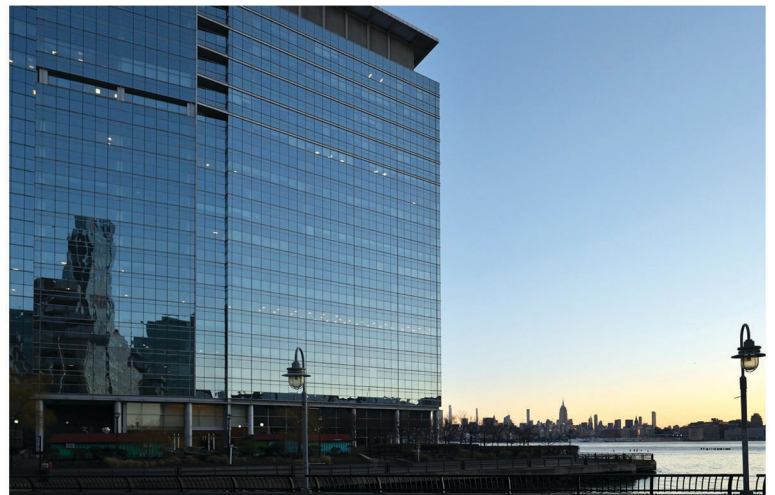


The Preliminary Draft of the New Jersey State Development and Redevelopment Plan

New Jersey State Planning Commission
Approved December 4, 2024



TO THE RESIDENTS OF NEW JERSEY

A letter from the Governor/Lt. Governor will be added.

DRAFT

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PREAMBLE

With a population of 9.26 million in 2022 and a land area of 7,353 square miles, New Jersey is the 46th largest state in the union and the most densely populated. Its high quality of life, diversity of people and places, and central location in the Northeast Corridor, among its many assets, make New Jersey an attractive place to live, work, and recreate. New Jersey expects and encourages economic and population growth and seeks to do so in ways that broaden economic prosperity and balance the benefits and impacts of growth. That is the central purpose of the State Development and Redevelopment Plan - outlining a broad and equitable approach to facilitating and directing growth in the state. The goals and policies in the Plan ultimately represent a consensus among all levels of government in the state. First, we must review where we are today and how we got here before we discuss where we aim to go.

State Planning in New Jersey

State governments in the United States have traditionally not viewed statewide planning as one of their core functions, and only a handful of states have undertaken such activities. Not so in New Jersey, which has a tradition of statewide planning going back almost 100 years.

As early as 1918, some limited planning and zoning authority was granted to municipal governments, but it wasn't until the Zoning Act of 1928 when explicit authority to municipalities to zone was granted. This legislation was the precursor to the current Municipal Land Use Legislation.

In 1934, the State Planning Board released a document called the New Jersey State Plan. While much of the document was concerned with documenting existing conditions on the ground, (i.e. hospitals, schools, roads, urbanized areas), it contained a map entitled, "Future Land Utilization", showing various categories such as "present urban areas with an average population density of 500+ per square mile", "areas of most probable urban expansion", and "land generally suited for farming". In other words, a crude future land use map.

The 1934 State Plan was influenced by the 1929 Regional Plan for New York and its Environs, released by the Regional Plan Association, and in particular, the 1929 Graphic Regional Plan - Atlas and Description. The New Jersey State Planning Board issued annual "reports of progress" after 1934, for a time. In 1950, a Development Plan for New Jersey was released, prepared by the State Department of Conservation and Economic Development.

In 1969, the adoption of the Hackensack Meadowlands Reclamation and Development Act (N.J.S.A. 13:17-1 et. seq), established the Hackensack Meadowlands Development Commission, now known as the New Jersey Sports and Exposition Authority, to oversee the Hackensack Meadowlands District.

New Jersey passed the Coastal Area Facility Review Act (CAFRA), N.J.S.A. 13:19-1 et. seq., in 1973 in response to rapid and uncontrolled growth and its subsequent environmental effects. This act gives the Department of Environmental Protection (DEP) authority to regulate

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 Management Program (CMP).

In 1980, the State issued a State Development Guide Plan, prepared by the Division of State and Regional Planning in the Department of Community Affairs. This document contained maps allocating land to various categories, including "growth areas", "limited growth areas", "agricultural areas", "conservation areas", "Pinelands Protection Area" and "Pinelands Preservation Areas", which reflected the creation of New Jersey's second regional planning entity.

The New Jersey Legislature passed two interrelated pieces of legislation - the Fair Housing Act and the State Planning Act, both enacted in 1985. These two laws introduced the concept of clearly articulated statewide land use planning objectives that provide vital context for successful growth, including the implementation of the constitutional obligations to address the housing needs of all New Jersey residents including low- and moderate-income households.

The Fair Housing Act (FHA) resulted from New Jersey Supreme Court rulings which held that every municipality has a constitutional obligation to provide its fair share of low- and moderate-income housing. The FHA mandated that municipalities plan and zone for affordable housing and created a structured framework to support the development and availability of affordable housing in every community in New Jersey. The FHA and the State Planning Act are inextricably linked in their goals to foster inclusive, sustainable, and economically resilient communities. Thus, the State Planning Act, and accordingly this State Plan, respects and conforms to the mandate of the FHA.

Among the Findings and Declarations in the State Planning Act, the Legislature found 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, regional, 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 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 that are consistent with State and regional 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.

In 1992 the New Jersey State Planning Commission adopted a new version of the State Plan called “Communities of Place: The New Jersey State Development and Redevelopment Plan”. And in March of 2001 the State Planning Commission adopted an updated and expanded version of the State Plan. The 2001 State Development and Redevelopment Plan recognized the New Jersey portion of the Highlands region as a Special Resource Area and became the impetus for the 2004 enactment of the Highlands Water Protection and Planning Act by the State legislature. This measure put into place strict limitations on development in the region to preserve the water quality in the Highlands.

The State Plan aims to build upon interagency coordination. State planning efforts have been influential in shaping New Jersey’s landscapes, and in the period since 1992 the Plan has resulted in better and more balanced planning decisions. This document provides an update to the 2001 State Plan.

The State Plan Process

Continuing interagency support of, and municipal consistency with the State Plan will build on the historical successes of good land use planning and practices in New Jersey with an eye towards prosperity and balance between a myriad of long-term goals and objectives. Input from the citizens of New Jersey is equally important in this process. Land use decisions are inexorably connected to the quality of life in our State. The State Planning Act, the Rules that guide the State Planning Commission, and good governance require a collaborative public process.

The Preliminary Draft Plan published by the Commission is a first step that is followed by 21 public hearings, one in each county, to enlist public participation. This series of public hearings follows numerous efforts to enlist comments from stakeholders, planning partners, and other

interested parties. A concerted effort was also undertaken to elicit input from previously underrepresented communities.

An intensive process called Cross-Acceptance engages negotiating entities in all counties. This Cross-Acceptance process will compare the land use policies at the local and county levels with the State Development and Redevelopment Plan to achieve the highest level of consistency possible at all levels of government.

After this extensive outreach effort, a Final Draft Plan will be published. It will include an Infrastructure Needs Assessment and an Impact Assessment (that analyzes the Plan's impact in addressing the State goals and policies and that of the public, State, county, and local governments). This Final Draft Plan will again be presented to the public and as part of another six public hearings throughout the State.

Only after these analyses and public outreach efforts occur will the Draft State Development and Redevelopment Plan be presented to the State Planning Commission for approval.

EXECUTIVE SUMMARY

New Jersey has many attractive features as a place to live and work and has an enduring record of economic growth. Our statewide planning efforts must encourage continued growth and development that is equitable and sustainable and must also balance growth with the needs of the natural environment and the challenges of climate change. As we look ahead to 2050, the overarching goal of the updated State Development and Redevelopment Plan is that New Jerseyans will enjoy and benefit from pristine natural resources surrounding and within pedestrian-connected, affordable, healthy, resilient, and sustainable communities, including housing which, for the most part, will be close and walkable to well-paying jobs, shops, schools, venues for arts and culture, accessible open space and trails, and high-quality transportation services. New Jersey's sustainable prosperity is key to these important aspects of life.

Effective statewide planning maintains the continuity of past successes, recognizes previous shortcomings, and offers an informed perspective on statewide growth patterns through the decades. The 2024 State Development and Redevelopment Plan ("State Plan" or "Plan") has identified ten (10) aspirational goals to achieve the 2050 vision. Those goals are:

Economic Development — New Jersey should actively promote economic growth policies that benefit all residents, including those who have historically been marginalized or under-represented. Economic prosperity should address historic inequities and provide opportunities for all residents that are consistent with the environmental goals of the Plan. The State should adopt economic development policies and strategies that promote smart growth. The Plan will promote capitalizing on the state's strengths - its entrepreneurship, skilled labor, cultural diversity, world-class educational facilities, diversified economy, agriculture, strategic location, and logistical excellence. These actions will make the State more competitive by creating the communities needed to house the workforce of New Jersey's future by prioritizing investment in infrastructure and public services that support the growth of sustainable communities, as well as by streamlining costly and redundant regulations.

Housing — A top priority of the State is promoting an adequate supply of high-quality housing affordable to all age groups and income levels, in transit-rich locations that provide easy access to jobs, education, services and amenities, and in communities that are both ethnically and economically diverse and integrated. The State and municipalities should enact zoning and land use strategies that incentivize private development and expand all forms of housing opportunities. Facilitating multi-generational households through the creation of accessory dwellings and multi-unit dwellings is critical to promoting well-being. Providing housing opportunities across the traditional housing lifecycle so that individuals and families can rent, buy, retain, and age within properties that they can afford and that meet their needs within communities of their choosing is imperative to the health of residents and communities. Expanding access to family-friendly apartments, senior residences, starter homes, condos, and townhomes is necessary to overcome the State's imbalanced homeownership to rental ratio and to ease the statewide affordability crisis.

Land Preservation should be encouraged, but balanced so that we do not concentrate all preservation in certain regions, shifting the growth burden to already overburdened high-

density residential areas. Restrictive zoning, other exclusionary and discriminatory practices, and policies that facilitate displacement are inconsistent with the Plan. Zoning encouraging employment growth that does not provide for a proportional increase in housing is inconsistent with the Plan.

Infrastructure — New Jersey should promote investment in and provide infrastructure and related services in a timely, safe, and efficient manner. The State should strategically deploy capital, and incentivize private capital investment, to strengthen existing communities and new communities alike with the resources needed to support growth and prosperity. This includes strategic investments in transit, active transportation, schools and school safety, and roadway investments, among others. These investments should aim to maximize efficiencies in GHG mitigation; support resilience and sustainability; and align with public water needs, stormwater and flood protection goals, and efficient energy delivery systems and wastewater treatment systems. Advancing public health in the built environment, such as by eliminating combined wastewater sewer systems and associated overflow and lead pipes and improving air quality, particularly in Overburdened Communities, are important focuses of improved infrastructure. Transit, transportation and wastewater treatment infrastructure require targeted investment to support desired growth and economic prosperity.

Revitalization and Recentering — New Jersey should enhance the latent human capital and underperforming economic assets located in underutilized areas and centers in all locations - urban, suburban, or rural. Vacant and abandoned properties should be restored and returned to productive tax rolls, where applicable. We should improve livability, prosperity, sustainability, and functionality through targeted efforts that combine public and incentivized private sector investments and address legacy issues. Such issues include disruptive highways that cut through neighborhoods or separate people from natural features, traffic congestion, air and climate pollution from combustion of fossil fuels, Brownfields, Greyfields, and areas contaminated by lead, asbestos, and other toxic products and compounds. Municipalities should focus on redesigning underutilized areas for private development and investment, such as defunct or underperforming malls, business parks, and struggling commercial corridors, while incorporating better connectivity and greater resilience, flexibility, efficiency, and sustainability.

Climate Change — New Jersey cannot halt the progression of climate change. However, it can and must do its part to reduce greenhouse gas (GHG) emissions to mitigate the severity of negative, catastrophic outcomes, which disproportionately impact socially vulnerable populations. The State's response should involve a multi-pronged strategy toward reducing the State's GHG emissions and improving climate change resilience, to address both the causes of climate change and its effects.

Natural and Water Resources — New Jersey must actively protect, maintain, restore, and enhance the State's natural and water resources. These public resources are valuable capital assets. This can be accomplished through science-based thinking and regulations, targeted acquisitions, carbon sequestration initiatives on public and private lands and effective incentive programs for both public and private sectors, with a particular emphasis on restoring a better balance in Overburdened Communities.

Pollution and Environmental Clean-Up — New Jersey must restore degraded freshwater bodies, lands, and natural systems, in both public and private ownership, through targeted and

concerted remediation programs. The State must also restore ecosystem integrity, prioritizing interventions in Overburdened Communities. The State should adopt measures to promote a “circular” economy that efficiently utilizes resources, reduces waste, and advances cost-effective programs to address carbon sequestration and decarbonization of both the natural and built environments. The State should endeavor to transition to a 100% clean energy system. Consideration should be given to amending land use laws, regulations, practices, and local zoning, as needed, to support and facilitate these outcomes. We should maintain and enhance all elements of the built environment to the highest possible level of performance and to improve on existing conditions.

Historic and Scenic Resources - New Jersey must renew and continue ongoing consultations with historically underrepresented groups to identify shared values and determine priorities for managing these cultural resources. The State should support a comprehensive plan to address and mitigate the anticipated impacts from climate change to these assets, and support zoning regulations that effectively protect these assets without stifling positive change. The State should also facilitate public access to high-quality open space, scenic landscapes, historical resources, and recreation resources. State and county agencies should encourage and support artistic expressions of all types, stimulating place-based tourism, and further defining a distinct New Jersey culture and brand.

Equity - Sustainable and equitable growth requires promoting wealth building in all communities and focusing on prosperity in every part of the state. For decades, disinvestment has produced inequities in Overburdened Communities. This included siting a disproportionate number of environmental and public health stressors in these communities including polluting industries, contaminated sites, blighted properties, urban highways, substandard housing stock, and public health pathologies. The State has begun to address these impacts by reinvesting positively in these communities, by closely consulting with affected communities, and by implementing affordable and abundant housing, restorative land use, and transportation strategies that mitigate and address those negative impacts.

Sound and Integrated Planning - The State must support and use the State Plan and Plan Endorsement process as a guide to achieving comprehensive, coordinated, short- and long-term planning actions that are based on actionable metrics, capacity analysis that supports efficient and effective growth, and active citizen participation. Planning should be integrated with investment, programming, and regulatory land-use decisions at all levels of government and the private sector in an efficient, effective, and equitable manner, so that land use planning and transportation planning are closely intertwined and mutually reinforcing. Land use decisions that fail to consider impacts on neighboring communities, are driven by short-term fiscal considerations or prejudice, or are contrary to sound planning principles are inconsistent with the State Plan.

The State should actively encourage and support multi-municipal, watershed level, housing region, and special resource area planning efforts focused on big-picture regional planning solutions. All development, redevelopment, revitalization, stewardship, and conservation efforts should be consistent with the State Plan and reflect informed public engagement, and, where possible, help redress inferior past planning decisions.

The State Plan provides a substantive framework for achieving superior outcomes for our residents in both the natural and built environments throughout New Jersey. Planning is a big task that is constantly evolving. Successful implementation of the State Plan should support New Jersey's sustainable prosperity, promote smart growth initiatives, increase resilience against climate impacts, and preserve sensitive landscapes.

All levels and departments of government bear the responsibility of good land use policies that can stand the test of time. State agencies influence both the natural and built environments, and this influence should be applied in thoughtful ways, guided by science, good judgment, and a whole-of-government approach. The State Plan provides a framework for state agencies to work cooperatively.

Local land use and planning decisions are more likely to be aligned with the State Plan's goals, strategies, and policies when local governments receive assistance and incentives to bolster their capacity. Regional master planning can help address uneven municipal planning capabilities, and regional planning considerations should be consistent with the goals outlined in the State Plan.

Counties can also assist municipalities in implementing sound planning principles by enhancing or increasing public awareness of community planning with emphasis on the cost of inaction.

Land use planning in New Jersey can champion and implement progressive ideas that have positive impacts on the prosperity and quality of life in New Jersey. State leadership can support these efforts through Special Resource Areas, Watershed Planning, Housing Region Planning and supporting Metropolitan Planning Organizations and other regional planning entities.

The State Development and Redevelopment Plan provides the framework for all levels of government to capitalize on New Jersey's strengths and meet New Jersey's challenges. By utilizing the concepts in the Plan, State, county, and municipal governments can evaluate local planning decisions that result in comprehensive, integrated, and complementary land use planning at all levels. This approach should become the standard by which other states are measured.

THE 2050 VISION: A STRONGER AND FAIRER NEW JERSEY

In the year 2050, New Jersey is prosperous and equitable; it is the best State in the nation to live, work, play, and age in place. Dynamic and revitalized cities, towns, villages, and hamlets are home to people of all ages, incomes, and backgrounds. Our communities have centralized development and redevelopment in compact Centers that are linked by an extensive network of safe and reliable transit options and an extensive network of pedestrian and bicycle trails, provide a wide variety of age and demographically appropriate housing options, along with a wide range of employment opportunities and community-supportive goods, services, arts, and culture. Our neighborhoods are actively mitigating historic public health threats and the institutional racism and discrimination associated with them. New Jerseyans are enjoying clean air and water, safer streets, abundant farmland, and large swaths of natural lands and forests, which have benefitted from extensive restoration efforts, supporting biodiversity, clean water, recreation, and climate mitigation.

Jobs are plentiful and well-paid as the state leads in economically critical targeted industries such as advanced transportation and logistics, advanced manufacturing, aviation, clean energy, life sciences, information and high technology, film, and digital media, among others. These industries will continue to make New Jersey a world leader and magnet for people looking to innovate and create wealth for themselves and our neighbors.

New Jersey is growing with new high-quality sustainable housing, employment centers, and public infrastructure in the most appropriate locations. Formerly abandoned retail centers, suburban office campuses, railyards, industrial and warehouse facilities, and Brownfield sites are being repurposed and revitalized. These facilities are now used for new, community-oriented purposes and employ green infrastructure and sustainable design. Investment is flowing to places that offer a diversity of housing opportunities, activities and public open spaces that are sustainably accessible to all.

The New Jersey State Development and Redevelopment Plan (“State Plan” or “Plan”) continues to support a model of governance based on cooperation and enhanced decision-making. It is a consensus on how State, county, and municipal governments and the private and nonprofit sectors can work together to promote a more sustainable and better-performing physical environment.

Guided by the State Plan, comprehensive planning and strategic investments by State, county, and municipal governments are providing economic opportunities for all to enjoy the benefits of living, working, and raising a family in the Garden State, while addressing the urgent challenges of climate change, environmental justice, and technological change.

Anticipating and responding to hazardous storms, ravaging floods, oppressive heat, and other impacts of climate change continues across all levels of government, the private sector, non-

profits, and individual property owners. These efforts continue to actively protect vulnerable areas while using nature-based approaches to promote sustainable land use practices.

Carbon dioxide (CO₂) and other greenhouse gas emissions, such as methane, are being minimized. This is being accomplished through the widespread adoption of cleaner building codes, the transition to clean energy production and transportation systems, a reduction in the number of vehicle miles traveled, and natural land preservation and restoration that promotes carbon capture and sequestration.

Farmers are adapting to the new climate realities. Regenerative and sustainable practices produce fresh and abundant high-quality, high-value food products in proximity to population centers. Residents in all communities have access to places to purchase affordable, high-quality food.

New Jersey's racial diversity enriches all aspects of life in the State. Formerly underrepresented communities actively and productively engage in planning and decision-making. These community led efforts help future generations benefit from critical investments, regardless of where they live or what language they speak at home.

Recognizing that New Jersey is not an island, the State cooperates and collaborates in multiple planning and climate-related initiatives with neighboring states, the Northeast Corridor, and the Northeastern region more broadly.

This vision of the future demands that we plan strategically. To do so, we must learn from historic injustices, acknowledge past mistakes, embrace climate change solutions, foster the development and application of new technologies, safeguard community health and safety, and invest in a strong and healthy economy so that New Jersey will continue to be a vibrant and fulfilling place to live, work, and play.

ECONOMIC DEVELOPMENT GOAL

PROMOTE ECONOMIC GROWTH THAT BENEFITS ALL RESIDENTS OF NEW JERSEY

STRATEGY

Actively promote economic development policies that benefit all residents, including those who have historically been ignored or under-represented. Adopt economic development policies and strategies that foster growth while restoring environmentally degraded sites and protecting natural resources. Capitalize on the state's strengths - its entrepreneurship, skilled labor, cultural diversity, world-class educational facilities, diversified economy, agriculture, strategic location, and logistical excellence - and make the state more competitive by investing in strategic infrastructure and public services and streamlining costly and redundant regulations. Seek to retain and expand businesses of all sizes and encourage new, innovative, and environmentally sustainable businesses. Promote innovative and high-growth industries and professional services that capitalize on the State's strengths and its assets, location, and diversity.

Educational Attainment in New Jersey

New Jersey is a highly educated state and getting more so. As of the 2021 one-year American Community Survey, 43.1% of the state's residents have a bachelor's degree or higher, well above the national rate of 35.0%.

Educational attainment tracks very closely with income at the municipal level. The municipalities with the highest percentages of residents having a bachelor's degree or higher also tend to have the highest median incomes in the state.

