1) Publish an annual report on the status of the State Development and Redevelopment Plan which shall describe the progress towards achieving the goals of the plan, the degree of consistency achieved among municipal, county and state plans, the capital needs of the state, and progress towards providing housing where such need is indicated; (2) Provide planning service to other agencies or instrumentalities of state government, review the plans prepared by them, and coordinate planning to avoid or mitigate conflicts between plans; (3) Provide advice and assistance to county and local planning units; (4) Review and comment on the plans of interstate agencies where the plans affect this state; (5) Compile quantitative current estimates and statewide forecasts for population, employment, housing and land needs for development and redevelopment; and (6) Prepare and submit to the State Planning Commission, as an aid in the preparation of the State Development and Redevelopment Plan, alternate growth and development strategies which are likely to produce favorable economic, environmental and social results.

c. The director shall ensure that the responsibilities and duties of the commission are fulfilled, and shall represent the commission and promote its activities before government agencies, public and private interest groups and the general public, and shall undertake or direct such other activities as the commission shall direct or as may be necessary to carry out the purposes of this act.

d. With the consent of the commission, the director shall assign to the commission from the staff of the office at least two full-time planners, a full-time liaison to local and county governments, and such other staff, clerical, stenographic and expert assistance as he shall deem necessary for the fulfillment of the commission's responsibilities and duties.

52:18A-202. State Development and Redevelopment Plan; duties of commission:

a. In preparing, maintaining and revising the State Development and Redevelopment Plan the commission shall solicit and give due consideration to the plans, comments and advice at each county and municipality, state agencies designated by the commission and other local and regional entities. Prior to the adoption of each plan, the commission shall prepare and distribute a preliminary plan to each county planning board, municipal planning board and other requesting parties, including state agencies and metropolitan planning organizations. Not less a than 45 nor more than 90 days thereafter, the commission shall conduct a joint public informational meeting with each county planning board in each county for the purpose of providing information on the

State Planning Act Text (continued)

plan, responding to inquiries concerning the plan, and receiving informal comments and recommendations from county and municipal planning boards, local public officials and other interested parties.

b. The commission shall negotiate plan cross-acceptance with each county planning board, which shall solicit and receive any findings, recommendations and objections concerning the plan from local planning bodies. Each county planning board shall negotiate plan cross-acceptance among the local planning bodies within the county, unless it shall notify the commission in writing within 45 days of the receipt of the preliminary plan that it waives this responsibility, in which case the commission shall designate an appropriate entity, or itself, to assume this responsibility. Each board or designated entity shall, within six months of receipt of the preliminary plan, file with the commission a formal report of findings, recommendations and objections concerning the plan, including a description of the degree of consistency and any remaining inconsistency between the preliminary plan and county and municipal plans. In any event, should any municipality's plan remain inconsistent with the State Development and Redevelopment Plan after the completion of the cross-acceptance process, the municipality may file its own report with the State Planning Commission, notwithstanding the fact that the county planning board has filed its report with the State Planning Commission. The term cross-acceptance means a process of comparison of planning policies among governmental levels with the purpose of attaining compatibility between local, county and state plans. The process is designed to result in a written statement specifying areas of agreement or disagreement and areas requiring modification by parties to the cross-acceptance.

c. Upon consideration of the formal reports of the county planning boards, the commission shall prepare and distribute a final plan to county and municipal planning boards and other interested parties. The commission shall conduct not less than six public hearings in different locations throughout the state for the purpose of receiving comments on the Final Plan. The commission shall give at least 30 days public notice of each hearing in advertisements in at least two newspapers which circulate in the area served by the hearing and at least 30 days notice to the governing body and planning board of each county and municipality in the area served by the hearing.

d. Taking full account of the testimony presented at the public hearings, the commission shall make revisions in the plan as it deems necessary and appropriate and adopt the Final Plan by a majority vote of its authorized membership no later than 60 days after the final public hearing.

52:l8A-202. 1. Legislative finding and declaration; cross-acceptance; evolution of state development and redevelopment plan; assessment study of plan and trend impacts:

The Legislature finds and declares that:

a. There are many concerns associated with the design and implementation of the State Development and Redevelopment Plan (hereafter referred to as "the Plan"), including: (1) maintaining beneficial growth; (2) improving environmental quality; (3) insuring cost-effective delivery of infrastructure and other public services; (4) improving intergovernmental coordination; (5) preserving the quality of community life; and (6) redeveloping the state's major urban areas.

b. Each of these concerns is an important issue for further study and each should serve as a measure of the efficacy of the Plan.