GOALS

In the 21st century, New Jersey has embraced a concept of economic development that seeks to be sustainable and looks to create a circular economy that reuses materials and by-products from other sources. The State also seeks to build an economy that rewards fairly those who participate in it and that is equitable to all segments of the labor force, including traditionally under-represented populations. New Jersey's economic development goals should center on fostering growth through streamlined government coordination, support for businesses, workforce development, sustainable regional planning, and promoting inclusive, resource-efficient practices. By improving intergovernmental coordination and reducing regulatory delays, the State should aim to create a more business-friendly environment that enhances

urban revitalization, boosts efficiency in infrastructure, and cultivates partnerships across the public and private sectors.

New Jersey must emphasize retaining and expanding existing businesses while attracting new industries aligned with the state's strengths in technology, advanced manufacturing, clean energy, and logistics. Providing financial incentives, technical assistance, and targeted workforce support, especially in high-unemployment areas, New Jersey must focus on building a modernized economic base that integrates cutting-edge technology and environmentally responsible practices.

To foster a skilled and adaptable workforce, New Jersey should align educational programs with industry needs, offering targeted job training, apprenticeships, and skill development initiatives that support diverse populations, including women and minority groups. The State should also prioritize regional planning, focusing on investments in transportation infrastructure and capital facilities that enhance connectivity, promote balanced growth, and support urban redevelopment.

New Jersey must also commit to economic development that promotes resource conservation, renewable industries, and green practices that protect the environment and foster long-term economic stability. By supporting businesses that integrate safety, efficiency, and sustainability, the State seeks to enhance quality of life and create resilient, vibrant communities that benefit all residents.

Government Coordination - Priorities

New Jersey should streamline economic development efforts by improving coordination across all levels of government, reducing regulatory delays, and simplifying bureaucratic processes to better support business needs and urban revitalization.

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

Restructure and **simplify government regulatory activities** through comprehensive planning and careful reengineering to eliminate unnecessary bureaucracy and costly delays. Provide the resources necessary to complete project reviews quickly without sacrificing the quality and thoroughness of the review. Review State and local regulations and modify where appropriate to **accommodate home-based businesses** by adopting a definition and setting reasonable limits on activities.

Promote interstate cooperation that maximizes the efficiency of infrastructure and fosters regional economic growth while discouraging intra-regional bidding wars. Promote public/private partnerships at all levels.

Business Retention and Expansion - Priorities

The State should encourage the growth of existing businesses, attract new companies, and develop high-potential sectors through financial incentives, technical support, and targeted policies that align with New Jersey's economic strengths.

Continue to promote the retention and expansion of existing businesses, the relocation of businesses from other states or abroad, and the creation of new businesses in Centers by providing financial incentives, technical assistance, appropriate regulatory reform, and information services, and by addressing such issues as, but not limited to, adequate public transportation, affordable housing, employee training, and child care.

Identify and target for appropriate public policy support **those economic sectors with the greatest growth potential and public benefit that can capitalize on the State's strengths**, with special attention to those areas of the State where unemployment is high.

Promote the **modernization of the existing economic base** through the provision of financial incentives, technical assistance, and the training and retraining of workers to foster the application of high technology, Artificial Intelligence, robotics, advanced and clean manufacturing, clean energy development, and other advanced technologies.

Provide support to the State's Main Street New Jersey districts, Urban Enterprise Zones, Special Improvement Districts, and Designated Opportunity Zones, through technical assistance and funding programs to support small businesses and mixed-use business districts.

Develop trade policies and programs that build upon New Jersey's strategic economic, geographic, existing, and planned infrastructure, skilled workforce, and demographic advantages. 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.

Provide adequate capital facilities, whether publicly or privately owned or maintained, in line with Capital Plans to meet desired economic development objectives. Locate public facilities and services and cultural facilities in existing Centers to support redevelopment and in new Centers to support development.

Workforce Development - Priorities

New Jersey should align educational programs with industry needs and provide targeted training, apprenticeships, and job placement services to promote a skilled workforce that meets current and future labor market demands.

Coordinate public and private economic development activities with secondary schools and institutions of higher learning to encourage high technology and information transfer related

to industrial and commercial enterprises and to assist in curriculum development and job placement. Provide **skills training, apprenticeships, leadership counseling and training**, and financial assistance, including microloans, to small business enterprises, with special targeting of women and minority groups.

Expand efforts at all levels of government, consistent with the State Employment and Training Commission's Unified State Plan for New Jersey's Workforce Readiness System, to **enhance the quality of the workforce and improve labor-market functioning**, with special targeting of women and minority groups and special needs groups.

Regional Planning - Priorities

The State should promote regional planning for economic development growth that balances housing and employment opportunities, improves transportation efficiency, and enhances overall quality of life to create vibrant, livable communities across the state.

Promote planning and investments in capital facilities that **move goods safely and efficiently** within and through New Jersey's ports, airports, rail systems, and roads. Support location of **large industrial facilities consistent with the New Jersey Environmental Justice Law (N.J.S.A. 13:1D-157 et seq.) and only where the appropriate transportation infrastructure exists, or will exist, and where the negative impacts of these uses will not adversely affect residential or mixed-use communities.**

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.

Promote planning, investment, and maintenance of **maritime facilities and services** in ways that balance economic, environmental, and social justice objectives.

Coordinate and direct economic development activities to **promote urban revitalization** and the recentering of existing underutilized urbanized areas.

Provide financial and technical assistance for the redevelopment and **adaptive reuse** of obsolete or underutilized public and private facilities for appropriate economic development purposes, which can include housing.

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.

Encourage county and local governments to include a regional **jobs-to-housing ratio analysis** as part of municipal master planning, to understand the balance between employment and housing opportunities, and whether the local housing stock is appropriate for the local labor force. Encourage municipal master plans to provide **proximity between housing and access to**

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

Employment Trends in New Jersey

While New Jersey is considered a suburban state, with its two biggest job centers - New York and Philadelphia - lying just across the border in other states, New Jersey does have some of its own nodes of employment and has experienced recent job growth in historic centers.

At the municipal level, the job centers tend to be concentrated along I-295 in the southern part of the state, both in Burlington County and further south in Gloucester and Salem counties; along the Route 1 corridor between Trenton and New Brunswick; along I-287 through Middlesex, Somerset, Morris, and Bergen counties; and in the Meadowlands.

While in the latter decades of the 20th century jobs tended to cluster in suburban office parks along the highway network, several of the biggest job gainers in the 2010s have been historic centers with good public transit service.

Among the 10 municipalities that gained at least 5,000 jobs between 2010 and 2020 are Princeton, Jersey City, Trenton, Hoboken, and New Brunswick.

Sustainable and Inclusive Development - Priorities

The State should foster sustainable economic growth by encouraging businesses to incorporate health and safety into their operations, promoting resource-efficient practices, and supporting renewable, low-emission industries.

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

Encourage economic development and employment opportunities that **enhance the viability of agriculture, retain, and expand key services and industries that underpin our agricultural sector, such as regional food hubs, food processing facilities, agricultural equipment suppliers,** and urban agriculture, as an industry. Assess the likely impacts of global climate change on agriculture and assist farmers in adapting to the new realities.

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

Promote the efficient use and conservation of resources and other activities that protect and enhance the livelihood of future generations. **Avoid the depletion of resources** and any other activities that negatively affect the quality of life. Take the depletion of resources, efficient

use and conservation of resources, and other dimensions of sustainability into account when measuring economic growth and development.

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

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

DRAFT

HOUSING GOAL

PROVIDE AN ADEQUATE SUPPLY OF HOUSING FOR RESIDENTS OF ALL AGES AND INCOMES IN COMMUNITIES OF THEIR CHOOSING THAT MEET THEIR NEEDS AND OFFER READY ACCESS TO THE FULL RANGE OF SUPPORTIVE GOODS AND SERVICES

STRATEGY

Promote diverse, affordable, and high-quality housing options accessible to all New Jersey residents, regardless of income or background. Enable housing growth in transit-rich, mixed-income communities, supporting multi-generational households, and providing a balanced mix of rentals, starter homes, senior housing, and market-rate units to meet future population growth and address affordability needs. Encourage municipalities to adopt inclusionary zoning, streamline development through public-private partnerships, and integrate green building standards and transit-oriented infrastructure to improve sustainability. Prioritize equitable access to housing and opportunities, reinforce fair lending and zoning practices, and minimize displacement by supporting redevelopment without loss of affordable housing.

GOALS

The State must pursue policies and planning activities that promote an adequate supply of high-quality housing that meets the diverse and shared needs of all New Jersey residents, regardless of income levels. It is imperative that residents of all ages, incomes, races and ethnicities, occupations, family structures, and abilities are able to find suitable housing that they can afford. Ideally, new housing will be created in transit-rich locations and in communities that are ethnically and economically diverse and integrated. Facilitating multi-generational households through the creation of accessory dwellings and multi-unit dwellings is critical to promoting well-being and supporting New Jersey's diverse population. Providing housing opportunities across the traditional housing lifecycle so that individuals and families can rent, buy, retain, and age within properties that they can afford and that meet their needs within communities of their choosing is imperative to the health of residents and communities. Expanding access to family-friendly apartments, senior residences, starter homes, condos, and townhomes is necessary to overcome the State's imbalanced homeownership to rental ratio and to ease the statewide affordability crisis.

Land preservation should be encouraged but balanced with the need for new housing and infrastructure. Land for new development should be identified so that we do not concentrate all preservation or construction in certain regions, shifting the shared growth burden to already overburdened high-density residential areas. Restrictive zoning, other exclusionary and discriminatory practices, and policies that facilitate displacement serve to worsen the housing affordability crisis and are inconsistent with the goals of the State Plan. Zoning used to exclude potential residents from communities with plentiful jobs and high-performing schools is

inconsistent with the Plan. Zoning encouraging employment growth that does not provide for a proportional increase in housing is inconsistent with the Plan. Municipalities should be prepared to meet their affordable housing obligations required under the Fair Housing Act and the subsequent framework established by P.L.2024, c.2.

All New Jerseyans should have access to affordable homes in multi-modal transit-rich locations that provide access to jobs, education, health care, services, and green spaces. This can be achieved through planned development and redevelopment of a diverse array of inclusive housing options that is informed by New Jersey's changing demographic trends and economic realities.

Two trends amplify housing challenges for New Jersey. First, New Jersey is the most densely populated state in the country, largely due to its location between two major metropolitan areas, New York City and Philadelphia. Population density and a highly desirable location have driven up demand for land by companies and households, contributing to inflated housing costs. Second, New Jersey's aged population is growing as the Baby Boomer generation reaches retirement age. New Jersey's aged population is more likely to own a single-family home than any other generation, despite many having grown out of the need for large single-family properties. Despite this, a growing number of seniors (a) are unable to afford to live in their hometowns if they sell their single-family home and (b) downsize or move into supportive senior housing because of market compression and the cost of supportive services.

New Jersey must plan for and develop diverse housing that addresses these issues by facilitating the creation of additional affordable housing and supporting multi-generational households by allowing accessory dwellings and multi-unit dwellings. In doing so, New Jersey can help residents enjoy aging in place, benefit from reduced housing costs, and maintain the social connections that are critical to longevity while creating housing opportunities for others moving through the traditional housing lifecycle. At the same time, it must be recognized that many older residents prefer to live in diverse, mixed-age communities and that age-restricted communities are not always their preferred housing choice. Further, mixed-age communities contribute to vibrancy and multi-generational learning.

New Jersey's future depends on making quality housing accessible and affordable to every household. Housing should be sited in areas that connect residents to strong schools, jobs, and neighborhood amenities, fostering socio-economic mobility and community integration. Housing development drives local economies in many ways, whether through expanding the tax base, revitalizing declining neighborhoods, supporting local businesses, or meeting the needs of a growing population. The state's policies in housing are inextricably linked to its progress on other goals, including combatting climate change, promoting equity, reducing health disparities, and strengthening New Jersey's transportation infrastructure.

Household Types and Housing Units by Type

Changing household composition and population demographics call for more diversity in housing types. More than half of New Jersey's housing stock (53.7%) consists of single-family detached housing as of the 2021 one-year American Community Survey, only a slight reduction from the 2000 Census figure of 54.2%. Alternatives to the single-family detached home tend to be more prevalent in the State's urbanized counties, which also tend to be the areas experiencing the highest growth. In Hudson County, single-family detached housing accounts for a scant 9.8% of the housing supply. This housing type also comprises less than the total housing stock in Essex (33.1%), Passaic (41.9%), and Mercer (48.5%) counties. Due to the lack of single-family detached homes, families frequently need to leave their communities to make homeownership a reality.

At the same time, single-family detached housing makes up 70% or more of all housing units in Sussex (80.4%), Hunterdon (73.6%), Warren (69.9%), Gloucester (76.8%), Salem (76.8%), Ocean (75.3%), and Cumberland (72.7%) counties. Outside of Ocean County, all of these counties have populations that are stagnant or shrinking. From 2010 to 2020, Sussex, Salem, Cape May, and Cumberland Counties shrank in population by as much as 4.4%, contributing to a contraction of the local economy and tax base, hindering municipal services.

Promoting a mix of housing types, including smaller starter homes, family-sized detached homes, condos, and townhomes can help stagnating communities to attract residents from all stages of life. The availability of housing options outside of single-family detached units can improve these communities' economic resilience and offer working individuals and families a chance to live, work, and invest in these revitalized areas.

The decline in population and the lack of affordable, multifamily housing, particularly in rural counties dominated by single-family detached homes, speaks to a need to diversify the housing stocks in these counties.

Housing as a Catalyst for Economic Development - Priorities

Whether revitalizing a declining neighborhood or making room for a growing population, housing serves a critical role in economic development. Subsidy programs and naturally occurring market processes such as filtering (where housing units become more affordable as they age) are insufficient on their own to address the housing needs of low- and moderate-income households. It is essential that the power of municipal land use controls, particularly through inclusionary zoning, must be harnessed to enable the construction industry to contribute to the

wide array of housing types and ranges of affordability needed to keep New Jersey strong, vibrant, and competitive. In areas where water, wastewater, and transportation infrastructure is available, **allow for increased residential development densities as a consideration for providing required affordable housing set-asides.**

Consider a density increase/set-aside percentage nexus that maximizes the efficiency of infrastructure utilization and site conditions, when establishing inclusionary zoning standards. Where substantial density increases are practical, municipalities should explore the economic feasibility of requiring higher affordable housing set-aside requirements.

Use public-private partnerships, including employer-sponsored housing.

Capitalize on municipal fair share obligations as catalysts for local growth goals. A combination of affordable and market-rate housing is indispensable to creating resilient and inclusive communities. Nothing in this Plan is to be interpreted as a reason for a municipality not to meet its housing requirements as promulgated in New Jersey statutes. Where a municipality has limited land suitable for development, redevelopment options, up-zoning, or other similar solutions must be implemented to meet constitutional requirements.

Balance housing with non-residential uses. New housing development expands the total amount of property taxes a municipality can collect, enabling greater investment in schools, infrastructure, public services, and other municipal priorities. On a per-acre basis, compact and mixed-use development tends to generate more property taxes than large-lot single-family neighborhoods, creating more opportunities for local governments and strengthening in the local economy. **Improve financing access for housing development.** Explore new options to fund affordable housing development, which, by its very nature, is limited by available subsidy funds.

Income in New Jersey by County

New Jersey is an economically stratified state, with economic inequality existing both within and across counties.

Essex County has the highest level of within-county inequality with households in the lowest twenty percent of the income distribution earning an average income of \$12,342 and households in the top twenty percent earning an average income of \$352,833. Housing development and community redevelopment is necessary to ensure that community members of all incomes are able to continue to live and work in the area. In Hunterdon, Somerset, Morris, Monmouth, and Bergen counties, over a quarter of households earn incomes of \$200,000 or more. In contrast, households earning \$200,000 or more comprise less than ten percent of the populations in Warren, Salem, and Cumberland counties. Thus, a one-size fits all housing solution for the State is not appropriate. It is incumbent on local and regional authorities to meet community demands so that all members have safe and affordable housing choices.

Housing Stock Diversity - Priorities

As New Jersey's demographics shift, a greater variety of housing typologies are needed to meet the different housing needs of populations including residents with physical or developmental disabilities, older residents, and low- and moderate-income families. Ownership opportunities for young workers and families must also be a priority. More starter homes, condos, townhomes, and ADUs are needed to make homeownership attainable for low- and moderate-income households.

Encourage intergovernmental planning for housing for persons with special needs. When engaging in new development, residents with special needs must be consulted and considered throughout the process, in all development, not only in housing specified for people with special needs.

Integrate age-friendly housing into communities. Housing should be accessible for all residents regardless of age. Age-restricted housing should be physically connected to Centers or other areas with facilities and services and include community amenities that promote activity and social interaction.

Increase multi-bedroom rentals for families. In our market, young families and multi-generational households are renting, along with roommates who share units and those who need space to work from home. Without access to two- and three- bedroom apartments (or more) to support all of these needs, couples and young families will be consigned to units that do not meet their needs.

Reducing Barriers to Development - Priorities

Housing should facilitate socioeconomic integration and improve equality of opportunity-- quality housing must be accessible and affordable to every New Jersey household, regardless of income or zip code. The state's existing patterns of segregation reflect historic exclusionary practices. Substantial increases in the supply of subsidized affordable housing, enforcement of fair housing laws, code enforcement, and zoning reforms which enable the construction of lower-cost housing options are needed to reverse these trends.

Minimize restrictive zoning. Many restrictive zoning practices are rooted in, and serve to reinforce, socioeconomic segregation. Zoning codes which ban multifamily development or ban ADUs will also restrict housing affordability and disincentivize private development.

Minimize proximity to negative land uses. Proximity to landfills, garbage dumps, trash incinerators, prisons, chemical refineries, un-remediated toxic waste sites, and other negative land uses should be avoided. Whether market-rate or affordable, housing should be shielded from the negative impacts of high intensity industrial uses, including but not limited to use of joint access roads, noise pollution, light pollution, and public safety.

Tighten enforcement of fair lending laws. Protect access to housing opportunities for all people regardless of race, religious beliefs, color, national origin, ancestry, sources of housing

payment (e.g. subsidy vouchers), abilities, marital status, number of children, sexual preference, or gender.

Promote multi-modal planning. Housing, particularly multifamily housing, can be used as an economic and community catalyst for nodes outside of the city center. Where appropriate, economic and community investment and development should be evenly distributed to create land that can adequately support new and rehabilitated housing development in areas that cannot easily access city centers.

Avoid displacement from redevelopment. Replace old units with rehabilitated units that enhance the standard of living for local residents. Redevelopment should not lead to a net reduction in the amount of affordable housing available.

Planning for the Challenges of an Aging New Jersey⁴

New Jersey's population is getting older, as the number of people aged 65 and older is increasing dramatically, both in absolute terms and as a percentage of the total population.

The number of people aged 65 and older in New Jersey increased from 1,113,136 in 2000 to 1,531,299 in 2020, an increase of 418,163 or 37.6%. During the same period, the State's total population only increased by 10.4%.

As a result, the 65+ share of the population increased from 13.2% in 2000 to 16.5% in 2020, or one in six residents. And it is poised to rise even higher. The number of people at least 65 years old will continue to grow as the younger half of the Baby Boomer generation join the ranks of the 65+ population over the course of the 2020s.

The Census Bureau anticipates that the 65+ share of the population will continue to climb over the next few decades. If New Jersey's 65+ population were to increase by 53.6%, the estimated national increase of the 65+ population from 2020 to 2060, the state would have about 2.35 million residents aged 65+ in 2050. Based on a projected statewide 2050 population of just over 10 million, this translates to 23.4% of New Jersey's population - almost one in four - being aged 65 and by 2050.

⁴New Jersey Future Publications—Research Briefs and Indicators: Planning for the Challenges of an Aging New Jersey.

Health and the Environment - Priorities

Whether dealing with new construction or rehabilitation of existing homes, an adequate supply of safe, environmentally-friendly homes is critical to combatting climate change and promoting a healthy living environment.

Require residential construction to meet best in class green building standards. Green standards should follow higher standards for environmental quality, such as Enterprise Green Communities, LEED, or Passive House standards. Housing construction should favor the use of energy-efficient, non-toxic, and sustainable building materials, low on embodied carbon.

Rehabilitate aging housing stock to address health and safety concerns. The State, municipalities, and developers should proactively align existing housing with current health, safety, resiliency, and environmental standards. Conversion to electric and zero-emission space and hot water heating systems should occur whenever possible.

Improve in-unit amenities. In inclusionary projects, apartment designs for affordable homes should not differ from those of market-rate homes, and all new housing construction should meet minimum standards for unit size and access to sunlight. The range of required in-unit amenities should be expanded to provide a floor of dignified living, such as access to broadband, green spaces, and climate control.

Combine resources at all government levels to minimize environmental harm. Housing development presents an opportunity to make communities more sustainable through environmentally friendly design features such as water retention basins, pervious surfaces, and solar power. Communities across the State are increasingly vulnerable to climate change as coastal flooding, river flooding, and extreme heat have all become commonplace. Housing built in areas at higher flood risk should elevate systems, develop evacuation plans, and secure adequate building and flood insurance.

Housing and Transportation - Priorities

Housing and transportation go hand-in-hand. Promoting access to reliable, safe, clean, and efficient multimodal transportation options helps to connect residents to community amenities and job opportunities. With proper planning, housing development elegantly complements the state's goals in boosting transit ridership.

Integrate green infrastructure into new housing. Electric vehicle charging stations and related infrastructure, bike racks and lockers, and traffic signals that promote pedestrian and bike safety are critical parts of housing site plans. Reducing speed-limits along local access corridors and introducing lighting and traffic control measures can encourage multi-modal transportation and micro-mobility.

Boost transit ridership through Transit-Oriented Development. Appropriately sited housing is proven to boost transit ridership while reducing congestion and air pollution.

Minimize parking mandates near transit. Residential Site Improvements Standards' mandatory minimums for parking should be modified to reflect genuine necessity and fit local conditions rather than imposing a one-size-fits-all approach.

INFRASTRUCTURE GOAL

ECONOMIC OPPORTUNITY THROUGH NATION LEADING INFRASTRUCTURE

STRATEGY

Maintain and expand New Jersey's infrastructure with a focus on sustainability, safety, and affordability, particularly in Overburdened Communities. Prioritize transit-oriented development, pedestrian and cyclist-friendly spaces, and public-private partnerships to encourage transit use and reduce single-occupancy vehicle reliance. Coordinate transportation planning to address climate goals and improve intermodal connectivity across networks.

Transportation projects should include public health evaluations, avoid adverse impacts, and integrate green infrastructure to reduce emissions. Support economic growth by investing in airports, ports, and seamless travel connections. Promote sustainable goods movement through zero-emission vehicles, rail, and partnerships to reduce environmental impacts near ports and transit hubs.

GOALS

New Jersey's infrastructure is critical to the State's economic opportunity. From some of the most important ports and airports in the world to one of the country's best transit systems, New Jersey leads in infrastructure. Transit-oriented development is essential to a healthy economy, vibrant downtowns, and economic vitality. Ongoing investment is needed in partnership with the private sector to expand and maintain New Jersey's transit systems. In addition to public transit, New Jersey's roads must be maintained.

Infrastructure in New Jersey will become even more important to the State's economy and environmental future during the transition away from fossil fuels. The State should seek to maintain and build new infrastructure that promotes environmentally sustainable, safe, and affordable living in New Jersey, with a focus on programs in Overburdened Communities, which have suffered and continue to suffer from past highway projects.

Transportation - Priorities

New Jersey's transportation goals emphasize ongoing investment and collaboration with the private sector to expand and maintain transit systems, promote sustainable travel options, and address past environmental and health impacts in Overburdened Communities. The State seeks to encourage public transit, carpooling, and other demand-side strategies through market incentives and maintain critical roadways with a focus on public health and environmental considerations. Transportation planning must integrate climate resilience, reduce emissions, and prioritize efficient movement across multimodal networks, with projects designed to enhance pedestrian and cyclist safety. Additionally, infrastructure improvements at airports, ports, and freight facilities aim to support the economy and reduce pollution impacts on nearby communities. New Jersey should invest in linking residential areas with employment

opportunities, enhance tourism mobility, and strengthen regional and interstate commerce, utilizing advanced technology to increase capacity and reduce transportation costs statewide.

Maintain and **expand public transportation to areas of planned higher-density development** that provide opportunities to take advantage of the efficiencies of mass transit in ways that support residential and non-residential development consistent with the Policy Objectives of the Planning Areas.

Prioritize **the needs of pedestrians and bicyclists** and **enhance the design and natural characteristics** of adjacent areas. Continue to promote the pedestrianization of areas around train stations and the development of a greenway

Promote the **conversion of abandoned or discontinued rights-of-way into active transportation routes or greenways**. Promote the use of high-occupancy vehicles, and bicycle and pedestrian facilities in all new and existing development.

Transit-Oriented Development's Renaissance in New Jersey¹

New Jersey is a transit-rich state. It hosts nearly 250 transit stations, including NJ Transit's commuter rail, light rail stations, major bus terminals, stations served by the PATH and PATCO rapid transit systems (connecting New Jersey with New York and Philadelphia, respectively), and ferry terminals. Among New Jersey's 564 municipalities, **153 host at least one transit station**, and another 53 contain at least one transit station in a neighborhood that is within walking distance (~ ½ mile).

About half of the state's population - 49.4% as of the 2020 Census - lives in one of the 153 transit municipalities, and another 7.9% lives in the other 53 municipalities with at least one transit-adjacent neighborhood. While not all of these residents necessarily live within easy walking distance of the station(s) located in their municipality, these figures nonetheless point to the large share of the state's population that can potentially benefit from the promotion of transit-oriented development (TOD).

The state's extensive transit network results in high transit usage compared to other states. New Jersey has consistently ranked second in the country, behind only New York, in the percentage of its employed residents who ride public transportation to work (including bus, rail, and ferry). As of the 2019 one-year American Community Survey (ACS), **12.2% of commuters rode public transit to work**. Only New York was higher, with 29.1% of commuters using transit to get to work. New Jersey's share of commuters using public transit was similarly high in 2010 (11.2%) and 2000 (9.6%), and was similarly second only to New York in both years.

¹New Jersey Future Publications—Research Briefs and Indicators: Transit Oriented Development's Renaissance in New Jersey.

Promote **market-based incentives to encourage transit**, intercept parking, carpooling, park-and-rides, telecommuting, flexible hours, and other travel demand strategies that utilize existing capacity.

Continue to support the coordination and integration of transportation planning efforts among the relevant public, quasi-public, and private transportation interests in New Jersey, including the bi-state authorities and commissions. Transportation planning should also be coordinated in vulnerable areas to address climate change impacts. Projects that improve cross-system scheduling will provide more efficient travel throughout the region and should be encouraged.

Evaluate the public health impacts - both positive and negative - of transportation highway project, particularly in Overburdened Communities that have suffered and continue to suffer from past transportation planning mistakes. Projected public health impacts, both positive and negative, are a lens through which to evaluate project funding.

Consider every transportation capital project as an opportunity to restore natural environmental features and **install green infrastructure**. Coordinate transportation planning and project development to **attain and maintain the NAAQS** within the timeframe set forth by the State Implementation Plan (SIP) and Clean Air Act Amendments of 1990, and support achieving the State's greenhouse gas emission reduction targets.

Actively promote reductions in the consumption of energy resources for transportation purposes by **minimizing total vehicle miles** traveled through compact land development patterns, public transit, walking, and biking/micro-mobility use. Incorporate **aesthetic values and public art in all Capital Planning projects**, as well as in the design and maintenance of transportation systems and corridors.

Encourage the widespread use of speed control and **traffic calming techniques** to reduce fatalities and improve air quality for communities near major roads.

Adopt and actively promote design standards for transportation facilities that **prioritize the needs of pedestrians and bicyclists** and **enhance the design and natural characteristics** of adjacent areas. Promote the **conversion of abandoned or discontinued rights-of-way into active transportation routes or greenways**.

Preserve and enhance New Jersey's public-use aeronautical facilities to maintain statewide access to the global air transportation network and **act as a stimulus for the regional economy**. Continue to make historic investments in New Jersey and New York's airports, such as those in Terminal A and the new AirTrain at the Newark Liberty International Airport.

Complete intra- and inter-modal transportation linkages and facilities so that the various systems work together as a unified, integrated, comprehensive, and efficient network focusing on connecting the entire state and reducing travel times on public transportation.

Emphasize the movement of people and goods rather than the movement of vehicles and enhance access to employment, goods, services, and information. Invest in public transportation, alternative transportation modes (e.g., car and van pooling), innovative organizational arrangements (e.g., transportation management associations), and bicycle/micro-mobility and pedestrian facilities, before increasing motor vehicle-related system capacity.

Maintain or **expand public transportation to areas of planned higher-density development** that provide opportunities to take advantage of the efficiencies of mass transit in ways that

support residential and non-residential development consistent with the Policy Objectives of the Planning Areas. Promote the use of high-occupancy vehicles, and bicycle and pedestrian facilities in all new and existing development.

Promote **market-based incentives to encourage transit**, intercept parking, carpooling, park-and-rides, telecommuting, flexible hours, and other travel demand strategies that utilize existing capacity. Specific demand-side programs include promoting on street and off-street paid parking, incentive tolling on roads, automobile insurance discounts for transit riders, and transit vouchers.

Continue to invest in enhancing New Jersey's existing ports, including its newest port, the Wind Port. Promote **market-based incentives to alleviate congestion** on existing infrastructure by managing the supply of transportation services.

For highways and major arterials, develop and **adhere to access management policies and programs that protect system capacity** and provide for safe travel.

Separate regional through traffic from local traffic by way of limited access roads. Encourage development and retrofit of roadways to reflect the current or future environment at human-centered scale, where appropriate.

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

Use appropriate transportation strategies to **link places of residence with those areas of growing employment opportunities** identified in the State Plan, with a particular emphasis on providing appropriate transit service to underprivileged neighborhoods.

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.

Clean Energy - Priorities

Energy is critically important to our contemporary world, but energy derived from fossil fuels is driving global climate change that threatens our existence. A swift transition to renewable energy sources is critical to abating the negative impacts of climate change. Wind, solar and other sources of clean energy, including nuclear, are the future, whereas fossil fuels are the past.

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 local and county build-out analyses** to include climate and clean energy initiatives to maintain consistency.

Promote and encourage the development of and expanded use of environmentally sensitive, **renewable energy resources and energy conversion processes** that reduce the demand for fossil fuel consumption and the emissions released during the combustion of fossil fuels.

Promote and encourage development and redevelopment in higher intensity mixed-use, Urban Planning Areas, Suburban Planning Areas, growth areas, endorsed plans, Centers,

and re-centered urbanized areas that accommodate the use of alternative modes of transportation and shared parking and other site improvements and infrastructure. The design, location, and orientation of development, including lighting plans, should allow maximum use of passive solar energy and take advantage of topography, vegetation, and prevailing climatic conditions to reduce energy demands and needs.

Encourage and promote energy-efficient pedestrian, public, and group transportation options through compact forms of development. Provide facilities and services that support energy-efficient travel options.

All new buildings in the State should be energy efficient and existing buildings should be retrofitted and weatherized to reduce energy demand. Owners and tenants of commercial and industrial buildings should be encouraged to reduce their energy use via energy efficiency and demand response strategies, as well as to switch to clean fuel sources and install state of the art emissions reduction technology where appropriate.

Support a shift from fossil fuels to clean energy supplies. Promote the use of **electric transportation vehicles and systems**, industrial processes, building systems, including HVAC systems and appliances, and energy efficiency and conservation measures that reduce demand for energy resources. **Maintain, enhance and strengthen the grid** to enable a secure transition away from fossil fuels and sufficient capacity to provide energy to new uses.

The 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, or that assist in removing the public from those locations. Consideration should be given to cost/benefit analyses that address the long-term costs, alternative scenarios, and where the burden lies for disaster mitigation.

REVITALIZATION AND RECENTERING GOAL

REVITALIZE AND RECENTER THE STATE'S UNDERUTILIZED DEVELOPED AREAS

STRATEGY

Enhance the latent human capital and underperforming economic assets located in underutilized activity centers throughout the state, whether urban, suburban, or rural.

Improve livability, prosperity, sustainability, and functionality through targeted efforts that combine both public and private sector investments. Address legacy issues, such as disruptive highways that cut through neighborhoods or separate people from natural features, air pollution from fossil fuels, Brownfields, Greyfields, and areas contaminated by lead, asbestos, and other toxic products and compounds. Redesign and rebuild underutilized areas, such as defunct or underperforming malls, business parks, and struggling commercial corridors, with a view toward better connectivity and greater resilience, flexibility, efficiency, and sustainability.

Create more urban green spaces, walkable and bicycle/micro-mobility transit-friendly places, and a better balance between the natural and built environments. Reduce the barriers that limit mobility and access of residents, particularly in Overburdened Communities, to jobs, housing, services, arts and culture, healthcare, and open space within their communities.

Young Adults and Walkable Municipalities²: Part I

The number of people aged 25 to 39 dropped off dramatically between 2000 and 2010, and slowly recovered between 2010 and 2020, in New Jersey compared to the nation as a whole. New Jersey's high cost of living might account for the disappearance of young adults. As of the 2021 one-year American Community Survey, New Jersey ranked eighth among the 50 states in median home value (\$389,000) and seventh in median rent (\$1,457). Such costs can be daunting for young adults.

While young adults are underrepresented in New Jersey overall, they are **overrepresented in certain places**. By 2020, 25-to-39-year-olds made up 23.9% of the population of the 119 most compact, walkable municipalities, more than one-fifth higher than their 19.7% share of the total statewide population and nearly 50% higher than their 16.0% share of the population in the 163 most car-dependent municipalities. This result is not due to a few large cities skewing the data; 95 of the 119 most compact, walkable municipalities - four out of five - had a greater percentage of 25-to-39-year-olds than the state in 2020. Meanwhile, only 12 of the 163 most car-dependent places - about one out of 13 - exceeded the statewide percentage.

²New Jersey Future Publications—Research Briefs and Indicators: Young Adults and Walkable Urbanism.

GOALS

Many older communities that exhibit Center-like features have lost vitality and require revitalization. Many urban areas need revitalization as they may suffer from suburban competition, an aging population, a concentration of poverty, a lack of employment opportunities, poor quality public schools, high crime rates, deterioration of building stock, or a combination of all of these. For the older Centers that retain high economic activity, the cost of housing displaces existing renter families and prevents them from moving into homeownership opportunities nearby. The sustainable balance of housing, businesses, and leisure spaces make up the foundation of Centers. While these features alone are not enough to guarantee continued success, they provide an excellent framework for revitalization, and trading those Center-like features for suburban land use models is not recommended. Revitalization is always facilitated by streamlining local land use policies to remove unnecessary barriers to investment and to eliminate counter-productive requirements while promoting smart local redevelopment goals.

There are also vast auto-oriented areas of New Jersey particularly along highway corridors and major arterials that need reinvestment to make them less auto-oriented. Frequently parcels that front the highway corridor have commercial uses that back up into residential neighborhoods but have no walkable access from these neighborhoods. Through selective interventions, these auto-oriented areas may become more compact, walkable communities and acquire more Center-like features over time.

Revitalizing Older Centers - Priorities

New Jersey should promote the development of new centers and optimize land use policies to relieve overburdened areas, increase housing and business opportunities, and enhance access to amenities. By prioritizing redevelopment in transit-connected and underutilized areas, reducing excessive parking requirements, and streamlining local development procedures, the State should seek to support sustainable, pedestrian-friendly growth that meets the needs of evolving communities and maximizes land efficiency.

Identify new centers. In towns with a growing population, land becomes increasingly scarce. New Centers should be identified to relieve areas that are overburdened. This can be done by redeveloping underutilized areas, particularly areas with connectivity to multimodal transit options or other underutilized amenities that can drive economic activity. These redeveloped areas should support new housing, businesses, and public amenities, including parks and open spaces. Investing in new centers provides access to amenities closer to those that live and work far from existing Centers.

Reevaluate mandatory parking requirements. Parking requirements in Centers take up a lot of land, threaten the integrity of the built environment, and could be reduced in areas where proper density, a mix of uses, and public transportation options are abundant. A creative

approach to parking would allow for greater flexibility. The reduction of auto-centric planning needs to be partnered with improved pedestrian and micro-mobility infrastructure.

Reduce Parking Lot Footprint. Auto centric planning over the past decades have resulted in an excessive number of parking lots across New Jersey’s urban and suburban landscapes, many of which are becoming vacant as more of our workforce works from home or utilizes different mobility options. Faith-based organizations have already identified this shift and have been developing housing and businesses on their vacant parking lots. Municipalities should evaluate the opportunity to purchase or redevelop underutilized parking lots to reduce urban heat island effects and address housing needs and achieve other goals of the State Plan.

Carefully reevaluate local land use policies. Many older communities that exhibit Center-like features have adopted, over time, inappropriate suburban zoning. For example, upper-floor residential is frequently not allowed in downtown areas but can create economic demand and activity, not just a daytime destination. Other uses may also not be allowed or may be saddled with burdensome and unnecessary requirements. The full range of uses should be reevaluated by the relevant governing bodies, and only truly inappropriate uses should be banned.

Carefully reevaluate local land development procedures to streamline the review and approval process at all levels of government. Local codes, ideally including illustrations, should make clear what the town is seeking to achieve, allowing **conforming development applications to be fast-tracked**.

Young Adults and Walkable Urbanism²: Part II

The presence of a public transit station or center-based communities disproportionately attracts young adults. **Among the 119 municipalities** that have a net activity density of 7,500 or greater, at least one mixed-use center, and a median block size of less than 5 acres, 64 of them host at least one transit station, and have a high percentage of **25-to-39-year-olds - 24.6% on average**, or almost one in four. But even the other 55 that do not host a transit station still boast a higher percentage of young adults (21.4%) than the statewide rate and also the 107 municipalities that score well on only two of the three metrics.

This generation of young adults is attracted to center-based development - compact, mixed-use, walkable - with or without public transit. For both transit and non-transit towns, promoting center-based development may be an effective strategy to attract and retain young adults. However, young adults may still wish to move into a different form of housing stock as they age, which increases the importance of encouraging soft density in single-family zoned areas within proximity to these centers.

²New Jersey Future Publications—Research Briefs and Indicators: Young Adults and Walkable Urbanism.

Recentering Underutilized Developed Areas - Priorities

New Jersey's **redevelopment process** gives towns powerful tools to promote desirable redevelopment. If an area is suitable for redevelopment, a **redevelopment plan** can be prepared to **introduce Center-like features**, such as pedestrian connectivity, housing, accessible public spaces, and others. Whether through a redevelopment plan or private agreements with the property owners, it is critical to **establish connections between parcels** that minimize auto-dependent uses and maximize walkability.

Redevelopment is the New Normal³

The pattern of land development and population growth in New Jersey has changed dramatically since shortly after 2001, when the State Plan was last updated.

Between 2007 and 2020, more than half (57.3%) of the state's population growth was accounted for by municipalities that were at least 90% built-out as of 2007. This stands in sharp contrast to the pattern in the preceding decade and a half, where only 16.4% of total growth from 1990 to 2007 happened in municipalities that were at least 90% built-out as of 1986, and the last land use/land cover data year before the beginning of the 1990s.

³New Jersey Future Publications—Research Briefs and Indicators: Redevelopment is the New Normal.

Landscaped buffers common in suburban zoning districts constitute impediments to pedestrian circulation and should be modified to incorporate walking paths as part of every recentering effort. Any redevelopment effort undertaken in such areas should seek to integrate any recoverable natural features into the new layout for the site.

Auto-oriented commercial strips may contain a wide diversity of uses, but without housing they usually have no nighttime activity. While it may not be appropriate to introduce residential uses in every location, or under every circumstance, it is critical to **introduce housing wherever appropriate**. If housing is viable, it should be accompanied by public spaces and pedestrian amenities.

CLIMATE CHANGE GOAL

EFFECTIVELY ADDRESS THE ADVERSE IMPACTS OF GLOBAL CLIMATE CHANGE

Strategy

Promote climate action to protect public health, economic stability, and community resilience in New Jersey. Prioritize efforts across all government levels to reduce greenhouse gas emissions, with a focus on decarbonizing transportation, energy, and building sectors, and shifting toward renewable energy sources like wind and solar. Implement land use and transportation planning that encourages carbon-neutral mobility, promotes climate-safe development areas, and integrates science-based data on climate impacts. Support climate adaptation by limiting development in vulnerable areas and investing in resilient infrastructure in locations that protect people, assets, and ecosystems from climate risks.

GOALS

Climate change is a direct consequence of human activity and poses a real threat to the quality of life of all New Jersey residents. It is also a threat to economic growth and prosperity in New Jersey and requires approaches to mitigate it that support sustainable growth and reinvest in the resiliency of communities threatened by climate change. All levels of governments should take proactive and coordinated efforts, where appropriate, to promote and protect public health and safety, the physical, economic, social vitality, and resilience of New Jersey's communities from the current and anticipated impacts of climate change. While New Jersey cannot alone halt the progression of climate change, it can and must do its part to reduce greenhouse gas (GHG) emissions to mitigate the severity of its outcomes.

The negative consequences of climate change are already being observed, including elevated temperatures, compromised air quality, more severe storm events with devastating floods, sea-level rise, wildfires, and other threats to humans, wildlife, and habitats. The State's response must involve a multi-pronged strategy toward reducing the State's GHG emissions and improving climate resilience to address both the causes of climate change and its effects, which disproportionately impact socially vulnerable populations. (Please refer to the "Stressors Map" located in the appendix.)

The State will also continue to promote the shift away from fossil fuels and transition to wind, solar, and other renewable energy options to decarbonize the electrical grid, promote electrification of transportation and building stock, and incentivize development of community solar and offshore wind.

Planning at the local and regional level should take into account the critical nexus between land use and transportation. It should also promote and implement pragmatic strategies for carbon-

free or carbon-neutral transportation options and favor land use patterns that support walking, biking, and public transit.

Land use decisions must reflect the best available scientific data identified in the most recent New Jersey Scientific Report on Climate Change and the priorities contained in the Statewide Climate Change Resilience Strategy. These documents inform and direct us to plan proactively for the increasing frequency and severity of flooding, sea-level rise, extreme heat events, changes in seasonal rainfall patterns, and other climate impacts. State, county, and local governments are encouraged to adopt a climate adaptation framework that de-prioritizes additional development and infrastructure investment in physically vulnerable areas while facilitating increased development and infrastructure investment in appropriate climate-safe locations. This will place fewer people and investments at risk from climate impacts and decrease the need for emergency response and expensive resilience and mitigation infrastructure.

Decarbonization - Priorities

The State, county, and municipal governments, in partnership with the private sector, must undertake a concerted effort to decarbonize economy-wide. This effort should focus on the transportation sector; commercial, residential, and industrial building stock; the energy sectors including power generation, power transmission and distribution; and distributed energy resources including class I renewables, storage and others.