State Planning Act Text (continued)

c. However, these concerns are not mutually exclusive and, therefore, a balance among them must be achieved to maximize the well-being for the state and its residents.

d. The process of cross-acceptance of the State Development and Redevelopment Plan required under the State Planning Act, P.L. 1985, c. 398 (C.52:~SA-196 et seq.), is a process designed to elicit the greatest degree of public participation in order to encourage the development of a consensus among the many, sometimes competing, interests in the state.

e. This consensus will be facilitated by the availability of sufficient information concerning the impact the State Development and Redevelopment Plan may have on particular regions and on the overall economic well-being of the state.

f. The Plan evolves through three phases: (1) the Preliminary Plan, which will serve as the basis for cross-acceptance; (2) the Interim Plan, which will reflect the changes occurring during the cross-acceptance process; and (3) the Final Plan, which is to be implemented after approval by the State Planning Commission.

g. A two-stage process shall be established to examine the economic, environmental, infrastructure, community life, and intergovernmental coordination impacts of the Plan. This procedure shall consist of an assessment of the impacts of the Interim Plan and an on-going monitoring and evaluation program after the Final Plan is adopted.

h. The results of the Assessment Study shall identify desirable changes to be incorporated into the Final Plan. These studies shall describe the impacts of the policies and strategies proposed in the Plan (hereafter referred to as the "Plan" impacts) relative to the impacts that would likely occur without a Plan (hereafter referred to as "Trend" impacts). In examining the impacts of Plan and Trend, any significant regional differences that result shall be identified and analyzed. Where appropriate, the study shall also distinguish short-term and long-term impacts.

i. It is necessary to conduct an economic assessment of the Plan and Trend impacts and to make the results of that assessment available before adoption of the Final Plan. Work on the development of the evaluation methodology and, where possible, the collection of data for the assessment study shall commence upon enactment of this bill. Some factors that shall be addressed during cross-acceptance include: (1) Changes in property values, including farmland, state and local expenditures and tax revenues, and regulations; (2) Changes in housing supply, housing prices, employment, population and income; (3) Costs of providing the infrastructure systems identified in the State Planning Act; (4) Costs of preserving the natural resources as identified in the State Planning Act; (5) Changes in business climate; and (6) Changes in the agricultural industry and the costs of preserving farmland and open spaces.

52:18A-202.2. Utilization of staff, other state agencies, independent firms or institutions of higher learning for studies; submission and distribution of report; review by each county and municipality:

a. The Office of State Planning in consultation with the Office of Economic Policy, shall utilize the following: (1) Conduct portions of these studies using its own staff; (2) Contract with other state agencies to conduct portions of these studies; and (3) Contract with an independent firm or an institution of higher learning to conduct portions of these studies.

State Planning Act Text (continued)

b. Any portion of the studies conducted by the Office of State Planning, or any other state agency, shall be subject to review by an independent firm or an institution of higher learning.

c. The Assessment Study and the oversight review shall be submitted in the form of a written report to the State Planning Commission for distribution to the Governor, the Legislature and the governing bodies of each county and municipality in the state during the cross-acceptance process and prior to the adoption of the Final Plan.

d. A period extending from at least 45 days prior to the first of six public hearings, which are required under the State Planning Act, P.L. 1985, c. 398 (C.52:ISA-196 et seq.), to 30 days following the last public hearing shall be provided for counties and municipalities to review and respond to the studies. Requests for revisions to the Interim Plan shall be considered by the State Planning Commission in the formulation of the Final Plan.

52:18A-202.3. Final Plan; contents; on-going monitoring and evaluation program; report:

a. The Final Plan shall include the appropriate monitoring variables and plan targets in the economic, environmental, infrastructure, community life, and intergovernmental coordination areas to be evaluated on an on-going basis following adoption of the Final Plan.

b. In implementing the monitoring and evaluation program, if Plan targets are not being realized, the State Planning Commission shall evaluate reasons for the occurrences and determine if changes in Plan targets or policies are warranted.

c. The Office of State Planning shall include in its annual report results of the on-going monitoring and evaluation program and forward the report to the Governor and the Legislature.

52:18A-203. Rules and regulations:

The commission shall adopt rules and regulations to carry out its purposes, including procedures to facilitate the solicitation and receipt of comments in the preparation of the preliminary and final plan and to ensure a process for comparison of the plan with county and municipal master plans, and procedures for coordinating the information collection, storage and retrieval activities of the various state agencies.

52:18A-204. Assistance of state agencies:

The commission shall be entitled to call to its assistance any personnel of any state agency or county, municipality or political subdivision thereof as it may require in order to perform its duties. The officers and personnel of any state agency or county, municipality or political subdivision thereof and any other person may serve at the request of the commission upon any advisory committee as the commission may create without forfeiture of office or employment and with no loss or diminution in the compensation, status, rights and privileges which they otherwise enjoy.

52:18A-205. State and local agencies; availability of studies, surveys, plans, etc. to commission:

Each state agency or county, municipality or political subdivision thereof shall make available to the commission any studies, surveys, plans, data and other materials or information concerning the

State Planning Act Text (continued)

capital, land use, environmental, transportation, economic development and human services plans and programs of the agency, county, municipality or political subdivision.