Coordinate efforts across state, county, and municipal governments, in partnership with the private sector, to decarbonize New Jersey's economy, focusing on transportation, building sectors, energy production and distribution, and renewable energy resources.

Prioritize greenhouse gas (GHG) reductions by **encouraging zero-emission vehicle fleets, energy-efficient heating and cooling, and low-carbon building practices**, especially in high-impact sectors like transportation and residential/commercial buildings.

Promote land use policies that **integrate land and transportation planning to support walking, biking, and public transit, and encourage dense, mixed-use communities** that reduce vehicle dependence and GHG emissions.

Advance carbon sequestration by protecting and restoring ecosystems such as wetlands, forests, and farmland, which naturally capture carbon and mitigate environmental degradation.

Hazard Mitigation (Flooding, Extreme Heat, Wildfires, and Other Adverse Impacts of Climate Change) - Priorities

New Jersey faces climate-related risks like extreme heat, flooding, wildfires, rising temperatures, and sea-level rise that endanger residents and property. To address these threats, the State should support local efforts to assess vulnerabilities, integrate findings into land-use strategies, and prioritize adaptive infrastructure. Urban areas and those affected by the heat island effect, should implement green cooling strategies such as tree canopies and green roofs. Forest management, including fuel load reduction and selective burning, is

essential to control wildfire risks in Wildland-Urban Interface (WUI) areas, while watershed-level planning and comprehensive stormwater modeling can reduce flood impacts and improve water quality. Collaboration across governments, nonprofits, and academic institutions is encouraged to promote nature-based solutions and a holistic approach to climate resilience.

Implement hazard mitigation strategies to address adverse climate impacts, focusing on vulnerability assessments and integrating findings into local and regional planning. The State Plan recommends that counties and municipalities **coordinate their Hazard Mitigation Plan and their Master Plan** as both plans impact each other.

Mitigate urban heat islands through **green infrastructure**, such as tree canopy expansion and green roofs, and encourage passive cooling strategies in public spaces and building design.

Reduce wildfire risks through **forest management practices like selective burning and fuel load reduction**, so that landowners and municipalities employ best practices in land stewardship.

Promote **regional, watershed-level stormwater planning** to reduce flooding risks and enhance water quality, prioritizing nature-based infrastructure solutions to manage stormwater and support ecosystem resilience.

Support intergovernmental and community partnerships for **comprehensive stormwater modeling** to understand cumulative impacts on water systems, downstream communities, and natural habitats.

Coastal Areas and Riverine Corridors - Priorities

New Jersey's coastal areas are irreplaceable natural resources. The estuaries, bays, beaches, and upland areas comprise a natural system that provides residents and visitors with opportunities for recreation and sport, while supporting a wide range of economic sectors such as commercial fishing and shellfisheries, tourism, agriculture, and forestry. The State Plan acknowledges the statutory regulation of the coastal area in 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. It also supports the strategies of the *Coastal Resilience Plan*, which is part of the *Climate Change Resilience Strategy*, and relies on the plans and regulations of DEP which may incorporate policies of the State Plan as a basis for implementation.

Continue coordination efforts to **establish a more comprehensive, detailed, intergovernmental coastal and riverine management program** to identify and address the existing and evolving conditions and challenges of the New Jersey coastal areas and riverine systems.

Protect and restore natural habitats to reduce flooding and ecosystem resilience. Implement nature-based solutions within and upstream of floodplains.

Promote well-managed coastal and riverine communities, including natural resource maintenance and restoration programs, to encourage economies that are compatible with the natural environment, minimize the risks from natural hazards, and provide equitable access to coastal and riverine resources for public use and enjoyment.

Promote economic growth through **tourism, eco-tourism, recreational opportunities**, and equitable public access along the oceanfront, bayfront, lakes, and riverfronts by protecting and enhancing public access rights.

Coordinate growth management programs and policies with **emergency response planning and mitigation**.

Promote smart growth by implementing DEP floodplain regulations.

Protect vital ecological and special hazard areas such as coastal and riverine high-hazard areas to prevent significant adverse long-term impacts on the natural functions of these sensitive areas.

Conserve water resources through encouraging responsible use, particularly in those areas that depend on groundwater withdrawals, and protect coastal and riverine water quality and prevent beach closures through proper wastewater treatment, non-point source pollution controls, and adequate stormwater management facilities.

NATURAL AND WATER RESOURCES GOAL

PROTECT, MAINTAIN, AND RESTORE THE STATE'S NATURAL AND WATER RESOURCES AND ECOSYSTEMS

STRATEGY

Actively protect and restore New Jersey's natural resources, prioritizing science-based decision-making, targeted acquisitions, and carbon sequestration on public and private lands, especially in Overburdened Communities. Engage in land and water stewardship initiatives that enhance habitat restoration, forest management, reforestation, brownfield reclamation, water purification, and air quality improvements to mitigate climate change impacts. Promote ecologically sound (re)development in Metropolitan and Suburban Areas and restore natural systems in degraded locations. At all levels of government, prioritize minimizing site disturbance, habitat fragmentation, and greenhouse gas emissions by using nature-based solutions, preserving land, reforestation, and enhancing habitat connectivity.

GOALS

New Jersey and its local governments act as trustees of the state's natural resources, and are tasked with protecting its lands, waters, air, and living resources for the benefit of its residents. All levels of government, including regional planning agencies, should take actions to avoid, minimize, and mitigate site disturbance, tree removal, habitat fragmentation, impervious coverage, greenhouse gas emissions, invasive species, and the use of toxic building materials and ingredients; and prioritize natural and nature-based strategies and solutions. Continued development and preservation of local and regional systems of parks and preserved lands linked by trails, greenways, and public rights-of-way is necessary to protect the habitat and recovery of rare, threatened and endangered species, and protect native wildlife species.

Allocating and leveraging funds for farmland preservation represents a strategic investment. The State and local communities should protect the long-term viability of the agricultural industry, preserve land to mitigate climate change impacts through carbon sequestration and improved land management practices, and foster local food production to address food insecurity and promote healthy communities. Preserving farmland also contributes to the conservation of biodiversity, protects natural water resources, and helps maintain scenic landscapes, thereby enhancing the overall quality of life for residents and promoting tourism opportunities.

Habitat Preservation and Restoration - Priorities

Centuries of farming, the use of wood for construction, industrial activities such as mining and quarrying, and urbanization have reduced the tree cover and forested landscape. These activities compromise ecosystems and destroy natural habitats. In time, we have become much

more aware of the adverse consequences of discarding or depleting natural features. Redevelopment of previously disturbed lands provides opportunities to remediate past decisions, increase resilience, and supplement or enhance natural landscapes and habitats.

Capital projects undertaken by public agencies should seek to the extent practicable and commensurate with the project goals to maximize habitat protection, restoration, and connection. Municipal master plans and zoning ordinances should make it explicit that habitat restoration is expected to occur as part of any (re)development project, to the extent that it is feasible. The State will endeavor to restore degraded habitats on State-owned lands and to motivate and incentivize similar efforts on lands owned by other levels of government, and privately owned lands. Native vegetative species are preferred to restore degraded habitats or to create new habitats, particularly those that are adaptable to biomes shifting due to climate change.

Identify and protect the habitats of resident and migratory threatened and endangered species.

Municipalities, with the technical support and assistance of State agencies, should adopt construction standards and performance standards for new development that minimize soil disturbance during construction in steep slope areas, maintain the hydrologic cycle, and prevent erosion. Steep 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.

Expand and maintain the existing urban tree canopy, particularly in Overburdened Communities, applying sound urban forestry principles.

State, regional, and local governments should **cooperate in mapping important forest resources** to support coordination of planning efforts and State and local resource protection efforts. **Forest resources** that serve an **overriding public purpose** should be acquired for **public use and preservation**. **Reforestation management** should promote carbon sequestration to advance climate change mitigation goals.

Continue to design forest management practices to protect watersheds, wetlands, stream corridors and water bodies from non-point source pollution that **threatens water quality and aquatic habitat**. **Encourage and support planting and maintenance of trees**, including establishing forested areas of native species.

Streams that have been buried in culverts should be identified and restored (“daylighting”) as part of redevelopment initiatives whenever possible, along with naturalized streambank stabilization and floodplain restoration efforts. Removing dams **that are a legacy from an industrial past, no longer serving their intended purpose**, enhances aquatic ecosystems and provides recreational opportunities for kayakers and canoeists.

Agriculture and Food Production - Priorities

All farmers, including those in New Jersey, need to contend with a changing climate and an onslaught of invasive species, which will require them to adjust their practices and crops. For many years, State, county, and local governments have invested in the highly successful Farmland Preservation Program, and they should continue to do so. By allocating and leveraging funds for farmland preservation, New Jersey can achieve multiple objectives:

- maintaining the long-term viability of the agricultural industry,
- utilizing preserved land to mitigate climate change impacts through carbon sequestration and improved land management practices, and
- fostering local food production to address food insecurity and promote healthy communities. Additionally, preserving farmland contributes to the conservation of biodiversity, protects natural water resources, and helps maintain scenic landscapes, thereby enhancing the overall quality of life for residents and promoting tourism opportunities.

Creative land planning and design can help to accommodate future growth and development in ways that help maintain agriculture as a viable industry and avoid conflict with agricultural uses.

Promulgate local ordinances and state building codes and fee criteria which are sensitive to agricultural construction and associated seasonal uses. Coordinate actions at all levels of government to encourage maintaining agricultural production by protecting farm operations.

Air Quality - Priorities

New Jersey must address factors located within its control that adversely affect the State's air quality and contribute to air pollution transported to other states. Adverse air quality impacts from the fossil fuel-based transportation sector should be addressed through the **conversion of fossil fuel vehicle fleets to zero-emission vehicles and land use policies** that locate multiple uses close to each other and encourage walking, biking/micro-mobility use, and mass transit to reduce total vehicle miles traveled. The state should take a leading role in the transition to zero-emission vehicles by converting its fleet and supporting access to zero-emission vehicle infrastructure (e.g., charging stations), and encouraging counties and municipalities and transit agencies to do the same.

The State should partner with appropriate agencies and other planning partners in the region to **undertake cooperative research, regulatory initiatives, land use planning, and transportation planning initiatives** to meet, maintain, or exceed the National Ambient Air Quality Standards (NAAQS) as per the provisions of the federal Clean Air Act. NAAQS and

recognize the deleterious impacts of ground level ozone, particulate matter, and carbon dioxide pollutants caused by fossil fuel-burning transportation. The State should also **delineate current “hotspots” and determine feasible actions to address them**, prioritizing natural and nature-based solutions to address carbon dioxide hotspots.

Water Quality - Priorities

The creation of specialized agencies to manage the Pinelands and Highlands Regions was a critical step in protecting New Jersey’s future drinking water supply, but additional steps continue to be needed.

Coordinate the planning efforts of agencies that manage and protect land, water, and other environmental resources so that the cumulative effects of development and redevelopment do not compromise or degrade water quality and supply. **Integrate State, regional, and local land use and water management** planning to avoid surface and groundwater degradation due to the cumulative effects of point and non-point source pollution.

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

Integrate county and municipal land use planning with information on the Carrying Capacity of natural systems and landscape units (e.g. watershed), including aspects of the local or regional hydrologic system. **Enhance water supply management practices** to protect a safe and adequate water supply during periods of high demand and seasonal drought that are anticipated to occur as a result of climate change, consistent with the Statewide Water Supply Plan. In areas experiencing stresses in water supply, **improve current systems and manage water use and development intensity to minimize the need for additional water supply facilities**. Interconnect individual public water supply networks to **create emergency systems** that can sustain water supply during water emergencies, including periods of drought.

Protect water quality through **proper siting, design, and installation of on-site stormwater best management practices and wastewater treatment** systems in consideration of local geology (e.g. soil types, karst areas) and water systems (e.g. high water tables) to avoid potential negative impacts to natural systems and human health. **Plan for stormwater management and flood control systems on a watershed basis**, incorporating where feasible natural systems and non-structural methods, including increased infiltration.

Encourage regional flood and stormwater management planning and implementation, where appropriate, and support the creation of regional control facilities. Utilize on-site basins as the primary option to reduce the impacts of local flooding. **Require new development to reduce peak runoff rate** to prevent increases in flooding and damage to stream corridors. **Convey stormwater to surface water bodies only when meeting the stormwater runoff**

quantity standards. Where possible this should be accomplished through natural processes, emphasizing the use of naturally functioning systems and non-structural methods.

Prevent further contamination of ground and surface waters by **effectively managing the location and design of any land uses or structures that involve the use, storage, treatment, or disposal of toxic and hazardous materials. Reduce and, where feasible, eliminate the volume and toxicity of pollution** in surface and groundwater from non-point sources.

Protect and enhance wetlands and forests to improve water quality, control floods, and protect habitats. Use watershed planning, local and regional land use planning, financial incentives, public education, and regulatory programs to minimize wetland and forest disturbance. Develop a program to reward landowners who undertake wetlands and forest restoration efforts; develop a plan to restore and maximize floodplain functions.

Identify and delineate sensitive surface water and groundwater resources, including aquifer recharge areas, headwaters, reservoirs, and Category 1 systems and take steps to protect them from impacts of development. **Establish maintain, and restore appropriately vegetated buffers along streams, rivers, wetlands, reservoirs, and scenic waterways** to protect the natural functions and quality of surface water resources.

Reduce water consumption by encouraging the use of indigenous plants in landscaping, water-saving designs, water-saving building standards and construction techniques, agricultural management practices, water reclamation and reuse, peak period pricing, and water conservation measures.

Consider the water needs of agriculture, including urban agriculture, in water supply planning at all levels of government.

Consistent with state mandates to reduce the risk of flooding, **recognize areas that are prone to flooding now and in the future**, including but not limited to Flood Hazard Areas (as determined by DEP), **of less than one square mile as Critical Environmental Sites**. This will bring planning and protection efforts, such as the implementation of minimum flood protection standards, into alignment.

POLLUTION AND ENVIRONMENTAL CLEAN-UP GOAL

PROTECT THE ENVIRONMENT, PREVENT AND CLEAN UP POLLUTION

STRATEGY

Restore degraded freshwater bodies, lands, and natural systems in both public and private ownership through targeted and concerted remediation programs. Restore ecosystem integrity, prioritizing restorations in Overburdened Communities. Adopt measures to promote a “circular” economy that efficiently uses resources, reduces waste, and advances cost-effective programs to foster carbon sequestration and decarbonization. Continue the transition to a 100% clean energy system. Maintain and enhance the built environment and improve upon existing conditions.

GOALS

New Jersey aims to address the legacy of industrial pollution by prioritizing the cleanup and redevelopment of Brownfields and other contaminated sites to protect public health and promote sustainable community growth. Redevelopment efforts should align with community plans and the State Plan, focusing on economic sustainability, equity, and environmental restoration, particularly in underserved communities. The state will prioritize resources and assistance for communities with comprehensive, community-based brownfield redevelopment strategies.

To safeguard public health, especially in Overburdened Communities, New Jersey must continue advancing lead paint abatement and the removal of lead drinking water service lines. Lead contamination in older housing stock and public buildings poses a serious health risk, especially for children. The state, in collaboration with local governments and nonprofits, must work to accelerate lead abatement in housing and public spaces.

Efficient waste management and recycling are essential to New Jersey's environmental sustainability. Multi-jurisdictional planning and siting of waste management and recycling facilities are necessary to balance industrial compatibility with community interests. New Jersey should aim to minimize environmental impacts, reduce toxic emissions, and promote resource conservation through effective waste reduction, recycling, and reuse initiatives.

Brownfields and Lead - Priorities

Brownfields, perhaps our industrial past's most visible legacy, endanger our public health. A considerable amount of previously developed land in New Jersey, including land in highly desirable locations, is not immediately available for redevelopment because of the lengthy and expensive remediation required to remove toxic contamination. Large-scale remediation is a

highly technical process that requires considerable resources. While New Jersey streamlined its site remediation evaluation and approval process when it adopted its Licensed Site Remediation Professional (LSRP) program, the remediation process can still be lengthy and necessitates long-term monitoring and evaluation. The extent of remediation feasible at a Brownfield site may also limit the permissible uses post-redevelopment.

Commit **public resources and assistance to communities with well-thought-out Brownfield redevelopment strategies** consistent with neighborhood plans, municipal plans, and the State Plan. Such plans should seek to redress past inequities in underserved or indigenous communities and focus on future economic sustainability.

Plan, locate, and market redevelopment projects to **capitalize on opportunities presented by Brownfield sites**, including existing infrastructure systems, location in established communities, available workforce, and regulatory, statutory, and financial incentives.

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. Remedial standards and actions should be based on restoring habitat and ecosystems, future use, and protecting public health and the environment.

Lead paint is pervasive in our state, particularly in Overburdened Communities. Inhalation and ingestion of lead dust are hugely detrimental to human health, particularly for children. **Lead paint remediation or abatement in older housing stock and all public buildings is critical.** The State Plan encourages the relevant state agencies, in partnership with local governments and non-profits, to continue advancing the lead paint mitigation process in all locations. This is a vital component of the redevelopment focus in the Plan.

Lead is also a hazardous contaminant in drinking water. The lead service lines (or laterals) that connect water mains to individual buildings pose a particular challenge because they are so numerous and poorly documented. While replacing these lead service lines is expensive and disruptive, **there is no alternative to addressing this threat to public health.** The State Lead Service Line Replacement Law requires water systems to inventory and replace all lead service lines by 2031, which will require coordination with state agencies and local governments.

Waste Management and Recycling - Priorities

Efficient waste management and recycling are crucial to a sustainable future and require appropriate planning at all levels of government. Generally, large-scale waste management and recycling are most compatible with industrial areas, although smaller-scale operations can co-exist with residential neighbors if handled sensitively. Waste handling and recycling may be viewed as undesirable land uses by some municipalities eager to attract more upscale activities, but localities must plan for these indispensable uses.

Coordinate the existing statutory and regulatory mechanisms for planning, siting, designing, permitting, constructing, and operating facilities to treat, store, and dispose of solid and hazardous wastes. **Promote multi-jurisdictional planning, design, and siting** of waste management and disposal facilities and recyclable materials collection and processing systems.

Promote self-sufficiency in waste management by preparing and implementing Solid Waste Management Plans that support a hierarchy of techniques, starting with source reduction and reuse, recycling, composting, and state-of-the-art disposal of remaining waste at a regional or state level. **Develop educational programs** to help residents participate in implementation.

Conserve resources and **promote the economic reuse and recycling of materials** and support expansion of the State's remanufacturing capacity. Encourage zoning provisions that allow recycling facilities as a permitted use in appropriate locations.

Reduce exposure to toxic emissions by removing hazardous waste from the solid waste stream and developing permanent household hazardous materials management and disposal programs throughout the State.

Promote composting to **divert organic waste from the trash stream**. **Develop community and regional facilities** that can collect and convert organic waste for household use.

HISTORIC AND SCENIC RESOURCES GOAL

PROTECT, ENHANCE, AND IMPROVE ACCESS TO AREAS WITH EXCEPTIONAL ARCHEOLOGICAL, HISTORIC, CULTURAL, SCENIC, OPEN SPACE, AND RECREATIONAL VALUE

STRATEGY

Preserve and enhance New Jersey's historic, cultural, and natural resources to support vibrant communities, economic growth, and public enjoyment. Promote arts, creative spaces, and public access to open spaces, especially in ecologically and culturally important areas. Identify and protect historic sites and landscapes, integrating them into state and local planning while encouraging heritage tourism and adaptive reuse for community needs like affordable housing. Connect trails, greenways, and waterways and increase public access to these areas. Maintain access to coastal areas and implement design standards that protect the scenic and historic qualities of New Jersey's landscapes.

GOALS

New Jersey has a rich and complicated history, important to its residents, tourists, and passersby. It is vital to actively protect, enhance, and improve public access to sites, narratives, and artifacts that document, de-construct, and reckon with the experience of New Jersey's indigenous peoples, subsequent European colonization, enslaved people, and ultimately with the experiences of the many immigrant populations thereafter.

Frequent consultation with historically underrepresented groups to identify shared values and determine priorities is necessary for managing these cultural resources. The state should address and mitigate the anticipated negative impacts on these assets from climate change and maintain continuous public access to high-quality open space, scenic landscapes, historical resources, and recreation resources. All levels of government should participate in supporting artistic expression to drive tourism, with the physical implementation coming from government entities, non-profits, and professional artists.

Historic Resources, Cultural Resources, and the Arts - Priorities

New Jersey's history, including that prior to colonial settlement, lives on in the form of landscapes, buildings, and infrastructure (such as the Delaware & Raritan Canal). The state has also developed a thriving arts community and is home to multiple museums with important collections, art galleries, theaters, and live music that positively impact the state's economy. The State Plan seeks to encourage the creation of built and natural environments that may shelter, inspire, and encourage creative communities to do their best work.

Identify historic areas, historic sites, historic landscapes, archeological sites, ceremonial stone landscapes, and scenic corridors to add to State and national registers and county and municipal planning documents, including in a new Heritage Tourism Plan that will recognize and protect these areas while promoting tourism.

Promote the character of historic sites, landscapes, structures, and scenic areas through comprehensive planning, and the flexible application of zoning ordinances, construction codes, and other development regulations, without creating an economic burden that discourages investment or restricts the development of needed housing.

Promote uniformity in guidelines used by all levels of government for the preservation and rehabilitation of historic buildings, sites, and landscapes.

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

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

Promote historic district management programs to aid in encouraging vibrant neighborhoods and protecting historic sites and structures during the revitalization of traditional downtown areas.

Investigate, protect, and document archaeological resources, including remains of indigenous people's settlements identified before a site is disturbed. Encourage voluntary, speedy documentation of archaeological finds.

Support museums, libraries, interpretive centers and archives, and other public buildings as repositories of past culture and contemporary culture and locate them in Centers.

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

Open Space and Recreational Resources - Priorities

New Jersey has had longstanding and very successful programs for the acquisition of ecologically significant open space at all levels of government. These locations, when open to the public, should be compliant with American with Disabilities Act (ADA) standards and inclusive of non-English speaking individuals. Those programs are ongoing and are consistent with the State Plan. Funds for open space acquisition should prioritize historic and culturally significant lands, including sites sacred to Indigenous peoples, greenways, trails, and land with high scenic or ecological value.

Coordinate regional, county, and municipal land use plans with the Statewide Comprehensive Outdoor Recreation Plan to encourage future development to be balanced with both housing needs as well as new and existing recreational and open space facilities.

Plan and design the preservation of recreation and open space lands to maximize implementation of other Statewide Policies, including habitat restoration, stormwater management, and climate change mitigation, while also implementing recreation and open space policies.

Promote adequate and appropriately located indoor and outdoor recreational facilities for the year-round enjoyment and health of all residents.

Connect large contiguous tracts of forest, grasslands, and other natural lands with stream and river corridors through greenways to provide maximum connectivity and enhance their functional integrity and biological diversity.

Create new redevelopment programs that provide for the acquisition, development, and maintenance of recreational and public open space.

Implement the New Jersey Trails Plan to create a statewide network of open space and waterway corridors that link recreational and open space features within New Jersey and to neighboring states through the cooperation of State, regional, and local government as well as private groups and property owners.

Encourage and facilitate rails-to-trails conversions of abandoned or obsolete railroad rights-of-way.

Where appropriate, promote and encourage the protection and enhancement of privately owned tracts of open space, wetlands, forest lands, or recreation facilities through technical assistance, easement purchases, density transfers, and deed restriction programs.

Encourage and provide incentive programs to property owners and conservation Non-Governmental Organizations (NGOs) who are willing to allow public access and use of private recreational or open space lands and facilities.

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.

Maintain and improve public access to coastal and waterfront areas of recreational, aesthetic, cultural, or ecological value while maintaining and protecting the function and value of the natural resource systems.

Provide for public recreational use of public lands and facilities.

Protect the scenic qualities of forested areas that are visible from public roads, trails, and waterways from visually intrusive land uses, and preserve them through invasive species control, setbacks and other scenic corridor maintenance measures.

Designate areas of known critical habitat of less than one square mile as Critical Environmental Sites during the preparation of municipal plans to support State and local resource protection efforts.

DRAFT

EQUITY GOAL

IMPLEMENT EQUITABLE PLANNING PRACTICES TO PROMOTE THRIVING COMMUNITIES FOR ALL NEW JERSEYANS

STRATEGY

Utilize data-driven approaches to document public health impacts associated with environmental factors, including cognitive challenges in children, urban heat islands, and elevated asthma, diabetes, and obesity rates. Deploy evidence-based strategies to reduce pollution by removing or phasing out harmful facilities, expanding urban tree canopies, reducing impervious surfaces, creating parks and open spaces, and upgrading essential infrastructure like water systems to expand safe, reliable service. Support urban stream restoration and wetland enhancement to improve natural corridors.

Implement transportation strategies that increase electric vehicle use, enhance pedestrian and micro-mobility infrastructure, convert urban highways to boulevards, and address limited-access roads that divide neighborhoods. Housing strategies should prevent displacement and provide equitable access to healthy, high-opportunity communities. Maintain “healthy homes” free from lead, mold, pests, and structural hazards through proper ventilation, weatherization, and stability upgrades, prioritizing overburdened and underserved populations.

GOALS

The State of New Jersey is committed to fostering a stronger and fairer state for all residents. Addressing longstanding harms and structural inequities will strengthen outcomes for historically underrepresented communities. Historically, policy and planning decisions have negatively impacted and marginalized historically overburdened communities. New Jersey is no exception. These practices include redlining, exclusionary zoning, concentrating polluting industries and contaminated sites in historically underrepresented communities, fostering food and transportation deserts, disrupting communities through highway expansion, and detrimental uses of eminent domain. Measures to address these longstanding harms and structural inequities will promote thriving communities throughout the state.

Many overburdened communities are subject to a disproportionate number of environmental and public health stressors, including polluting industries, contaminated sites, blighted properties, urban highways, substandard housing stock, and public health pathologies, such as a lack of appropriate levels of tree canopy, public open space, and other such amenities. The State can address these impacts by working closely with the affected communities through restorative land use, housing, and transportation policies and strategies that mitigate and address these negative impacts.

New Neighbors Seeking Opportunities

New Jersey is a major immigration destination and has grown significantly more racially and ethnically diverse since 2000. Using the US Census Bureau's Diversity Index, New Jersey's diversity index increased from 0.526 in 2000 to 0.593 in 2010 to 0.657 in 2020. New Jersey is one of the most diverse states in the country, with only Hawaii, California, Nevada, Maryland, and Texas having higher values of the diversity index.

Part of New Jersey's increasing racial and ethnic diversity is in part due to it being a major immigrant destination. As of the 2021 one-year American Community Survey, 23.0% of the state's residents were born in another country, well above the national rate of 13.6%. Only California, at 26.6%, has a higher percentage of residents born in another country than New Jersey. New Jersey has overtaken New York, which was ranked second behind California in 2010 and 2000.

The share of the population born in another country has been growing, both in New Jersey and nationally, over the last 20 years. Nationally, it rose from 11.1% in 2000 to 13.6% in 2021. New Jersey's increase was more dramatic, rising by more than 5 percentage points, from 17.5% in 2000 to 23.0% in 2021. Only California, at 26.6%, has a higher percentage of residents born in another country than New Jersey.

Equity and Environmental Justice - Priorities

A fundamental principle in the implementation of the State Plan is to **provide equitable outcomes for all New Jersey residents through the achievement of the goals of the State Planning Act** and to promote thriving communities through past planning-related and policy actions. The benefits of implementing the State Plan will be equitably distributed among all residents, and in fact, contribute to redressing past mistakes and correcting unfair outcomes. **All levels of government should take appropriate action to foster public engagement in a manner that ensures the benefits and burdens of implementing of the State are equitably shared by all of our communities.**

In contributing to the development of the State Plan, many have expressed concerns about equity and justice. Indigenous peoples have had their traditional lands confiscated, and certain lands they consider sacred, such as ceremonial stone landscapes, have been desecrated. Many urban centers have suffered from decades of under-investment or disinvestment in Brownfields remediation, pollution, contaminated sites, infrastructure, urban parks, public transit and/or pedestrian and bicycle/micro-mobility safety investments, or upgrades to substandard housing. The State recognizes a backlog of public health and quality of life challenges that disproportionately affect overburdened communities.

Resources for addressing these challenges are limited and must be strategically deployed. The State Plan will assist in this effort by providing principles and guidelines for coordinating and reconciling public and private actions.

Some residents may perceive equity issues of overcrowded roads, loss of open space, rising taxes, and other negative impacts of poor development patterns that result from inadequate planning, underfunding of infrastructure, and poor or uncoordinated decision-making. The State Plan addresses these issues by **promoting more innovative land use and transportation decisions and coordinating investments.**

Residents, particularly of rural areas, may feel that their communities are compromised by poorly coordinated development regulations, under-investment, and a changing climate that limits opportunity or devalues their land. The increasing adverse effects of climate change mean that farming operations need to use more sustainable practices, where feasible, which may require additional investment. Other rural residents may contend with limited employment opportunities, an aging population, barriers to transportation, and, in some cases, a continued loss of population in their communities. **The State Plan encourages programs that protect our farming communities, further enhance farming as an industry, and coordinate the needs of communities that lack access to fresh foods.**

The State Plan should not be used in a manner that places an inequitable burden on any one group of residents. The achievement, protection, and maintenance of equity and justice should be a fundamental consideration in public policy decisions as public agencies and the private sector develop plans and policies aimed at being consistent with the State Plan.

The State Plan is a statement of public policy formulated to guide positive, equity-based planning actions.

2024 COMPREHENSIVE PLANNING GOAL

FOSTER SOUND AND INTEGRATED PLANNING AND IMPLEMENTATION AT ALL LEVELS STATEWIDE

STRATEGY

Use the State Plan and the Plan Endorsement process as a guide to achieving comprehensive, coordinated, short- and long-term planning actions that are based on actionable metrics, accurate capacity analysis, and active citizen participation. 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. Land use planning and transportation planning should be closely intertwined and mutually reinforcing. At the local level, make land use decisions that are respectful of neighboring communities and are not driven by short-term fiscal considerations, or by prejudice, at the expense of sound planning principles.

Actively encourage and support multi-municipal, watershed level, and special resource area planning efforts focused on big-picture regional planning solutions. Make a concerted effort to redress past planning mistakes and mitigate the adverse consequences of those mistakes. Deploy the full range of tools in the planning toolbox to mitigate the adverse impacts of climate change. All development, redevelopment, revitalization, stewardship, and conservation efforts should support State Planning Goals and Strategies and are consistent with the Statewide Policies and the State Plan Policy Map. Municipalities are encouraged to hold community visioning sessions to educate the public about local planning initiatives to improve public engagement.

GOALS

The physical design of our communities and their environs — how space is physically organized — is key to State Plan implementation and critical to the full achievement of its objectives. While recognizing that physical design cannot, 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 the long-term environmental quality, economic vitality, and social justice and stability of New Jersey.

From a functional perspective, physical design can be a powerful influence on human behavior and can also play an important role in the quality-of-life assessments that we all make daily and that influence the locational choices and investment decisions of residents and employers alike.

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 (40:55D-76B). 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.

Comprehensive Planning and Design—Priorities

The Statewide Policies on Design are considered valid throughout the state and equally appropriate to urban, suburban, and rural conditions. These design standards can be found in the appendix. General policies for redesigning auto-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.

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 Policy Objectives for each Planning Area.

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 because of their vast scale or given the nature of their activities cannot meet acceptable performance standards for appropriate mixed-uses in respective to the built or planned environment.

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.

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.

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 disability community;
- **increase the safety of pedestrians and bicyclists** and create communities and places that are safe and attractive to walk and ride;

- **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;
- **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: and
- **reassess changing roadway vehicular distress measurements** and implement current best practices, minimize Vehicle Miles Traveled (VMT), and implement traffic circulation studies, land use changes, and parking lot sizing to reduce VMT.

In compact communities, to the extent possible:

- **use a flexible (modified) approach to the street grid network;**
- **maintain pedestrian and bicycle connections;**
- **eliminate or mitigate physical barriers to pedestrian activity;**
- **provide a comprehensive bicycle network with paths, lanes, racks, and lockers;**
- **use natural objects** to provide a buffer from auto-centric traffic patterns; and
- **utilize roadway and parking design** to increase pedestrian and bicycle traffic flow, while reducing vehicular dominance.

Use physical design to both enhance the workings of natural systems and support the quality, integrity, and continuity of the built environment.

Consider the consumption of energy, water, and materials and the potential advantages of natural over mechanical approaches when designing street layouts and selecting building locations, building orientation, building materials, heating and cooling systems, and landscaping materials.

Make places safer, more accessible, and more desirable through site layout, building placement, land use mix, lighting, and other positive design techniques that establish clear distinctions between public and private realms.

Reduce the visual impact of the automobile and its related facilities on the landscape.

Design corridors, including rivers, greenways, transit, and roadways, **to connect communities** in ways that preserve rights of way, protect view sheds, and encourage gateways and distinct transitions between communities.

Redesign existing areas of sprawl to look and function more like Centers:

- Increase and focus densities to use space more effectively and facilitate the economic feasibility of producing low- and moderate-income housing;
- change auto-oriented environments to pedestrian/bicycle/micro-mobility- 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, re-dimensioning 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, daycare facilities, personal and professional services, retail, and residential uses previously lacking;
- replace expansive pesticide- and fertilizer-intensive lawns with low-maintenance indigenous species to minimize run-off and reduce non-point source water pollution;
- establish, where appropriate, district-wide management entities that, among other responsibilities, underwrite joint liability insurance over common space; and
- reduce or eliminate signs of visual clutter including inappropriate billboards, signs, overhead power lines, and over-scaled and poorly directed lighting.

Regional Planning and Areas of Critical State Concern

The State Planning Act mandates that the State Plan help foster sound and integrated planning statewide and promote intergovernmental coordination to assure that agencies at all levels of government participate in the formulation of the Plan and use it as a guide for agency planning and decision-making. The Plan should coordinate with the Pinelands Commission, Highlands Water Protection and Planning Council, the New Jersey Sports and Exposition Authority, the Fort Monmouth Economic Revitalization Authority, and the Casino Reinvestment Development Authority and their adopted plans and regulations. This coordinating effort achieves

compatibility with the growth management policies of the State Plan and identifies other areas of critical concern that need to be addressed in the future.

The Act also acknowledges the special statutory treatment accorded the New Jersey Pinelands National Reserve under the “Pinelands Protection Act,” and the Hackensack Meadowlands District 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.” Although the State Planning Act does not acknowledge the “Highlands Water Protection and Planning Act,” which was adopted by the Legislature long after the State Planning Act, the Plan should treat the Highlands Region and the Highlands Regional Master Plan with the same deference as the Special Resources Areas that are named in the State Planning Act.

Additional areas of critical concern should be considered in the future. Such areas include, but may not be limited to:

1. The Delaware and Raritan Canal,
2. The Delaware Water Gap National Recreation Area,
4. The Delaware River and Bayshore Area,
5. The Great Swamp Watershed,
6. The Skylands Region, and
7. The Sourlands.

The State Planning Commission urges those participating in Cross-Acceptance to recommend policies as appropriate to address development, redevelopment, and conservation issues in these and other regions of New Jersey.

Pinelands - Priorities

The Pinelands Commission exercises direct regulatory jurisdiction over development activities in the Pinelands Area to preserve, protect, and enhance the significant values of the land and water resources of the Pinelands. A Comprehensive Management Plan (CMP, November 1980) 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 was crafted to protect those resources that lend the Pinelands its significance while accommodating development in a manner consistent with resource protection.

The State Plan should acknowledge the statutory treatment of the New Jersey Pinelands under the Pinelands Protection Act and rely on the plans and regulations of the New Jersey Pinelands Commission to achieve the objectives of the State Plan.

While the State Planning Act requires the State Planning Commission to rely on the CMP in the Pinelands Area, local jurisdictions should use the statewide policies of the State Plan for those

issues not addressed in the CMP. State Plan statewide policies covering such areas as economic development, affordable housing, urban revitalization, and transportation should be used by municipalities in their local planning.

Coordinate planning efforts so that there is consistency between the adopted plans, maps, programs, and regulations of various levels of government, aligned with the objectives of the State Plan, and utilize the Plan's statewide policies that cover issues not addressed by the Pinelands Comprehensive Management Plan.

Coordinate planning efforts with the New Jersey Pinelands Commission so that the Pinelands Comprehensive Management Plan, county and local plans, and CAFRA regulations are consistent within the Federal and State legislation establishing the Pinelands National Reserve and Pinelands Area.

Procedures should be developed to allow for coordinated review of developments that may have regional impacts affecting the Pinelands area, including proposals outside the boundaries 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.

Continued coordination of management area policies of the Pinelands CMP and the State Plan so that **projects in appropriate Pinelands management areas receive State public infrastructure investment financing priority** equal to that of similar designations in the State Plan. Coordination between the Pinelands CMP and State Plan are underscored by the amendments made to N.J.A.C. 7:50-1.6, 2.11, 4.2, 6.86 and its adoption in December 2023.

Hackensack Meadowlands District (NJSEA jurisdiction) - Priorities

The Hackensack Meadowlands District encompasses a 30.3-square-mile area along the Hackensack River in Bergen and Hudson counties, which includes portions of fourteen municipalities. The District's natural features, including the Hackensack River, its tributaries, and adjoining wetlands comprise approximately 7,590 acres, representing 40 percent of the District's total land area. The Hackensack Meadowlands Reclamation and Development Act (N.J.S.A. 13:17-1, et seq. L.1968, c. 404) created the Hackensack Meadowlands Development Commission, renamed as the New Jersey Meadowlands Commission (NJMC), and gave it three distinct mandates: (1) to oversee the orderly development of the District; (2) to protect the delicate balance of nature; and (3) to provide facilities for the sanitary disposal of solid waste. The Hackensack Meadowlands Agency Consolidation Act (N.J.S.A. 5:10A-1 et seq. L. 2015, c.19) merged the former NJMC and its core functions into the New Jersey Sports and Exposition Authority (NJSEA), as the two agencies had the common interest of promoting the economic growth of the meadowlands and northern New Jersey. The NJSEA continues the NJMC's role as the regional planning and zoning agency for the Hackensack Meadowlands District.

The State Planning Act recognizes the statutory jurisdiction of the NJSEA over the Hackensack Meadowlands District. The Commission will rely on the NJSEA's Hackensack Meadowlands District Master Plan and zoning regulations for those issues addressed therein. The State planning process should promote close cooperation between the NJSEA, 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. For example, where State policy or investment decisions include a consideration of a State Planning Area designation, properties within the Hackensack Meadowlands District that are zoned for development, excluding wetlands and other environmentally sensitive lands, are considered to be located in a State Smart Growth Area, akin to Metropolitan Planning Area (PA1).

For lands within the jurisdiction of the NJSEA, **the Commission shall rely on the plans and regulations of the NJSEA** to implement the objectives of the State Plan.

Coordinate planning efforts so that the **Hackensack Meadowlands District 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 boundary.

Coordinate planning efforts with the NJSEA's constituent counties and municipalities to maintain consistency of the Hackensack Meadowlands District Master Plan and county and local plans with State Plan objectives, with special emphasis on those portions of constituent municipalities immediately adjacent to the Hackensack Meadowlands District boundary. Promote utilization of statewide policies covering areas not addressed under the Hackensack Meadowlands District Master Plan and zoning regulations.

Establish infrastructure investment priorities within the NJSEA's jurisdiction consistent with the State Plan priority system intent.

New Jersey Highlands - Priorities

The 1,300-square mile (860,000-acre) New Jersey Highlands Region extends from Alexandria Township (Hunterdon County) in the southwest to Mahwah Township (Bergen County) in the northeast, including 88 municipalities and portions of seven counties (Bergen, Hunterdon, Morris, Passaic, Somerset, Sussex, and Warren). Although the Highlands Region only covers approximately 15% of New Jersey's land area, it is a source of all or a portion of the drinking water supply for 70% of its residents. The New Jersey Highlands Region is also part of the larger federal Highlands Region, which stretches from Southeastern Pennsylvania through parts of New Jersey, New York and into Connecticut.

The New Jersey portion of the Highlands region was recognized as a Special Resource Area in the 2001 New Jersey State Development and Redevelopment Plan. That recognition, along with a 2002 U.S. Forest Service Study of the greater four-state Highlands region, was the impetus

for the 2004 enactment of the Highlands Water Protection and Planning Act by the state legislature, which set strict limitations on development in the region. The Highlands Act also established the Highlands Water Protection and Planning Council, which is charged with creation and implementation of a Regional Master Plan (RMP) to protect and enhance the resources within the New Jersey Highlands.

The Highlands RMP, adopted in 2008 and most recently amended in 2024, is intended to guide the actions of Highlands municipalities and counties, the Highlands Council, and the State's various agencies. In addition, a Monitoring Program and Recommendations Report was approved in 2018 to comply with the required six-year review of the RMP and set forth the priorities for the coming years. The RMP was reviewed and granted Plan Endorsement status by the State Planning Commission in 2020.

For more than two decades, the New Jersey Highlands region has been recognized at both the federal and state level for its exceptional natural, cultural, and agricultural value. This recognition reflects the need for the Highlands to be considered differently from the rest of New Jersey in terms of land use planning and agency collaboration and coordination.

Continued coordination on any proposed updates or amendments to the RMP.

Continued coordination on municipal and county RMP conformance and the recognition of plan conformance with the RMP in the State Plan cross-acceptance process.

Use of the RMP Land Use Capability Zone Map as the State Plan map for the Highlands region.

Provide support for Highlands communities to effectively address the need for low- and moderate-income housing within the region.

Incorporation of environmental justice and climate change into the RMP in accordance with the 2020 Plan Implementation Agreement.

Consistent with N.J.S.A. 13:20-6u., promote, in conjunction with the Department of Environmental Protection and the Department of Agriculture, **conservation of water resources both in the Highlands Region** and in areas outside of the Highlands Region for which the Highlands is a source of drinking water.

Coordination of Affordable Housing policies and obligations with the RMP.

Continued recognition of **designated Highlands Centers as State Plan Centers**.

Continued recognition of **conforming municipalities as having received Plan Endorsement**.

Coordination of planning efforts with the Highlands Council's constituent counties and municipalities so **that the Highlands RMP and county and local plans are consistent with State Plan objectives**.

Establish infrastructure investment priorities within the Highland Council’s jurisdiction consistent with the Fair Housing Act and the State Plan priority system intent.