52:18A-206. Construction of Act:

a. The provisions of P.L. 1985, c. 398 (C. 52:18A-196 et seq.) shall not be construed to affect the plans and regulations of the Pinelands Commission pursuant to the Pinelands Protection Act, P.L. 1979, c. 111 (C. 13:18A-1 et seq.) or the Hackensack Meadowlands Development Commission pursuant to the Hackensack Meadowlands, Reclamation and Development Act P.L. 1968, c. 404 (C. 13:17-1 et seq.). The State Planning Commission shall rely on the adopted plans and regulations of these entities in developing the State Development and Redevelopment Plan.

b. The State Planning Commission may adopt, after the enactment date of P.L. 1993, c. 190 (C. 13:19-5.1 et al.), the coastal planning policies of the rules and regulations adopted pursuant to P.L. 1973, c. 185 (C. 13:19-1 et seq.), the coastal planning policies of the rules and regulations adopted pursuant to subsection b. of section 17 of P.L. 1973, c. 185 C. 13:19-17) and any coastal planning policies of rules and regulations adopted pursuant to P.L. 1973, c. 185 (C. 13:19-1 et seq.) thereafter as the State Development and Redevelopment Plan for the coastal area as defined in section 4 of P.L. 1973, c. 185 (C. 13:19-4). L. 1985, c. 398, eff. Jan. 2, 1986. Amended by L. 1993, c. 190, eff. July 19, 1993.

52:18A-207. Short title

Sections 1 through 12 of this act shall be known and may be cited as the “State Planning Act.”

State Planning Act Amendments to Other Statutes

Capital Budgeting and Planning Commission

Title 52. State Government, Departments and Officers. Subtitle 3. Executive and Administrative Departments, Officers and Employees.

Ch. 9S-Commission on Capital Budgeting and Planning.

L. 1975, c. 208, eff. 9/23/75

Amended by L. 1985, c. 398, eff. 1/2/86

a. The commission shall each year prepare a State Capital Improvement Plan containing its proposals for state spending for capital projects, which shall be consistent with the goals and provisions of the State Development and Redevelopment Plan adopted by the State Planning Commission.

Municipal Land Use Law

Title 40. Municipalities and Counties. Ch. 55D-Planning, Zoning, Etc. Municipal Land Use Law.

Article I. General Provisions: Site Plan Review

Effective 8/1/76

Amended by L. 1991, c. 245 eff. 8/7/91

Notice shall be given by personal service or certified mail to the State Planning Commission of a hearing on an application for development of property which exceeds 150 acres or 500

State Planning Act Text (continued)

dwelling units. The notice shall include a copy of any maps or documents required to be on file with the municipal clerk pursuant to (N.J.S.A. 40:55D-10.b.).

Title 40. Municipalities and Counties. Ch.55D-Planning, Zoning, Etc. Municipal Land Use Law.

Article 3. Master Plan: Preparation; Content; Modification

Effective 8/1/76

Amended by L.1991, c. 199 eff. 7/9/91

The master plan shall include a specific policy statement indicating the relationship of the proposed development of the municipality, as developed in the master plan to (1) the master plan of contiguous municipalities, (2) the master plan of the county in which the municipality is located, (3) the State Development and Redevelopment Plan adopted pursuant to the "State Planning Act," sections 1 through 12 of P.L. 1985, c.398 (C.52:18A-196 et seq.), and (4) the district solid waste management plan required pursuant to the provisions of the Solid Waste Management Act, P.L. 1970, c. 39 (C. 13:1E-1 et seq.) of the County in which the municipality is located.

F. STATE AGENCY PRIORITY USE OF THE STATE PLAN

The following is a list of programs administered by various state agencies that grant priority to Centers and Endorsed Plans designated by the State Planning Commission in awarding grants, loans and the funding of projects and for providing technical planning assistance.

1. **NJDOT**—Transportation Enhancements (Transportation Equity Act for the 21st Century)
2. **NJDOT**—Local Aid for Centers of Place
3. **NJDOT**—Municipal Aid Program, Pedestrian Projects
4. **NJDOT**—Municipal Aid Program, Bicycle Projects
5. **NJDOT**—Local Bicycle/Pedestrian Planning Assistance and State Plan Implementation Program
6. **NJDCA**—Small Cities Community Development Block Grant Program: Center Designation Fund
7. **NJDCA**—Small Cities Community Development Block Grant Program: Public Facilities Fund
8. **NJDCA**—Small Cities Community Development Block Grant Program: Housing Rehabilitation Fund
9. **NJDCA**—Neighborhood Preservation Program
10. **NJDCA**—Smart Growth Planning Grants
11. **NJDCA**—Office of State Planning, Local Planning Assistance and Special Projects Program
12. **NJHMFA**—Low Income Housing Credit
13. **NJDEP**—Environmental Infrastructure Trust Fund: Wastewater Assistance Program
14. **NJDEP**—Environmental Infrastructure Trust Fund: Drinking Water State Revolving Fund Program
15. **NJDEP**—Environmental Infrastructure Trust Fund: Stormwater Assistance Program
16. **NJDEP**—Historic Preservation Certified Local Government Grants
17. **NJDEP**—Green Acres Open Space and Recreation Plans
18. **NJDEP**—Green Acres Project Priority System: Green Acres Grants and Loans
19. **NJDEP**—Green Acres Project Priority System: Nonprofit Acquisition Grants
20. **NJDEP**—Lakes Restoration Program