Fort Monmouth Economic Revitalization Authority (FMERA)—Priorities

In 2005 the US Department of Defense’s Base Realignment and Closure Commission (BRAC) recommended that the army’s Fort Monmouth facility be closed and relocated to Aberdeen Proving Ground in Maryland. The Fort Monmouth Economic Revitalization Planning Authority was created by the State of New Jersey in 2008 to plan for the comprehensive redevelopment of Fort Monmouth, in accordance with BRAC rules and regulations. The Fort Monmouth Reuse and Redevelopment Plan was submitted in 2008. In 2010, the New Jersey legislature adopted the Fort Monmouth Economic Revitalization Authority Act, which created FMERA to implement the plan.

For lands within the jurisdiction of the FMERA, **the Commission shall rely on the plans and regulations of FMERA** to implement the objectives of the State Plan.

Coordinate planning efforts so that the Fort Monmouth Reuse and Redevelopment Plan and the State Plan are consistent concerning growth management objectives.

Coordinate planning efforts with FMERA’s constituent municipalities and maintain consistency of the Fort Monmouth Reuse and Redevelopment Plan and local plans with State Plan objectives.

Establish infrastructure investment priorities within the FMERA’s jurisdiction consistent with the intent of the State Plan priority system.

Casino Reinvestment Development Authority (CRDA) - Priorities

In 1976, New Jersey voters approved a constitutional amendment allowing the Legislature to authorize casino gambling in Atlantic City. The legislative intent was to use gambling as a unique tool for the urban revitalization of Atlantic City and to generate revenue to establish new or expanded programs to benefit senior citizens and residents who are disabled.

As part of the original Casino Control Act adopted in 1977, each casino licensee was required to reinvest 2% of its gross gaming revenue. However, by the beginning of 1984, no casino licensee had yet made any of its required reinvestments. In 1984, the State Legislature established the Casino Reinvestment Development Authority (CRDA), which developed guidelines describing more precisely a casino licensee’s investment obligations consistent with the intent of the original statute. The 1984 law gave each casino a choice to either pay 2.5% of its gaming revenue to the State or reinvest 1.25% of its gaming revenues through the CRDA in community and economic development projects in Atlantic City and around the State. Without exception, the casinos have chosen reinvestment.

For the lands within the Jurisdiction of the CRDA the State Planning Commission shall rely on the plans and regulations of CRDA to implement the objectives of the State Plan.

Coordinate planning efforts so that the Tourism District Master Plan and the State Plan are consistent concerning growth management objectives. **Leverage available assets and revenues** with private and public investment capital to support redevelopment projects throughout the City.

Coordinate planning efforts with the CRDA and Atlantic City so that the Tourism District Plan and local plans are consistent concerning State Plan objectives. **Promote good land use planning** and clean and safe initiatives in the Atlantic City Tourism District that are consistent with the State Plan.

Establish infrastructure investment priorities within the CRDA jurisdiction consistent with State Plan priority system intent. **Present world class entertainment events and conventions** at target areas in Atlantic City such as the Historic Boardwalk Hall, the Atlantic City Convention Center, and other local venues to attract tourists.

THE STATE PLAN POLICY MAP

Introduction

The State Plan Policy Map integrates the three (3) critical spatial concepts of the State Plan – Planning Areas, Centers/Nodes, and Environs – and provides the appropriate spatial framework for implementing the State Plan’s Goals and Statewide Priorities. A Planning Area is a large mass of lands that share certain characteristics and are the subject of strategic planning intentions. Each Planning Area identifies the unique natural and built infrastructure in specific areas in New Jersey.

Centers/Nodes are central places of activity within Planning Areas where growth should either be focused or contained as well as identifies the scale, location, and design of livable communities and natural landscapes. Centers are central places of activity within planning areas where growth should either be concentrated or contained, subject to the unique characteristics and growth opportunities of each Center and the characteristics of the surrounding Planning Area(s) in which it is located. Centers are delineated by Center Boundaries and provide services for the Center itself and its Environs. Environs are the areas outside the Center Boundary.

The Plan’s objectives for Planning Areas, Centers and Environs are designed to work together and support/reinforce each other. Planning Areas define the general areas for opportunities and limitations of development/redevelopment and conservation/stewardship. Different development patterns are prescribed in each of the different Planning Areas. Specific intentions and policy objectives that guide the application of State-wide priorities are identified for each Planning Area. These policy objectives will help Planning Areas guide the development and redevelopment and protect or enhance the surrounding Environs. Where a municipality or county has more than one (1) Planning Area within its jurisdiction, growth should be guided first to Metropolitan and Suburban Planning Areas; consideration can be then given to the Fringe, Rural, or Environmentally Sensitive Planning Areas on a limited and descending order. Development in Fringe and Rural Planning Areas should be measured and targeted in specific corridors. In Environmentally Sensitive Planning Areas development should be limited and occur only when environmental factors or resources are not compromised.

The State Plan Policy Map applies to all lands except mapped military installations, open water, and lands that are subject to the jurisdiction of the various regional planning entities created by the State or the Federal government. Lands in the jurisdictions of these regional planning entities are shown on the State Plan Policy Map and reflect the Memoranda of Agreements between the State Planning Commission and those entities.

Policy Objectives

Land Use: Plan and zone to promote a variety of land uses that create balanced communities. Guide development and redevelopment in or near appropriately located Centers, and Nodes to accommodate growth based on smart growth principles. Encourage densities that support public transit, where appropriate. Preserve the character of agricultural land, prime soils, open space, and environmentally sensitive areas, with appropriate scaling of public facilities and services, without compromising the planning area's capacity to accommodate future growth. Environs should be protected and enhanced. Future development in the Environs should be carefully considered. It should be in the form of contextually Appropriate Density. Clustered and compact development should also avoid environmental features and areas that are vulnerable to natural hazards.

Housing: Provide a full range of housing choices to accommodate projected growth. Development should occur primarily in or near Centers and at Appropriate Densities through new construction, redevelopment, and adaptive reuse. Provide an adequate supply of diverse housing types particularly for affordable units, senior citizen developments, accessory dwelling units, for residents with special needs, and cohousing and that wherever feasible, it is developed with maximum access to a full range of commercial, cultural, educational, recreational, health, and transportation services and facilities. Any housing outside the Center should be planned to maintain or enhance the existing character. Location of any type of housing in vulnerable areas is not consistent with the State Development and Redevelopment Plan.

Economic Development: Encourage new businesses, private sector investment, and tourism where appropriate and based on smart growth principles. Revise outdated zoning restrictions to promote flexible workplaces that recognize the changing needs of the contemporary workplace. Any economic development occurring outside the center should be planned and designed to maintain or enhance the area's qualities with minimum impact on agricultural or environmentally sensitive resources. Development should aim to diversify the local economy and achieve more sustainable year-round models.

Transportation: Encourage a variety of public transportation modes, including pedestrian, bicycle, and micro-mobility, over the single-occupancy vehicle to maximize circulation and mobility options. Accommodate seasonal demands of travel and tourism. Implement a vigorous traffic calming program. Emphasize the use of public transportation systems and alternative modes of transportation where appropriate and feasible. Maximize circulation and mobility options (including pedestrian and bicycle connections between developments) throughout the transportation systems. 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.

Natural Resource Conservation: Conserve continuous natural systems, strategically locate open space, and buffer Critical Environmental Sites. In Metropolitan and Suburban Planning areas use open space to reinforce neighborhood and community identity and protect natural

linear systems, including regional systems that provide connectivity to neighboring communities and to urban and suburban amenities. Minimize conflicts between development/redevelopment, agricultural practices, and sensitive environmental resources. Protect and preserve large, contiguous tracts and corridors of recreational areas, forests, or other open space land that protect natural systems and sensitive natural resources, including endangered species, ground and surface water resources, wetland systems, Steep Slope areas, scenic vistas, and other significant Environmentally Sensitive Features, including marshlands and coastal recreational areas. In coastal areas, prioritize water conservation measures to prevent saltwater intrusion, protect vital ecological zones, and restore native shellfish populations while promoting compatible development near sensitive areas.

Agriculture and Farmland Preservation: Guide development and redevelopment opportunities to meet the needs of the agricultural industry, including production, processing, and marketing. Promote urban farming initiatives such as rooftop farms and community gardens to address food deserts and highlight the benefits of healthy diets. Support the fishing industry and appropriate aquaculture. Guide development away from farmland to sustain agriculture, promoting intensive farming practices and new crop enterprises. Ensure the availability of adequate water resources in large contiguous tracts of land with minimal land use conflicts. Encourage farmland retention and minimize conflicts with development. Prioritize farmland preservation funding in rural areas and enhancing large contiguous farmland areas. Promote diversified farming operations and adjust zoning to align with environmental sensitivity and climate change considerations. Promote agritourism that includes wineries, breweries, distilleries, cideries, and facilities that provide auxiliary activities.

Recreation: Promote maximum active and passive recreational and tourism opportunities at the neighborhood, local, and regional levels by targeting the rehabilitation and development of parks within half a mile of residential neighborhoods with an Appropriate Density. Target parkland acquisitions and improvements, especially those that enhance large contiguous open space systems and link to other networks through redevelopment, reclamation, or restoration projects. Create public access and recreation opportunities and linkages along ocean front areas, bayfronts, and riverfronts. Convert obsolete railroad Right-Of-Ways and canal pathways to multi-purpose trails equipped with amenities such as convenience stations including restrooms, bicycle rentals, and interpretive signage.

Redevelopment: Encourage environmentally appropriate redevelopment in existing Centers and in developed areas that are or have the potential to become Centers. This can accommodate growth that would otherwise occur in the Environs and in ways that supports Center-based development. Redevelop with a broad range of uses, efficient use of infrastructure, and at sufficient densities to support transit with physical design features that enhance public safety, facilitate pedestrian and bicycle activity, and reduce auto-dependency. Redevelop or repurpose obsolete commercial buildings. Amend zoning provisions to eliminate barriers that diversify existing building stock. For existing structures located in flood prone areas, elevate buildings and critical infrastructure to reduce the impacts of natural hazards.

Historic Preservation: Encourage the preservation and adaptive reuse of historic or significant buildings, Historical and Cultural Sites, neighborhoods, and districts in ways that do not compromise the historic resource or the area's ability to develop or redevelop. Coordinate

historic preservation needs with open space and farmland preservation efforts. Coordinate and promote historic preservation with tourism efforts.

Public Facilities and Services: Program and phase the extension/expansion of existing systems or new public facilities and services to support planned development and redevelopment in appropriate areas while safeguarding farmlands and open spaces. Locate central facilities that serve a sizeable population in or near dense populations. Encourage private investments and public-private partnerships to provide necessary facilities and services, particularly wastewater systems. Advocate for public utilities that are designed to withstand the impacts of climate change and its hazards and invest in the hardening of public infrastructure systems to prevent failures during dangerous weather conditions.

Intergovernmental Coordination: Coordinate efforts of various Federal and State agencies, county and municipal governments, and regional, and intra/interstate agencies to support regional approaches to planning and implementation of their Master Plans. Foster partnerships between public and private sectors to attract, locate, and facilitate coordinated development and redevelopment. Policies and programs should support economic development and environmental protection efforts by examining the effects of financial lending, government policies and regulations, and tax implications.

For specific policy recommendations and implementation guidance, please refer to the specific individual Goal section.

SMART GROWTH EXPLORER

In determining areas where the State Plan recommends growth or conservation, the State Planning Commission recommends utilizing the Smart Growth Explorer detailed in the appendix as a screening tool. The tool considers environmental and development/redevelopment factors. These criteria are then tallied when evaluating a potential site. The scores can then be compared with pre-determined ranges, and offer guidance for whether the site is appropriate for development/redevelopment, conservation, or needs a more in-depth analysis. The use of equitable smart growth principles is recommended for sites that are suitable for development/redevelopment.

In 2022 the NJ State Planning Commission approved the Distribution Warehousing and Goods Movement Guidelines. This guidance supersedes the Development and Redevelopment Suitability Protocol. It is recommended that municipalities consult this manual for warehouse development.

PLANNING AREAS — A GEOGRAPHIC FRAMEWORK FOR LIVABLE COMMUNITIES

The State Plan recommends policies and promotes strategic investments that regulate repairs, maintenance, or expanding public infrastructure in developed areas, as needed, to accommodate new growth or provide adequate services in Overburdened Communities. The same approach is implemented to protect and enhance agricultural, environmental, and cultural resources. The Statewide policies in the Plan are also applied to the natural and built environments through the designation of the seven (7) general Planning Areas. These Planning

Areas reflect distinct geographic and economic areas and serve as an organizing framework for the application of the Statewide Policies.

DESCRIPTION, DELINEATION, AND INTENT, AND OF PLANNING AREAS (PA1) – (PA5B):

The delineation of Planning Areas may not correspond to the lot lines of individual properties or to municipal or county boundaries. Planning Areas are delineated according to the prospective Intent and Guiding Criteria.

METROPOLITAN PLANNING AREA (PA1)

Intent

The State Plan's intent for the Metropolitan Planning Area is to:

- provide for much of the state's future growth in compact development and redevelopment;
- revitalize cities, towns and neighborhoods, and in particular overburdened neighborhoods;
- address existing legacy issues such as air pollution, urban heat islands, lead contamination, Brownfields, urban highways, and combined sewer systems;
- prevent displacement and gentrification;
- promote growth that occurs in Centers, other appropriate areas that are pedestrian friendly, and in compact transit-oriented forms;
- rebalance urbanization with natural systems;
- promote increased biodiversity and habitat restoration;
- stabilize and enhance older inner ring suburbs;
- redesign and revitalize auto oriented areas;
- protect and enhance the character of existing stable communities.

Guiding Criteria

The following criteria are intended as a general guide for delineating locations as a Metropolitan Planning Area. Local conditions may require flexible application of these 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 (1) square mile.
4. A population of not less than 25,000 people.

SUBURBAN PLANNING AREA (PA2)

Intent

In the Suburban Planning Area, the intention of the State Plan is to:

- provide for a portion of the state's future growth in compact development and redevelopment in Centers and other appropriate areas;

- promote walkability and multi-modal transportation options;
- protect and enhance the character of existing stable communities;
- protect and enhance natural resources and promote increased biodiversity, reforestation and habitat restoration;
- redesign auto-oriented areas and promote traffic calming and other forms of pedestrian counter measures;
- reverse any further sprawl development, including warehouse sprawl; and
- revitalize and enhance towns and other traditional settlements.

Guiding 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.

- Population density of less than 1,000 people per square mile.
- Infrastructure systems reasonably anticipated to be in place by 2050 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 management, various modes of transportation, public schools, and parks.
- Land area greater than one (1) square mile.

FRINGE PLANNING AREA (PA3)

Intent

In the Fringe Planning Area, the intention of the State Plan is to:

- accommodate growth in Centers;
- protect and enhance natural resources;
- protects the Environs primarily as open space or forested areas;
- provide a transition between more developed Metropolitan and Suburban Planning Areas; and less developed Rural and Environmentally Sensitive Planning Areas;
- confine programmed sewers and public water services to Centers, except where public health is at stake;
- revitalize towns and older traditional communities; and
- protect and diversifies the character of existing stable communities.

Guiding 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.

- Population density of less than 1,000 people per square mile.
- Generally lacking in major infrastructure investments. The circulation system is mainly provided by state and county roadways with a major emphasis on moving traffic through the area. Some Centers are served by public water and sewer.
- Land area greater than one (1) square mile.

RURAL PLANNING AREA (PA4) AND THE RURAL/ENVIRONMENTALLY SENSITIVE PLANNING AREA (PA4B)

Some lands in the Rural Planning Area (PA4) have one (1) or more Environmentally Sensitive Feature(s) qualifying for delineation as Rural/Environmentally Sensitive (PA4B).

Intent

In the Rural Planning Area, the State Plan's intention is to:

- maintain the Environs as large contiguous areas of farmland, open space, and forested areas;
- enhance habitats and sensitive lands;
- accommodate growth in Centers;
- reverse auto-oriented patterns of development;
- promote a viable agricultural or forestry industry;
- revitalize cities, towns, and other traditional settlements;
- protect, enhance, and diversify the existing character and agricultural economy of stable communities; and
- confine programmed sewers and public water services to Centers, except where public health is at stake.

Guiding 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.

- Population density of less than 1,000 people per square mile.
- Area greater than one (1) square mile.
- Land currently in agricultural or natural resource production or having a strong potential for production:
 - Soils of local importance as determined by the County Agriculture Development Board (CADB); or
 - Prime and unique soils as determined by the United States Department of Agriculture (USDA) Natural Resources Conservation Service; or
 - Soils of statewide importance as determined by the New Jersey Department of Agriculture (NJDA) State Soil Conservation Committee.
- Undeveloped wooded areas, 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.
- Programmed sewer and public water services are confined to Centers.
- Land satisfying the guiding criteria for Rural Planning Area (PA4) that also meets the guiding criteria for the Environmentally Sensitive Planning Area (PA5) is designated as Rural/Environmentally Sensitive (PA4B).

ENVIRONMENTALLY SENSITIVE PLANNING AREA (PA5) AND ENVIRONMENTALLY SENSITIVE / BARRIER ISLANDS PLANNING AREA (PA5B)

Intent

In the Environmentally Sensitive Planning Area, the intent of the State Plan is to:

- protect environmental resources;
- protect both large and small contiguous areas of land;
- promote restoring habitats and bio-diversity;
- accommodate growth only in Centers;
- confining programmed sewers and public water services to Centers;
- revitalize cities, towns, and older traditional settlements; and
- protect, enhance, and diversify the existing character of stable communities.

In the Environmentally Sensitive / Barrier Islands Planning Area, the intention of the State Plan is to:

- protect and enhance, to the extent possible and feasible, the existing character of barrier island communities;
- protect and enhance barrier island ecosystems and restore damaged ones;
- minimize the risks to life and property from natural hazards;
- carefully evaluate those conditions under which retreat of human habitation from barrier island locations, with subsequent de-urbanization, would be prudent and advised;
- provide access to coastal resources, under safe conditions, for public use and enjoyment; and
- maintain and improve coastal resource quality.

Guiding 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.

- Population density of less than 1,000 people per square mile.
- Land area greater than one (1) square mile.
- One (1) or more of the following features outside Centers:
 - trout production waters and trout maintenance waters and their watersheds;
 - pristine non-tidal Category I waters and their watersheds upstream of the lowest Category I stream segment;
 - watersheds of existing or planned potable water supply sources;
 - prime aquifer recharge areas of potable water supply sources and carbonate formations associated with recharge areas or aquifers;
 - habitats of populations of endangered or threatened plant or animal species;
 - coastal wetlands;
 - contiguous freshwater wetlands systems;
 - significant natural features or landscapes such as beaches, coastal spits, barrier islands, Steep Slope areas, ridge lines, gorges and ravines, and important geological features (including those associated with karst topography) or unique ecosystems;

- prime forested areas, including mature stands of native species;
- programmed sewer and public water services are confined to Centers

CRITICAL ENVIRONMENTAL SITES (CES) & HISTORICAL AND CULTURAL SITES (HCS)

There are many Environmentally Sensitive Features and landscapes of historic or aesthetic significance that are less than one (1) square mile in area or whose configuration does not readily permit application of the policy objectives of the Rural/Environmentally Sensitive and Environmentally Sensitive Planning Areas (PA4B and PA5). The State Plan Policy Map (SPPM) designates areas of natural and environmentally significant resources as Rural/ Environmentally Sensitive Planning Area (PA4B) and the Environmentally Sensitive Planning Area (PA5). In these two (2) Planning Areas, the intent is to guide development into Centers. Additionally, many sites of historic, cultural, scenic, or environmental sensitivity are in developed areas or in the Metropolitan, Suburban or Fringe Planning Areas.

Designating a site as a CES or an HCS identifies that the site has local, regional, or statewide significance and that its protection and enhancement are of primary importance. CES and HCS can be located in any Planning Area and are shown on the State Plan Policy map as an overlay.

Intent

The Intent of the State Plan is to fulfill the goals of conserving natural resources and systems and preserving and enhancing areas with historic, cultural, scenic, open space, and recreational values through:

- recognizing the need for strategic investment decisions designed to protect and enhance rather than adversely impact these resources; and
- applying 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.

Guiding Criteria

The State Plan Policy Map provides for the designation and mapping of Critical Environmental Sites (CES) and Historic and Cultural Sites (HCS). The purpose of this designation is specifically to provide policy direction for resource protection and enhancement.

- Contains one (1) or more of the following features -
 - Features for Critical Environmental Site (CES) designation:
 - prime (or locally important) aquifer recharge areas
 - Well-head protection areas
 - public water supply reservoirs
 - coastal dunes, beaches, and shorelines
 - Steep Slope areas
 - Flood Plains

- habitats of endangered or threatened plant or animal species or unique ecosystems
- habitats with a wide diversity of resident species or large resident populations
- coastal 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 Historical and Cultural Site (HCS) designation:
 - greenways and trails
 - dedicated open space
 - parks
 - historic sites and districts
 - archeological sites
 - scenic vistas and corridors
 - natural landscapes of exceptional aesthetic or cultural value
- Less than one (1) square mile in area.
- Identified in local or county master plans, state functional plans, environmental resource inventories, or other documents.
- Protected by federal or state regulations, local ordinance, public ownership or deed restriction, if applicable.
- Not currently under regulatory review, at the time of submission of the petition for designation.