Key: **NJDEP** = New Jersey Department of Environmental Protection
NJDCA = New Jersey Department of Community Affairs
NJDOT = New Jersey Department of Transportation
NJHMFA = New Jersey Housing and Mortgage Finance Agency

G. HIGHLANDS MUNICIPALITIES

The Highlands Special Resource Area includes seven counties and 90 municipalities all or partly within the Highlands physiographic province used to delineate the Highlands Region. While a region can be defined on physical features alone, the distribution of plant and animal populations may transcend the strictly physical boundaries of physiographic regions. Furthermore, the boundaries of physiographic regions do not necessarily conform to economic regions or political boundaries. For example, a study prepared by the U.S. Department of Agriculture Forest Service investigating issues related to forest resources in the Highlands identified 83 municipalities in the New Jersey Highlands (U.S.D.A. 1992), while the New Jersey Conservation Foundation lists 87 (Mitchell 1992).

BERGEN COUNTY

Mahwah

Oakland

HUNTERDON COUNTY

Alexandria

Bethlehem

Bloomsbury

Califon

Clinton Town

Clinton Twp

Glen Gardner

Hampton

High Bridge

Holland

Lebanon Boro

Lebanon Twp

Milford

Tewksbury

Union

MORRIS COUNTY

Boonton Town

Boonton Twp

Butler

Chester Boro

Chester Twp

Denville

Dover

Hanover

Harding

Jefferson

Kinnelon

Mendham Boro

Mendham Twp

Mine Hill

Montville

Morris Twp

Morris Plains

Morristown

Mount Arlington

Mount Olive

Mountain Lakes

Netcong

Parsippany-Troy Hills

Pequannock

Randolph

Riverdale

Rockaway Boro

Rockaway Twp

Roxbury

Victory Gardens

Washington Twp

Wharton

PASSAIC COUNTY

Bloomington

Pompton Lakes

Ringwood

Wanaque

West Milford

SOMERSET COUNTY

Bernards*

Bernardsville

Far Hills

Peapack-Gladstone

SUSSEX COUNTY

Andover Boro*

Andover Twp*

Byram

Franklin

Green*

Hamburg

Hardyston

Hopatcong

Lafayette*

Ogdensburg

Sparta

Stanhope

Vernon

WARREN COUNTY

Allamuchy

Alpha

Belvidere

Franklin

Frelinghuysen*

Greenwich

Hackettstown

Harmony

Hope*

Independence

Liberty

Lopatcong

Mansfield

Oxford

Phillipsburg

Pohatcong

Washington Boro

Washington Twp

White

*Municipalities not included in U.S.D.A. Forest Service 1991 Highlands Study

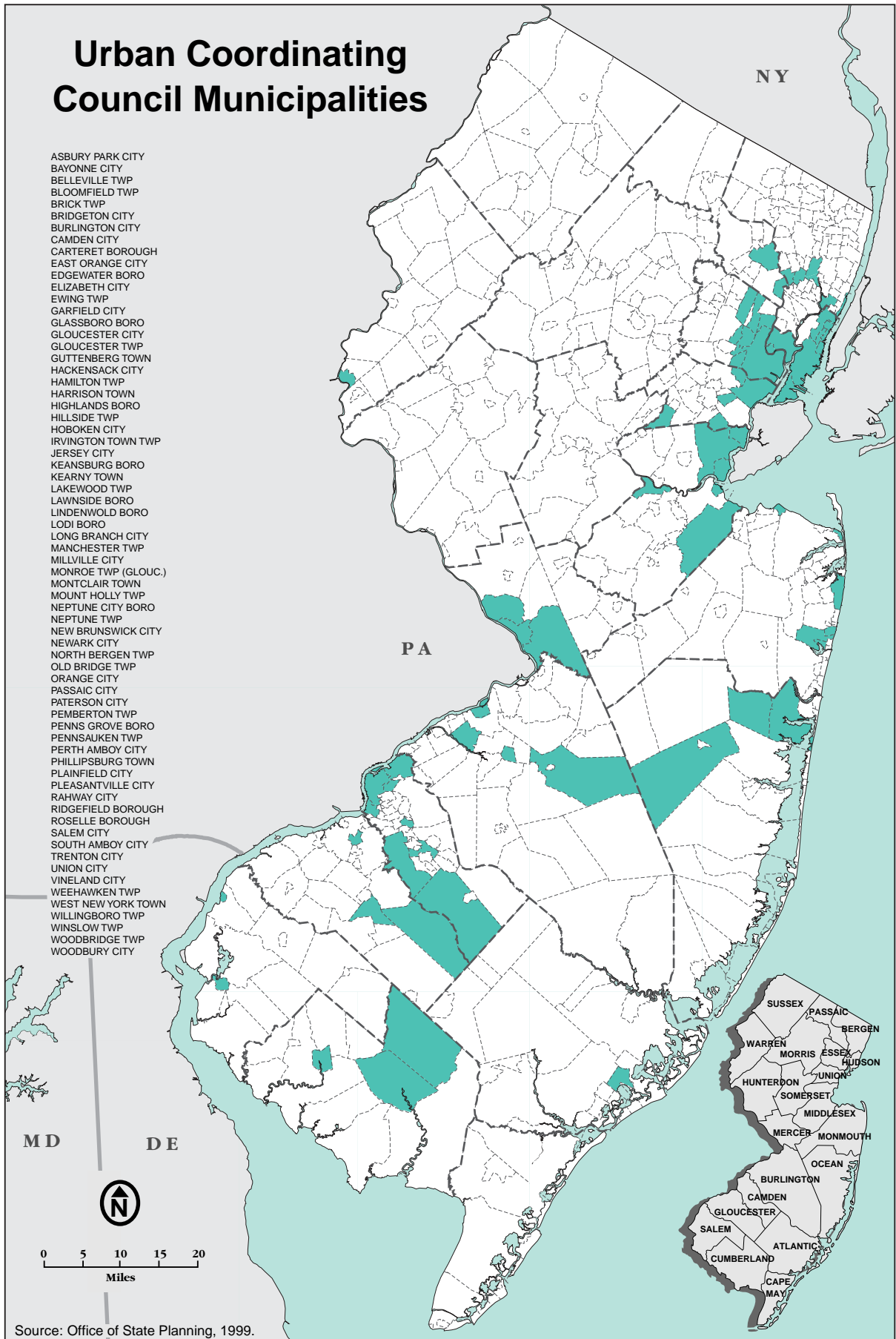
H. URBAN COORDINATING COUNCIL MUNICIPALITIES

The Urban Coordinating Council (UCC) and the New Jersey Redevelopment Authority were created with the passage of the New Jersey Urban Redevelopment Act in July 1996. Municipalities that are eligible for the UCC's Empowerment Neighborhood Designation are given priority access to state resources and assistance through the Redevelopment Authority. The UCC further ensures that the state departments and agencies coordinate responses and provide assistance to projects and programs outlined in neighborhood empowerment plans for designated communities. As of March 1, 2001, the following 68 municipalities were identified as eligible for UCC assistance:

Asbury Park City	Hillside Twp	Paterson City
Bayonne City	Hoboken City	Pemberton Twp
Belleville Town	Irvington Town	Penns Grove Boro
Bloomfield Town	Jersey City	Pennsauken Twp
Brick Twp	Keansburg Boro	Perth Amboy City
Bridgeton City	Kearny Town	Phillipsburg Town
Burlington City	Lakewood Twp	Plainfield City
Camden City	Lawnside Boro	Pleasantville City
Carteret Boro	Lindenwold Boro	Rahway City
City of Orange East	Lodi Boro	Ridgefield Boro
Orange City	Long Branch City	Roselle Boro
Edgewater Boro	Manchester Twp	Salem City
Elizabeth City	Millville City	South Amboy City
Ewing Twp	Monroe Twp (Gloucester)	Trenton City
Garfield City	Montclair Town	Union City
Glassboro Boro	Mount Holly Twp	Vineland City
Gloucester City	Neptune City Boro	Weehawken Twp
Gloucester Twp	Neptune Twp	West New York Town
Guttenberg Town	New Brunswick City	Willingboro Twp
Hackensack City	Newark City	Winslow Twp
Hamilton Twp (Atlantic)	North Bergen Twp	Woodbridge Twp
Harrison Town	Old Bridge Twp	Woodbury City
Highlands Boro	Passaic City	