PARKS, OPEN SPACE, & NATURAL AREAS

One (1) of the goals of the State Plan is to preserve and enhance areas considered historical, cultural, scenic, open space, and recreational in nature. The State Plan Policy Map depicts Open Space to include an array of publicly dedicated lands which contribute to the attainment of this goal. Open Space as shown on the map differs from Planning Areas because the data or information is derived from several publicly available data sets, such as the U.S. Fish and Wildlife Service Real Estate Interest data layer, the New Jersey Farmland Preservation Program (NJFPP) dataset, and the New Jersey Open Space data set. These data sets contain encumbered and unencumbered protected open space and recreation areas. The types of open space properties in these data sets include parks, conservation areas, preserves, historic sites, recreational fields, beaches, etc. If the public lands delineated on the State Plan Policy Map as Parks, Open Space, and Natural Areas are removed from public jurisdiction, the State Planning Commission may consider amending the State Plan Policy Map to identify the appropriate Planning Areas in which these lands should be included.

Intent

The intention of the State Plan for Parks, Open Space, and Natural Areas is to:

- protect critical natural resources;
- provide for public recreational and educational opportunities;
- promote continued maintenance of associated facilities; and
- incentivize the connection of these areas to a system of open lands.

MILITARY INSTALLATIONS

The only land in New Jersey that is located outside the Pinelands and designated as a Military Installation is the Picatinny Arsenal in Morris County.

Intent

These lands are not subject to the State Plan because they are under Federal jurisdiction. If these areas are removed from Federal jurisdiction, the Policy Map should be amended to identify the appropriate Planning Areas for this site.

CENTERS

Centers are planned and designated to accommodate growth in New Jersey through a variety of land uses and to protect the environs. It is critical that they are located in areas with appropriate infrastructure and capacity to accommodate desired growth.

Neighborhoods in a Center may contain predominantly residential, non-residential, or mixed-use development. There are no clear rules on what uses should or should not be located or contained in a Center. Generally clear performance standards are the best approach to combining uses. A key concept when combining uses is to combine the uses that produce the greatest synergies and maximize interaction between them. An eclectic environment where different uses are mutually supportive offers the greatest interest to its users and can keep them endlessly engaged. The neighborhood provides a focus for transit service and may offer neighborhood-oriented retail uses and services along with employment, civic uses, and recreational open space.

Provide at least one (1), centrally located, easily accessible, and well-designed public space in each Center. This public space creates a focal point for the community which addresses more limited or neighborhood needs and other, smaller public and semi-public spaces. Public spaces should be designed for flexible use and contain moveable street furniture to easily accommodate a variety of uses and activities, including pop-up uses.

Each Center type has specific designation criteria (see Table, Criteria for Center Designation/Planning for the Year 2050), which establishes certain basic thresholds for land area, population, employment, and density. These criteria are intended to be applied flexibly. By way of example, population fluctuations in seasonal communities should be considered, as well as disparities between daytime and nighttime populations. Designation criteria should reflect projected conditions in the Center through the year 2050. Centers should be identified and designated based on system capacity, existing land use patterns, and desirable future development and redevelopment patterns. Counties, regional agencies, and utility providers should analyze the capacities of infrastructure, natural resources, and social and economic considerations to identify the most appropriate locations, numbers, and sizes of Centers necessary to accommodate projected population and employment growth through 2050.

Centers should contain sufficient land to support their anticipated growth for the short and long terms and through 2050. These land areas should include appropriate types of land area to accommodate projected growth, new or expanded capital facilities, and affordable housing allocations, without constraining the market or allowing monopoly pricing. Land can include

undeveloped areas and previously developed parcels that can be redeveloped by reimagining land use character.

Although Centers are the preferred vehicle for growth, some existing Centers are currently unsewered. These types of Centers include Hamlets, Villages, and Towns. These Centers will need to find cost-effective and appropriately scaled solutions to provide wastewater treatment capacity in order to develop or redevelop.

Types of Centers

Urban: Generally, the largest Centers that offer the most diverse mix of industry, commerce, institutions, services, Open Space, residential options, and cultural facilities in a compact and transit-supportive setting. There are eight (8) permanently designated Urban Centers throughout NJ. They are Atlantic City, Camden, Elizabeth, Jersey City, Newark, New Brunswick, Paterson, and Trenton.

Regional: A compact mix of residential, commercial, and public uses that serve a large surrounding area and are developed at an intensity that makes public transportation feasible.

Town: Traditional centers of commerce and/or government throughout New Jersey that include diverse residential neighborhoods with Mixed-Use Development and offer locally oriented goods and services.

Village: Compact places that have limited residential, public facilities, consumer services, community activities, and often a central public space.

Hamlet: Small-scale, compact places that are organized around residential and a community focal point, such as a house of worship, eatery, small parks, or a civic building.

CRITERIA FOR CENTER DESIGNATION/PLANNING FOR THE YEAR 2050						
	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 100	
Jobs: Housing Ratio	>1:1	2:1 to 5:1	2:1 to 5:1	1:1 to 5:1	1:1 to 4:1	.5:1 to 2:1

The State Plan establishes a hierarchy of five (5) types of Centers, each with specific designation criteria and growth management strategies. These places are likely to experience growth. Centers should align with regional or sub-regional strategic planning initiatives, developed cooperatively between the private sector and municipal and county governments. State agencies, including the Office of Planning Advocacy, can provide technical assistance in carrying out strategic planning efforts.

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. Designating Centers is part of the Plan Endorsement process. During this process, the municipality is required to hold multiple community visioning sessions that maintains a constant dialogue between the neighborhood and stakeholders. The State Planning Commission reviews municipal or regional Plan Endorsement petitions for approval for Centers and Nodes that are added or amended on the State Plan Policy Map once approved.

Center Boundaries

Delineating Center Boundaries is critical for three (3) reasons. First, these boundaries protect the Environs of these Centers. In Fringe, Rural and Environmentally Sensitive Planning Areas they protect the natural resources and rural landscape from the impacts of development in the Center. Second, the extent of the Center's development area informs the private sector about public investment intentions which creates positive expectations for development opportunities and growth. Third, these boundaries provide advance awareness to all levels of government delineating where future development is anticipated so proper planning to provide adequate infrastructure that supports development without reducing levels of service.

Center Boundaries are delineated to reflect, where possible, physical features such as streets, streams, or areas with Steep Slopes, or changes in the character of the built environment. Center Boundaries can be marked by greenbelts – large tracts of undeveloped or sparsely developed open space, including areas under cultivation, areas maintained in a natural state, parks or school playgrounds, and areas with low intensity uses such as golf courses or cemeteries. Greenbelts can be permanent, or function as a land banking tool for future growth. Center Boundaries can also be marked by “bluebelts,” such as rivers, lakes, or the ocean.

Boundaries in Centers with limited system capacity, locational limitations, or other factors should be delineated tightly around those existing places limiting future growth potential. In places that would benefit from additional growth, the magnitude of that desired growth should be reflected either in larger Center Boundaries or in higher densities in a more limited-service area.

NODES AND ENVIRONS

Nodes

Nodes are single-use and fairly dense areas. Types of Nodes include Commercial, Manufacturing, Heavy Industry-Transportation-Utility, Working Waterfront, and Medical Facilities. New Nodes may be appropriate in the Metropolitan Planning Area (PA1) and Suburban Planning Area (PA2), could be appropriate in the Fringe Planning Area (PA3), Rural Planning Area (PA4), but are likely to be inappropriate in the other Planning Areas.

Communities may identify and propose existing Nodes as part of their plans submitted to the State Planning Commission for Plan Endorsement.

Environs

The State Plan defines the Environs as areas outside Center Boundaries. Unlike Centers and Planning Areas, Environs are not designated in the State Plan. They are described to provide policy guidance for decisions regarding potential conservation or development. The Environs encompass a diversity of conditions throughout New Jersey that vary in form and function. Existing conditions in the Environs vary between Planning Areas.

In Fringe, Rural, and Environmentally Sensitive Planning Areas, the Environs are predominantly forested, agricultural, or other undeveloped land. While in other parts of New Jersey, the Environs may contain limited development. If the Environs are already urbanized or partly urbanized, they should be treated as a possible future extension of the Center, to the extent that it is possible to redesign them. The State Plan encourages growth that would otherwise occur in the Environs to locate in Centers.

IMPLEMENTATION

The State Plan provides a substantive framework for achieving superior outcomes for both the natural and built environments throughout New Jersey. It's a big task that is constantly evolving. Successful implementation of the State Plan will result in New Jersey's sustainable prosperity and is about promoting smart growth initiatives, becoming resilient to climate impacts, and preserving sensitive landscapes. Successful implementation also requires a re-evaluation of existing conditions in both the natural and built environments, as both can benefit enormously from more modern interventions, guidance, and investment.

Planning is a discipline that seeks to reconcile elements and assemble them in a cohesive whole—of—government approach, requiring dexterity, invention and patience. Comprehensive planning means making the right decisions for the health, safety, and well-being of future generations. These decisions sometimes come at a cost to short-term goals and this dichotomy must be reconciled as decisions regarding programs and policies at all levels of government are made. New Jersey has great assets, but also great challenges. New Jersey is experiencing the impacts of this dichotomy in many aspects, but there are many examples of good use of our land throughout the State.

All levels and departments of government bear the responsibility of good land use policies that can stand the test of time. Almost every decision made by elected officials has land use implications that affect the quality of life of each resident. New Jersey is one of the most diverse states and the densest state in the nation, and we should celebrate that diversity and density through our policies and programs. This State Development and Redevelopment Plan sets forth goals, strategies, and priorities that balance all State policies. There are hard choices here, but consideration is always given to a comprehensive plan that addresses prosperity, equality, and resilience for all residents of New Jersey.

State agencies have substantial influence over both the natural and built environments. This influence should be yielded in thoughtful ways, guided by science and good judgment, and in the context of being a part of the whole—of—government. Planning continues to evolve by developing science-driven disciplines. State agencies should convene, collaborate, and compromise to achieve common goals, with the public's best interest in mind.

Each state agency has responsibilities (and the larger and more complex agencies have multiple responsibilities), which are often at odds with each other. The State Plan provides a framework for state agencies to begin working as a cooperative, well-disciplined team. State agencies, currently and continuously, should undertake a meticulous review of their regulatory and non-regulatory programs and practices to systematically root out the inconsistencies and reconcile them with the goals, strategies, and priorities of the State Plan.

The permitting of developments that facilitate growth in inappropriate locations should be granted only for public health reasons; funding of inappropriate projects that don't decisively

address resilience and equity should be extremely limited. Generally, regional considerations should be a primary driver in developing and updating regulations and departmental policies.

Counties and municipalities may not be able to carry out sizable effective planning undertakings. They are also burdened by a myriad of state regulations and a bewildering set of legislative stipulations and requirements concerning land use, which while well-intentioned, often produce inferior planning outcomes. Resources for long-term planning and implementation are lacking and should be considered as much of a priority as the daily management of a municipality and/or county. Attention should be placed on the cost of inaction. Counties can assist their municipalities in practicing sound planning principles by fostering public understanding of community planning, convening sessions, and mediating land use issues, and environmental issues.

Municipal planning in New Jersey is outdated. Many local governments lack resources to handle planning related procedures. Regional considerations should adhere to the goals outlined in the State Plan, which should be considered as the framework for decision-making. Regional considerations (regional master planning) help address inequitable municipal planning capabilities.

Local land use and planning decisions are more likely to be aligned with the State Plan's goals, strategies, and policies when provided assistance and incentives. Each municipality seeks to increase property values and ratables while providing a safe and healthy quality of life and keeping municipal costs down. It is important that each municipality view itself as part of a region, and not a singular entity. Providing local planning and zoning board members with a substantive education and technical assistance in the planning discipline is imperative. This will equip individuals with adequate planning knowledge and skills that are commensurate with the obligation of protecting New Jersey's lands for future generations.

Consistency among state agencies with regard to modernizing the Municipal Land Use Law (MLUL), the Local Redevelopment and Housing Law (LRHL), and the County Planning Act is a high priority for State Plan implementation. Currently, these statutes do not effectively address the issues that New Jersey faces today. The modernization of these statutes requires effective convening and collaboration efforts between all relevant state agencies. A focus on quality and consistent master planning is critical to the success of the State Plan.

With strong State leadership and continued work with the Special Resource Areas, Watershed Planning, Metropolitan Planning Organizations, and other regional entities, land use planning in New Jersey can champion and implement progressive ideals that will have positive impacts on the prosperity and quality of life in New Jersey.

The State Development and Redevelopment Plan provides the framework for all levels of government to capitalize on New Jersey's strengths and meet New Jersey's challenges. By utilizing the concepts in the Plan as overriding principles, State, county, and municipal governments can evaluate local planning decisions with an eye toward superior land use

planning at all levels. This approach should become the standard by which other states are measured.

DRAFT

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 do not 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 that meets the criteria for low-income or moderate-income housing as defined in section 4 of P.L 1985, c.222 (C.52:27D-304).

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 include but are not limited to practices for the following purposes:

1. the production of agricultural and horticultural crops, trees and forest products, livestock, 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 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.

Appropriate Density means targeted Densities of Development consistent with the Goals outlined in the State Plan.

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.

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.

Arterial means a roadway 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.

Best Management Practices (BMPs) means schedules of activities, prohibition of practices, maintenance procedures, and other management practices to prevent or reduce nonpoint source pollution.

Biodiversity means the variety of biological species within ecosystems together with the genetic variation within each species.

Blueway means a river, a canal, a shoreline, or other waterway navigable by canoe or kayak that provides an educational, scenic, or recreational experience.

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.

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. 13:19-1*).

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.

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 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 Hotspots 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.

Casino Reinvestment Development Authority (CRDA) means an independent state agency created, under N.J.S.A 5:12-153, et seq, to facilitate economic and community development in Atlantic City and oversee land use planning initiatives in the Atlantic City Tourism District.

Category 1 Systems, Category 1 Streams, or C1 Streams means systems or streams designated for protection by the New Jersey Department of Environmental Protection because of their clarity, scenic setting, and aesthetic value, exceptional significance for the surrounding ecology, recreational use, and 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 mixed-use development. Types of Centers include Urban Centers, Regional Centers, Town Centers, Villages and Hamlets. Centers must be surrounded by a Center Boundary distinguishing the Center from its Environs.

Center Boundary means the line between a Center and its Environs. The boundary is defined by physical features and environmental constraints.

Chaining regarding 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.

Climate Change means any significant change in the measures of climate lasting for an extended period. Major changes in temperature, precipitation, or wind patterns, among other effects, that occur over several decades or longer. Current references to climate change are focused on those changes that are attributed to human activities and might be mitigated through reduced CO₂ and Greenhouse Gas emissions.

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 Zone means the geographic area regulated by the New Jersey Department of Environmental Protection Coastal Zone Management Rules (N.J.A.C. 7:7 et seq.). These areas include:

1. The CAFRA area (N.J.S.A.13:19-4 et seq.);
2. Coastal waters, which are any tidal waters of the State and all lands lying thereunder. Coastal waters of the State of New Jersey extend from the mean high water line out to the three-geographical-mile limit of the New Jersey territorial sea, and elsewhere to the interstate boundaries of the States of New York, and Delaware and the Commonwealth of Pennsylvania, except as provided at N.J.A.C. 7:7 1.2c;
3. All lands outside of the CAFRA area extending from the mean high water line of a tidal water body to the first paved public road, railroad, or surveyable property line existing

on September 26, 1980, generally parallel to the waterway, provided that the landward boundary of the upland area shall be no less than 100 feet and no more than 500 feet from the mean high water line;

4. All areas containing tidal wetlands; and
5. The Hackensack Meadowlands District as defined by N.J.S.A. 5:10A-5.

Commercial Node means a significant concentration of compact commercial activity.

Community Wastewater Treatment 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.

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.

County Planning Act means the 1935 act that empowers Counties in the State of New Jersey with the ability to establish County Planning Boards and charges those Boards with the responsibility of making and adopting a master plan for the physical development of the county.

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 1 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;
6. grasslands; and
7. staging areas for migratory species.

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.

Density means the number of families, individuals, dwelling units, or households per unit of land.

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.

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.

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, so that easement provisions are met. Easements run with the land and are generally granted in perpetuity but may be of limited term.

Ecosystem means a Natural System formed by the interaction of a community of plant and animal species with its physical environment.

Energy Master Plan means a strategic vision for the production, distribution, consumption, and conservation of energy in the State of New Jersey pursuant to Executive Order No. 28. The state's energy policy reflects the full scope of New Jersey's current and future energy sector.

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.

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.

Environmental Justice Communities means any census block group defined by three criterion: presence in a community of concern; the presence of disproportionate environmental and public health stressors; and the absence or lack of environmental and public health benefits.

Environs means the area outside the Center Boundaries.

Equity means the provision of fair and just opportunities to all community members through the development of systems and policies that address and remove underlying disparities and barriers, while giving special focus to community members who have been historically marginalized and face greater risk based on social, economic, historical, or political conditions.

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.

Federal 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 Federal Coastal Heritage Trail is managed jointly by the National Park Service and the state of New Jersey.

Flood Hazard Area means land, and the space above that land, which lies below the flood hazard area design flood elevation. Structures, fill, and vegetation that are situated on land that lies below the flood hazard area design flood elevation are described as being “in” or “within” the flood hazard area. The inner portion of the flood hazard area is called the floodway and the outer portion of the flood hazard area is called the flood fringe. Figures A and B at N.J.A.C. 7:13-2.3 illustrate these areas as well as the riparian zone along a typical water. The flood hazard area on a particular site is determined using the methods set forth at N.J.A.C. 7:13-3. There are two types of flood hazard areas: the Tidal Flood Hazard Area and the Fluvial Flood Hazard Area.

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.

Fluvial flood hazard area means any land, and the space above that land, in which the flood hazard area design flood elevation is governed by stormwater runoff. Flooding in a fluvial flood hazard area may be contributed to or influenced by elevated water levels generated by the tidal rise and fall of the Atlantic Ocean, but the depth of flooding generated by stormwater runoff is greater than flooding from the Atlantic Ocean.

Form-Based Code means a zoning code *that encourages Mixed-use Development while accentuating the form and function of public and private facilities.*

Fort Monmouth Economic Revitalization Authority (FMERA) means a department under the New Jersey Economic Development Authority created to guide the investment, growth and integration of Fort Monmouth and Tinton Falls, Eatontown and Oceanport. As such, FMERA will advance employment, commerce and economic development at the former military installation, while protecting its natural resources and rich history. The FMERA is pursuant to policies and goals in the Fort Monmouth Economic Revitalization Authority Act- N.J.S.A C.52:27I-18.

Functional Integrity means the ability of a system to continue to operate as a viable whole without excessive outside support.

Functional 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.

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.

Goal means a desired state of affairs towards which planned effort is directed.

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.

Greyfields means any previously developed property that does not have known environmental contaminants but is economically nonviable in its current state and has conditions that significantly complicate its redevelopment or reuse.

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.

Greenhouse Gases means an atmospheric gas that slows the rate at which heat radiates into space, thus having a warming effect on the atmosphere. While Carbon dioxide (CO₂) is the most recognized GHG, methane (CH₄), nitrous oxide (N₂O), chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), and some other halogenated gases also have climate change implications.

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.

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 a significant concentration of compact heavy industrial, utility, or transportation activity.

Highlands Council means a state agency created by the Highlands Water Protection and Planning Act of 2004 (N.J.S.A. 13:20-1 et seq.) to create and adopt a regional master plan to protect and enhance the natural resources within the New Jersey Highlands.

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: Blueways, Greenways and Trails, dedicated open space, Historic Sites and Historic Districts, archaeological sites, Scenic vistas and 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.

Housing Density means the total number of dwelling units per total area of land, excluding water bodies.

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.

HUC 14, or Hydrological Unit Code 14 means an area within which water drains to a particular receiving surface water body, also known as a subwatershed, which is identified by a 14-digit hydrologic unit boundary designation, delineated within New Jersey by the United States Geological Survey.

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.

Impervious Surface means a surface that prevents water from seeping down into soil and subsurface layers.

Improvement District - Business, Special, or Downtown - means an area authorized by state law (the Pedestrian Mall and Special Improvement District Act, N.J.S.A. 40:56-65, et seq.) to improve shopping/dining/commercial destinations and be formed by ordinance in any

municipality in New Jersey. It is managed by a District Management Corporation (DMC) which is typically formed as a non-profit organization.

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.

Individual On-site Wastewater Treatment Systems or On-site Wastewater Treatment Systems 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.

Infill Development or Infill 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.

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 a destination.

Inter-basin Transfer means the transfer of water from one watershed to another.

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

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.

Land means real property not including improvements and fixtures on, above, or below the surface.

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.

Large Contiguous Area (Farmland) means the amount of contiguous farmland considered necessary to permit normal farm operations.

Large Contiguous Area (Habitat) means the best configuration of undisturbed land area required to maintain a desired community of plants and animals.

Licensed Site Remediation Professional (LSRP) means an experienced environmental consultant licensed by the State of New Jersey to perform environmental remediation and guide a person responsible for conducting remediation and oversight through the remediation process of contaminated sites. The state environmental regulatory agency, the New Jersey Department of Environmental Protection (NJDEP), continues to inspect and review submissions, issue permits and enforce compliance with timeframes.

Licensed Site Remediation Professional (LSRP) program means the program created in the Site Remediation Reform Act (SSRA), N.J.S.A. 58:10C-1 et seq. The goals of the SSRA are to increase the pace of remediation; reduce the threat of contamination to public health and safety, and the environment; and return underutilized properties to productive use.

Life Cycle Needs 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.

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.