Urban Coordinating Council Municipalities

- ASBURY PARK CITY
- BAYONNE CITY
- BELLEVILLE TWP
- BLOOMFIELD TWP
- BRICK TWP
- BRIDGETON CITY
- BURLINGTON CITY
- CAMDEN CITY
- CARTERET BOROUGH
- EAST ORANGE CITY
- EDGEWATER BORO
- ELIZABETH CITY
- EWING TWP
- GARFIELD CITY
- GLASSBORO BORO
- GLOUCESTER CITY
- GLOUCESTER TWP
- GUTTENBERG TOWN
- HACKENSACK CITY
- HAMILTON TWP
- HARRISON TOWN
- HIGHLANDS BORO
- HILLSIDE TWP
- HOBOKEN CITY
- IRVINGTON TOWN TWP
- JERSEY CITY
- KEANSBURG BORO
- KEARNY TOWN
- LAKEWOOD TWP
- LAWNSIDE BORO
- LINDENWOLD BORO
- LODI BORO
- LONG BRANCH CITY
- MANCHESTER TWP
- MILLVILLE CITY
- MONROE TWP (GLOUC.)
- MONTCLAIR TOWN
- MOUNT HOLLY TWP
- NEPTUNE CITY BORO
- NEPTUNE TWP
- NEW BRUNSWICK CITY
- NEWARK CITY
- NORTH BERGEN TWP
- OLD BRIDGE TWP
- ORANGE CITY
- PASSAIC CITY
- PATERSON CITY
- PEMBERTON TWP
- PENNS GROVE BORO
- PENNSAUKEN TWP
- PERTH AMBOY CITY
- PHILLIPSBURG TOWN
- PLAINFIELD CITY
- PLEASANTVILLE CITY
- RAHWAY CITY
- RIDGEFIELD BOROUGH
- ROSELLE BOROUGH
- SALEM CITY
- SOUTH AMBOY CITY
- TRENTON CITY
- UNION CITY
- VINELAND CITY
- WEEHAWKEN TWP
- WEST NEW YORK TOWN
- WILLINGBORO TWP
- WINSLOW TWP
- WOODBRIE TWP
- WOODBURY CITY



Source: Office of State Planning, 1999.

New Jersey Department of Community Affairs Office of State Planning

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Karl Hartkopf, PP, AICP, *Database/GIS Specialist*
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RPP, Pete Taft, top; RPP, bottom	2
RPP.	4
Computer-enhanced photograph, by Juan Ayala, Envisioneering, for the New Jersey Office of State Planning	5
Hoboken—Carlos Macedo Rodrigues.	6
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Jersey City—Carlos Macedo Rodrigues	17
RPP.	18
RPP.	19
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RPP, top; New Brunswick, RPP, bottom	23
Used by permission, courtesy of Bristol-Myers Squibb	26
Newark—Carlos Macedo Rodrigues.	28
Isles Inc. community garden, Trenton—RPP.	32
Bergen-Hudson Light Rail—Carlos Macedo Rodrigues	33
RPP.	36
Bird watching at Cape May Point—copyright, Cape May County Department of Tourism, used by permission.	37
Used by permission, courtesy of the New Jersey Commerce and Economic Growth Commission, Scott Barrow, top and bottom; used by permission, courtesy of the New Jersey Commerce and Economic Growth Commission, middle	48
Aerial view of the Sourland Mountain Region—RPP	49
Used by permission, courtesy of the Burlington County Board of Chosen Freeholders, top; tomatoes in greenhouse, used by permission, courtesy of the Burlington County Board of Chosen Freeholders, bottom	52
Monmouth County, used by permission, courtesy of the New Jersey State Agriculture Development Committee, Michael Tozzi, top; Augusta, used by permission, courtesy of the New Jersey State Agriculture Development Committee, Hi Young, bottom.	53
RPP, top; used by permission, courtesy of Bristol-Myers Squibb, bottom	54
Used by permission, courtesy of the Port Authority of New York & New Jersey, bottom	55
Used by permission, courtesy of Bristol-Myers Squibb	56
Used by permission, courtesy of the Port Authority of New York & New Jersey	58

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Salem County—used by permission, courtesy of the New Jersey State Agriculture Development Committee, Tom Lohrman	65
Forsythe National Wildlife Refuge—used by permission, courtesy of the New Jersey Commerce and Economic Growth Commission, copyright Scott Barrow.	66
Used by permission, courtesy of the New Jersey Department of Environmental Protection	68
Ellen Shoshkes	72
Bergen County—Carlos Macedo Rodrigues	79
Hopewell Borough—Kathleen Bird	80
Used by permission, courtesy of the New Jersey Housing and Mortgage Finance Agency, Ross Lewis Photography	82
RPP.	89
Patricia P. Sziber	92
Manners Road, East Amwell Township—Kathleen Bird	93
Used by permission, courtesy of the New Jersey State Agriculture Development Committee	94
Bridgewater-Raritan-Somerville charrette—Carlos Macedo Rodrigues	97
Washington Town Center, Washington Township (Mercer County)— Carlos Macedo Rodrigues.	99
Used by permission, courtesy of the New Jersey Department of Transportation	120
Ellen Shoshkes.	121
New Jersey Performing Arts Center, Newark—Jeff Goldberg, Esto, for the New Jersey Performing Arts Center	126
Lucy the Elephant, Margate—used by permission, courtesy of the New Jersey Commerce and Economic Development Commission	127
Hoboken—Carlos Macedo Rodrigues.	130
City of Trenton	133
RPP.	134
Grand Court Villas, Trenton—Carlos Macedo Rodrigues for the New Jersey Office of State Planning	139
Ben Franklin Bridge—Ed Fox	141
War Memorial Building—Diane Chepega for the New Jersey Office of State Planning	146
Leaming’s Run Gardens—copyright Cape May County Department of Tourism, used by permission	148
Used by permission, courtesy of the New Jersey Commerce and Economic Growth Commission	152
Municipal park along the waterfront in Red Bank provides public access to a natural amenity, the Navesink River—Carlos Macedo Rodrigues	153
Cogeneration plant in Trenton—Diane Chepega for the New Jersey Office of State Planning	157

Howell Living History Farm, Titusville, owned by Mercer County and operated by the Mercer County Park Commission—Kathleen Bird	160
RPP	162
Island Beach State Park—used by permission, courtesy of the New Jersey Commerce and Economic Growth Commission	165
Wetlands Institute, Stone Harbor—copyright Cape May County Department of Tourism, used by permission	166
Hawk Watch in Rockaway Township (Morris County)—used by permission, courtesy of The Daily Record, Mike Buscher.	171
Duany Plater-Zyberk	177
Hudson River Walkway—Carlos Macedo Rodrigues	179
Duany Plater-Zyberk	180
Duany Plater-Zyberk, Michael Morrissey	189
Office of State Planning	201
Poor Farm Road, Hopewell Township—Kathleen Bird	205
RPP, top; Emlen Physick House, Cape May, which houses the Mid-Atlantic Center for the Arts—copyright Cape May County Department of Tourism, used with permission, bottom	226
RPP	233
Rooftop view from West State Street, Trenton—New Jersey Office of State Planning	237
Newton—New Jersey Herald, Anne Murphy	242
Woodstown—New Jersey Office of State Planning	244
Cranbury—RRP	245
RPP, top and bottom	253
RPP	259
City of Trenton	260
RPP, top; RPP, Pete Taft, bottom	276
Trenton Mayor Douglas H. Palmer, with children from the Marie H. Katzenbach School for the Deaf in Ewing Township and the Columbus School in Trenton, begin the March 1, 2001 State Planning Commission meeting with the Pledge of Allegiance, New Jersey Office of State Planning, Holly Marvin	277
Trenton Mayor Douglas H. Palmer, top, and State Planning Commission Members Dianne Brake, Margaret Nordstrom and Spotswood Mayor Barry Zagnit, March 1, 2001, Office of State Planning, Holly Marvin	280
New Jersey Office of State Planning, Holly Marvin	281
Visual simulations of comparative development patterns (except Rural Valley) for the New Jersey Office of State Planning by Dodson Associates, Ltd./Regional Plan Association, color section.	
Visual simulation of comparative development pattern of Rural Valley for the Hopewell Township Planning Board (Mercer County) by Dodson Associates, Ltd., used with permission, courtesy of the Hopewell Township Planning Board, color section.	
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All other maps by Steven Karp, New Jersey Office of State Planning.

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Map Notes

The following GIS files appear in almost every map: NJDEP Coast, 1996; *Stmun*, 1998. NJOSP/ESRI *Ä GDT Pany2*, 2001. All GIS file names appear in italics.

Employment by Municipality, page 31:

2000 employment is an estimate based on previous years. Citation is Es202 for 1980, Es202 for 2000 (based on 98 and 99 data), and 2020 is Impact Assessment. Es202 is NJDOL. Bps are Community Affairs, Buildings and Codes, 92 to 00. This data was normalized for area as per standard cartographic procedure.

Waters of New Jersey, page 39:

Wetlands are from 1995/97/Landuse/Landcover data and do not reflect year 2000 circumstances.

Drinking Water Supply Surface Sources, page 40:

GIS source files included NJDEP and NJOSP—*Lakes/NJlakes*, 1986 & 1995; Reservoirs, 9-95; *Swintakes*, 2001.

Surface Water Quality Designations, page 41:

GIS source files included NJDEP *Surface Water Quality Designations*, 2000. Category FWI means those fresh waters, as designated in N.J.A.C. 7:9B-1.15(h) Table 6, that are to be maintained in their natural state of quality... Trout Production Waters means waters designated at N.J.A.C. 7:9B-1.15(b) through (g) for use by trout for spawning or nursery purposes during their first summer. Trout Maintenance Waters means waters designated at N.J.A.C. 7:9B-1.15(b) through (g) for the support of trout throughout the year.

Watershed Management Areas, page 42:

GIS source files included NJDEP, *WMAS* (Watershed Management Areas), 4-2000.

Developed Flood Hazard Areas, page 43:

GIS source files included NJDEP *Flood*, 12-95; 1995/97/Landuse/Landcover, 2-01.

Groundwater, page 44:

GIS source files included NJDEP Geological Survey, 2001, *Groundwater Recharge Potential* top 2 quintiles (srnk = A and/or B). Watertable (unconfined) aquifer rankings, top 2 quintiles (srnk = A and/or B).

Agricultural Soils, page 46:

GIS source files included NJDEP—*Soils*, 11-95; NJ Dept. of Agriculture—Prime, Statewide & Local Importance lists.

Major Roads and Congestion, page 75:

GIS Source: DOT *Majrds2*, *Hvyrds*, *Svrrds* (OSP file names), 2001. Severe congestion describes a road with traffic volumes at or beyond roadway capacity, heavy congestion describes a road with traffic volumes approaching roadway capacity as measured by the DOT Congestion Management System (CMS).

Approved Sewer Service Areas, page 76:

GIS source files included OSP and NJDEP *Sewer & Sewer*, 1997. From Future and Existing Wastewater Management Plans on file at DEP. Inclusion of an area does not necessarily mean that the system has been built. Approved is Existing and Future combined. Existing areas are presently serviced as shown on DEP WMP maps. Future areas are planned for service as shown on DEP WMP maps. Mapped areas include surface water discharge, ground water discharge greater than 20,000 gpd., mixed surface and ground water discharge.

Dwelling Units Authorized by Building Permits 1992–2000, page 83:

This data was normalized per capita as per standard cartographic procedure.

Public Open Space and Preserved Farmland, page 90:

GIS source data included NJDEP—*Fedutil*, 1991; *Newstate*, 1999, *1995/97Landuse/Landcover*, 2-01; OSP—*Splan2*, 3-01 *Open01*, 4-01; Dept. of Agriculture SADC, 2001; Various counties. Data from multiple sources and dates combined to create *Open01* (Consolidated Open Space). Ranges from Federal Land 1991 to 2001. Includes parks, wildlife preserves, state owned conservation easements, watershed management areas, utility land, Dept. of Agriculture conserved land, New Jersey Conservation Foundation land, tax-exempt open space, and county and municipal files/maps submitted for Plan Cross-acceptance.

Unprotected and Undeveloped Land in Approved Sewer Service Areas, page 91:

GIS source files included NJDEP—*Fedutil*, 1991; *Newstate*, 1999, *1995/97Landuse/Landcover*, 2-01; OSP—*Splan2*, 3-00; Dept. of Ag. SADC, 2001; OSP & DEP *Sewer & Sewer*, 1997 *Open01*, 4-01.

Unprotected land is land that is not part of the Public Open Space and Preserved Farmland as described above and not classified as wetlands in the DEP *1995/97Landuse/Landcover*. Undeveloped land is land that is not classified as urban in the DEP *1995/97Landuse/Landcover*. Sewer Service Areas as described for Sewer Service Areas map above.

Planning Regions Established by Statute, page 167:

GIS source files included NJDEP/NJGS—*Physprov* (Physiographic Provinces), 1999; Pinelands Commission—*Manareas*, 11-00.

The Highlands Special Resource Area, 172:

GIS source files included NJDEP/NJGS—*Physprov* (Physiographic Provinces), 1999. This boundary is defined by the physiographic province. Some maps define the area by civil boundaries.

Policy Map of the New Jersey State Development and Redevelopment Plan, page 182:

The State Plan Policy Map in this publication is a generalization of maps developed at 1:24,000 scale on file at the Office of State Planning. This map was developed, in part, using geographic information system digital data from the New Jersey Department of Environmental Protection and the New Jersey Pinelands Commission. GIS source files included: OSP—*Splan2*, 3-01; *Cenlne2*, 3-01; Elements of NJDEP *Coast*, 1996; *Fedutil*, 1999; *Newstate*, 1999, *PMA* (Pinelands Commission Management Areas), 11-00. Many other NJDEP files were used to define Planning Area boundaries, such as wetlands, flood plain and water body boundaries.

Developed Land, page 184:

GIS source files included NJDEP *1995/97Landuse/Landcover*, 2-01. Developed land is land that is classified as urban in the DEP *1995/97Landuse/Landcover*.

Unprotected and Undeveloped Land, page 185:

GIS source files included NJDEP—*Fedutil*, 1991; *Newstate*, 1999, *1995/97Landuse/Landcover*, 2-01; OSP—*Splan2*, 3-01 *Open01*, 4-01; Dept. of Ag. *SADC*, 2001. Unprotected and Undeveloped Land as described in the Unprotected and Undeveloped Land in Sewer Service Areas map above.

Critical Environmental Sites Historic & Cultural Sites, page 225:

GIS source files included OSP *Cenlne2*, 3-01; *PMA* (Pinelands Commission Management Areas), 11-00. CES are all polygons. HCS can be either a polygon or a point. There are a few polygons that are both a CES and HCS.

For additional information:

New Jersey Department of Community Affairs
Office of State Planning
P.O. Box 204
Trenton, NJ 08625-0204

www.njstateplan.com

Phone: 609.292.7156
Fax: 609.292.3292



*New Jersey State Planning Commission
P.O. Box 204
Trenton, NJ 08625-0204
609.292.7156*

www.njstateplan.com