Local Redevelopment and Housing Law (LRHL) means (N.J.S.A. 40A:12A-1), its general purpose is to encourage and assist redevelopment that is consistent with local goals and objectives.

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.

Long-term means a scope of activity or action greater than 15 years into the future.

Low Income Person means a person 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.

Main Street, or Main Street New Jersey program means a comprehensive revitalization program that promotes the historic and economic redevelopment of traditional business districts in New Jersey. The Main Street New Jersey Program was established in 1989 to encourage and support the revitalization of downtowns throughout the state. Every two years the DCA accepts applications and designates selected communities to join the program. These communities receive valuable technical support and training to assist in restoring their Main Streets as centers of community and economic activity.

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.).

Manufacturing Node means a significant concentration of compact light manufacturing or warehousing activity and distribution facilities.

Medical Node means a concentration of compact medical activities and facilities.

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.

Microloans 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.

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 and office on upper floors and manufacturing, retail, public, or entertainment on the bottom floors, in an integrated, Compact, pedestrian-oriented form. Mixed-use developments generally include Mixed-use Buildings.

Moderate Income Person means a person with 50 to 80 percent of the median household income of the Metropolitan Statistical Area (MSA).

Mount Laurel or Mount Laurel I means the 1975 landmark New Jersey Supreme court case ruling in favor of the plaintiffs in the case of the Burlington NAACP v Mount Laurel Township. This decision outlawed exclusionary zoning and required New Jersey municipalities to provide their fair share of the region's affordable housing.

Mount Laurel II means the second subsequent ruling in 1983 that created new avenues for compliance with the Mount Laurel Doctrine, including the builder's remedy and invited legislation to draft legislation to implement the Doctrine.

Multi-Modal means a facility or system that provides alternative transport modes or networks to move people, goods or information between an origin and a destination.

Municipal Land Use Law (MLUL) means the *New Jersey Statutes Annotated (N.J.S.A.)* 40:55D-1 et seq.

Municipal Revitalization Index (MRI) means an index ranking all 564 New Jersey municipalities by a combination of their respective ranks on eight separate socioeconomic factors. The index runs from "1" meaning most distressed to "564" meaning least distressed. The MRI is maintained by the Department of Community Affairs (DCA).

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 Risk Index (NRI) means a dataset and online tool to help assess the United States community's natural hazard risk ranging from very low to very high for 18 natural hazards. It was designed and built by FEMA in close collaboration with various stakeholders and partners in academia; local, state and federal government; and private industry.

Natural System means regularly interacting and interdependent components of air, water, land and biological resources.

Nature-Based means solutions or features that use vegetation, soil, and natural processes to manage stormwater.

Negotiate means the discussions among participants during the period of Cross-acceptance.

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 Sports and Exposition Authority (NJSEA) means a state agency responsible for promoting economic growth in the State pursuant to N.J.S.A. 5:10-1 et seq., and, pursuant to N.J.S.A. 5:10-1 et seq., administering the provisions of the Hackensack Meadowlands Reclamation and Development Act (N.J.S.A. 13:17-1, et seq., L. 1968, c. 404). The NJSEA is the regional planning and zoning authority for portions of 14 municipalities within the 30.3-square mile, environmentally-sensitive Hackensack Meadowlands District, and is charged with three

core mandates within the District: 1) to oversee the orderly development of the District; (2) to protect the delicate balance of nature; and (3) to provide facilities for the sanitary disposal of solid waste.

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 significant concentration of compact activity and facilities with a singular use limited to heavy industrial, commercial, manufacturing, transportation, utility, working waterfront and medical facilities, respectively.

Non-point 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 smokestack or a pipe that discharges effluent into a stream or other water body.

Office of Planning Advocacy (OPA), formerly named the Office of State Planning (OSP), means the office in the Department of State. The Office of Planning Advocacy provides staff to the State Planning Commission.

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.

Opportunity Zones means a program enacted as part of the 2017 federal Tax Cuts and Jobs Act and is designed to drive long-term capital investments into low-income rural and urban communities.

Overburdened Communities mean any census block group exposed to higher-than-average levels of environmental and public health stressors initiated by inequitable policies and zoning practices, such as polluting industries, contaminated sites, blighted properties, urban highways, substandard housing stock, and public health pathologies. Also, it lacks the appropriate levels of tree canopy, public open space and other green infrastructure that intensifies climate hazard events (e.g., extreme heat and inundations). The definition of Overburdened Communities partially overlaps with the NJDEP's Environmental Justice program definition focus on municipalities. Census block groups are in accordance with the most recent United States Census and the New Jersey's Environmental Justice Law, N.J.S.A. 13:1D-157, in which:

- a. at least 35 percent of the households qualify as low-income households (at or below twice the poverty threshold as determined by the United States Census

- Bureau);
- b. at least 40 percent of the residents identify as minority or as members of a State recognized tribal community; or
- c. at least 40 percent of the households have limited English proficiency (without an adult that speaks English “very well” according to the United States Census Bureau).

Para-Transit 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.

Park means a tract of Open Space, dedicated and used by the public for active or passive recreation.

Peak Period means the period 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.

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.

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.

Planning Board means an elected board established pursuant to the Municipal Land Use Law (MLUL), N.J.S.A 5:21-1.4. The board reviews permitted site and subdivision plans and assess their compliance with local zoning and prepares the Master Plan and revises it every ten years.

Policy Objective means a more specific articulation of a Goal that guides application of Statewide Policies in the 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.

Prime Forested 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 1 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.

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 trolley buses, buses, minibuses, trains, subways, and commuter rail systems. Public transportation services may be provided by public, quasi-public, or private entities.

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.

Residential Site Improvement Standards means established statewide standards pursuant to N.J.S.A. 40:55D-40.4. for residential development improvements. The Site Improvement Advisory Board is obligated to perform an annual review of the Residential Site Improvement Standards to determine whether changes are warranted.

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.

Regional Stormwater management means a regional perspective of Stormwater Management.

Regional (or Sub-regional) Strategic Planning Initiative means an initiative 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:

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

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.

Saltwater Intrusion means the movement of saline (salt) water into freshwater aquifers, potentially leading to groundwater and drinking water quality degradation and other consequences.

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.

Sea Level Rise means the increase in ocean water volume due to Climate Change.

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:

- the existing and proposed conditions of the lot, including but not necessarily limited to topography, vegetation, drainage, flood plains, marshes and waterways,
- 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
- any other information that may be reasonably required in order to make an informal determination pursuant to the local Subdivision and Site Plan ordinance.

Site Remediation Reform Act (SSRA) means the act pursuant to N.J.S.A. 58:10C-1 et seq.

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.

Solar Ready Warehouses Act means the law - N.J.A.C 52:27D-123.19 - stating that all new buildings greater than 100,000 square feet be “solar-ready” or have up to 40 percent of developable roof space.

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 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 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.

Steep Slope or Steep 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 erodibility factor "k" of 0.40 or greater as determined by the United States Department of Agriculture, Natural Resources Conservation Service.

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.

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 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.

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 means practices that meet the needs of the present without compromising the ability of future generations to meet their needs.

Sustainable Agriculture means an integrated system of plant and animal production practices having site-specific application that over the long-term will:

- satisfy human food and fiber needs,
- enhance environmental quality and the natural resources base upon which the agricultural economy depends,
- make the most efficient use of non-renewable resources and on-farm resources and integrate, where appropriate, natural biological cycles and controls,
- sustain the economic viability of farm operations and enhance the quality of life for farmers and society as a whole.

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.

Threatened and Endangered 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 Conservation 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).

Tidal flood hazard area means land, and the space above that land in which the flood hazard area design flood elevation is governed by tidal flooding from the Atlantic Ocean. Flooding in a tidal flood hazard area may be contributed to or influenced by stormwater runoff from inland areas, but the depth of flooding generated by the tidal rise and fall of the Atlantic Ocean is greater than flooding from any fluvial sources;

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

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 corridors for movement by pedestrians, cyclists and equestrians. They often coincide with Greenways, but not all greenways are Trails.

Transfer of Development Rights or (TDR) means a land use management tool intended to protect agricultural, historic, or environmental resource and allocate remaining development potential to another property. This land use management tool is a form of Density Transfer and protection of Development Rights.

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.

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 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.

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).

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.

Urban Complex means an Urban Center and two or more municipalities within the surrounding Metropolitan Planning Area that exhibit a strong inter-municipal relationship, based on socioeconomic factors and public facilities and services that are 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 Enterprise Zone means a distressed area within a New Jersey municipality or group of municipalities that offers business and customer benefits to help stimulate local economic activity pursuant to N.J.S.A. 52:27H-60 et seq., N.J.S.A. 52:27H-79, and N.J.A.C. 52:27H-80. The Department of Community Affairs (DCA) administers the UEZ program. The State provides qualified businesses within UEZs with several forms of tax relief incentives.

Underserved Communities means groups that have limited or no access to resources or that are otherwise disenfranchised. These groups may include people who are socioeconomically disadvantaged; people with limited English proficiency; geographically isolated or educationally disenfranchised people; people of color as well as those of ethnic and national origin minorities; women and children; individuals with disabilities and others with access and functional needs; and seniors.

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.

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.

Wastewater means residential, commercial, industrial or agricultural liquid wastes, Sewage, Septage, Stormwater runoff, ground waters or surface waters 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 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 Supply Master Plan means a guiding document for long-term water supply investments to ensure water supply reliability. This long-range plan assesses future state-wide demands and evaluates and recommends water supply and infrastructure projects to meet those demands to achieve outlined goals.

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.

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.

Wetlands mean a unique ecosystem where the land is regularly saturated with water for an extended period of time. All three ecosystems — bogs, marshes, and swamps — have water, saturated soil, and water plants.

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.

Working Waterfront means a land abutting water exposed to tidal influence that primarily supports commercial fishing and marine activities.

Working Waterfront Node means a significant concentration of compact Working Waterfront activity and facilities.

Zoning means the division of a municipality (or other governmental unit) into districts, and the regulation within those districts of:

- the height and bulk of buildings and other structures,
- the area of a lot that can be built on and the size of required open spaces,
- the net density of dwelling units, and
- the use of buildings and land for trade, industry, residence, or other purposes.

Zoning Board or Zoning Board of Adjustment means a board formed to decide disputes that arise under the zoning ordinances and grant variances from the strict application of the ordinances. The Zoning Board issues an annual report to the Township Committee describing areas in which it has granted relief and recommends changes to the ordinances. The Zoning Board is pursuant to N.J.A.C 40:55D-69 and N.J.A.C 40:55D-70.

APPENDICES

State Planning Act (NJSA 52:18A-196 et. seq)

52:18A-196 Findings, declarations

- 1) 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, preserve the vitality of federal military facilities, 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, or impair the viability of federal military facilities;
 - e) A cooperative planning process that involves the full participation of State, regional, county and local governments as well as representatives of federal military facilities and of 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, to assist local governments participating in a Department of Defense Joint Land Use Study, and to facilitate the development of local plans and Joint Land Use Studies which are consistent with State and regional plans and programs and the needs of nearby military facilities;
 - 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;
- i) Reductions in personnel and mission activities at military facilities have a direct, detrimental effect on this State. The Department of Defense considers the encroachment of civilian development upon a military facility when determining the future viability of the facility. Collaborative planning between military facility commanders and State, regional, county, and municipal officials can help protect an installation's military mission, as well as the public health, safety, quality of life, and economic stability of the civilian community; and
- j) 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.

L.1985, c.398, s.1; amended 2004, c.120, s.63; 2016, c.21, s.7.

52:18A-197. State Planning Commission

2. 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 governments, 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.

- e) 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.).

L. 1985, c. 398, s. 2, eff. Jan. 2, 1986.

52:18A-198. Organizational meeting

3. 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.

L. 1985, c. 398, s. 3, eff. Jan. 2, 1986.

52:18A-199 Duties of the commission

4. The commission shall:

- a) Prepare and adopt within 36 months after the enactment of P.L.1985, c.398 (C.52:18A-196 et al.), 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 federal agencies, State agencies, regional entities, 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 and regional entities in order to encourage the use of the most effective and efficient planning and development review data, tools and procedures;

- e) Periodically review federal, State, regional, 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;
- g) Encourage military facility commanders and representatives of counties, municipalities, and of State and regional entities to maintain open lines of communication and to engage in long-term, strategic planning, including but not limited to Joint Land Use Studies, and to facilitate joint planning efforts; and
- h) Take all actions necessary and proper to carry out the provisions of P.L.1985, c.398 (C.52:18A-196 et al.).

L.1985, c.398, s.4; amended 1987, c.308; 2004, c.120, s.64; 2016, c.21, s.8.

52:18A-200 State Development and Redevelopment Plan

5. 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, regional, county and municipal entities concerning their land use, environmental, capital and economic development plans, including to the extent practicable any State and regional 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
- 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.

L.1985, c.398,s.5; amended 2004, c.120, s.65.

52:18A-201 Office of Planning Advocacy

6.

- a) There is established in the Department of the Treasury the Office of State Planning, which was renamed as the "Office of Planning Advocacy," and transferred to the Department of State pursuant to Governor Christie's Reorganization Plan No. 002-2011, effective August 28, 2011. 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 Planning Advocacy 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, regional, and State plans, and plans of military facilities, 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 regional, 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 P.L.1985, c.398 (C.52:18A-196 et al.).
- 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 regional entities, and such other staff, clerical, stenographic and expert assistance as the director shall deem necessary for the fulfillment of the commission's responsibilities and duties.
- e) The Office of Planning Advocacy shall assist the Military and Defense Economic Ombudsman in the performance of his duties and the director shall assign to the Military and Defense

Economic Ombudsman, from the staff of the office, at least one full-time planner, a full-time liaison to local governments and regional and State entities, and such other staff, clerical, stenographic, and expert assistance as the director shall deem necessary for the fulfillment of the ombudsman's responsibilities and duties.

L.1985, c.398, s.6; amended 2004, c.120, s.66; 2016, c.21, s.9.

52:18A-201.1 Definitions; notification of land use plans

7. As used in this section:

- a) "military and defense economic ombudsman" means the military and defense economic ombudsman in the Department of State established pursuant to section 2 of P.L., c. (C.) (pending before the Legislature as Assembly Bill No. of 2015).
- b) "military facility" means any facility located within the State which is owned or operated by the federal government, and which is used for the purposes of providing logistical, technical, material, training, and any other support to any branch of the United States military; and
- c) "military facility commander" means the chief official, base commander or person in charge at a military facility.
 - 1) Whenever any State department, office, agency, authority, or commission proposes a plan that would impact the use of land within 3,000 feet in all directions of any military facility, it shall notify the Director of the Office of Planning Advocacy prior to finalizing its plan. The director shall contact the Military and Defense Economic Ombudsman and the appropriate military facility commander in order to solicit comments addressing any land use compatibility issues which may be of concern to the military and shall forward those comments to the appropriate State department, office, agency, authority, or commission. The State department, office, agency, authority, or commission shall not finalize its plan until it has reviewed any comments submitted by the military facility commander on its proposed plan.
 - 2) Whenever the Office of Planning Advocacy receives a notice under the "Municipal Land Use Law," P.L. 1975, c.291 (C.40:55D-1 et seq.) that would impact the use of land within 3,000 feet of any military facility, the director shall notify the Military and Defense Economic Ombudsman.
- d) The Adjutant General of the Department of Military and Veterans' Affairs shall, within 30 days of the effective date of P.L.2005, c.41 (C.40:55D-12.4 et al.), forward a list of military facilities to the Director of the Office of State Planning. The director shall circulate the list to each State department, office, agency, authority or commission.
- e) d. The Director of the Office of State Planning, upon receiving the list of military facilities from the Adjutant General, shall forthwith notify those municipalities and State departments, offices, agencies, authorities and commissions of the requirements of this section.

L.2005, c.41, s.5; amended 2016, c.21, s.10.

52:18A-202 Advice of other entities; plan cross-acceptance

7.

- 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 of each county and municipality, State agencies designated by the commission, the Highlands Water Protection and Planning Council established pursuant to section 4 of P.L.2004, c.120 (C.13:20-4), 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, the Highlands Water Protection and Planning Council, and metropolitan planning organizations. Not less 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 and with the Highlands Water Protection and Planning Council for the purpose of providing information on the plan, responding to inquiries concerning the plan, and receiving informal comments and recommendations from county and municipal planning boards, local public officials, the Highlands Water Protection and Planning Council, 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 ten 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, regional, 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, the Highlands Water Protection and Planning Council, 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 and to the Highlands Water Protection and Planning Council for any area in the Highlands Region 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.

L.1985, c.398,s.7; amended 1998, c.109, s.1; 2004, c.120, s.67.

52:18A-202a Extended period for filing report on preliminary plan.

2. The extended period for the filing of a formal report of findings, recommendations and objections concerning the preliminary plan provided for in section 7 of P.L.1985, c.398 (C.52:18A-202), as amended by P.L.1998, c.109, shall apply to any preliminary plan which has not been finalized by the commission, as provided in subsection c. of section 7 of P.L.1985, c.398 (C.52:18A-202) prior to the effective date of P.L.1998, c.109.

L.1998,c.109,s.2.

52 :18A-202.1. Findings, declarations

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) assuring 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.
- 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.52:18A-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.

L.1989, c.332, s.1.

52:18A-202.2 Studies; review.

2.

- 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.

- 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, appropriate regional entities, 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.52:18A-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.

L.1989,c.332,s.2; amended 2004, c.120, s.68.

52 :18A-202.3. On-going monitoring and evaluation program

- 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.

L.1989, c.332, s.3.

52:18A-203 Rules, regulations

8.

- a) 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 regional plans, and procedures for coordinating the information collection, storage and retrieval activities of the various State agencies, and to establish a process for the endorsement of municipal, county, and regional plans that are consistent with the State Development and Redevelopment Plan.
- b) Any municipality or county or portion thereof located in the Highlands preservation area as defined in section 3 of P.L.2004, c.120 (C.13:20-3) shall be exempt from the plan endorsement process established in the rules and regulations adopted pursuant to subsection a. of this section. Upon the State Planning Commission endorsing the regional master plan adopted by the Highlands Water Protection and Planning Council pursuant to

section 8 of P.L.2004, c.120 (C.13:20-8), any municipal master plan and development regulations or county master plan and associated regulations that have been approved by the Highlands Water Protection and Planning Council pursuant to section 14 or 15 of P.L.2004, c.120 (C.13:20-14 or C.13:20-15) shall be deemed the equivalent of having those plans endorsed by the State Planning Commission.

L.1985,c.398,s.8; amended 2004, c.120, s.69.

52:18A-204 Assistance of personnel of other entities

9. The commission shall be entitled to call to its assistance any personnel of any State agency, regional entity, 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, regional entity, 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.

L.1985,c.398,s.9; amended 2004, c.120, s.70.

52:18A-205 Provision of data by other entities

10. Each State agency, regional entity, 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 capital, land use, environmental, transportation, economic development and human services plans and programs of the agency, entity, county, municipality or political subdivision.

L.1985,c.398,s.10; amended 2004, c.120, s.71.

52:18A-206 Other plans, regulations unaffected; adoption of coastal planning policies

11.

- a) The provisions of P.L.1985, c.398 (C.52:18A-196 et al.) 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.), the New Jersey Meadowlands Commission pursuant to the "Hackensack Meadowlands Reclamation and Development Act," P.L.1968, c.404 (C.13:17-1 et seq.), or the Highlands Water Protection and Planning Council pursuant to the "Highlands Water Protection and Planning Act," P.L.2004, c.120 (C.13:20-1 et al.) for that portion of the Highlands Region lying within the preservation area as defined in section 3 of P.L.2004, c.120 (C.13:20-3) . 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,s.11; amended 1993, c.190, s.19; 2004, c.120, s.72.

52:18A-207 Short title

Sections 1 through 12 of this act shall be known and may be cited as the "State Planning Act."

L. 1985, c. 398, s. 12, eff. Jan. 2, 1986.

Smart Growth Explorer Tool

The NJ Smart Growth Explorer (Explorer), developed by the NJ Map team in Rowan University's Geospatial Research Lab and the Office of Planning Advocacy (OPA) provides a digitally accessible visualization for all NJ residents and decision-makers to understand factors of development, redevelopment, and environmental sensitivity across New Jersey's municipalities. It is intended to support sound planning in a logical pattern that minimizes detrimental impacts & fosters sustainable growth.

Within the Explorer is a protocol that catalogs factors that inform Re/development as well as Environmental Conditions & Climate Adaptation. There are three models available:

1. Re/development Model
2. Environmental & Flooding Hazards Model
3. Combined Suitability Model

Each model shows factors that collectively illuminate where concentrations exist while also allowing users to explore each component individually or with respect to other self-selected factors. Each component layer has a three-digit code to keep track of factors in relationship to the protocol.

The model converts vector data layers to raster format in order to facilitate summation calculations. Re/development factors were assigned a point value to facilitate a summative overlay process. Environmental and Flooding Hazards factors were also weighted and summed with the point value assigned to represent the level of environmental sensitivity and vulnerability of each factor. Heavier weights typically indicate stronger regulation or significance while lower weights may vary but when taken cumulatively, the effect is to understand the conditions of a given area. The weight of a given factor was determined through a collaborative process of consultant feedback during the time of development.

The grid versions of the suitability layers were summed within the Map Calculator. The Re/development Environmental and Flood Hazards category includes factors that potentially decrease your overall score while Re/development factors increase your overall score. The Re/development factor summation and the Environmental and Flooding Hazards factor summation were calculated independently to provide sub models. The Environmental and Flood Hazards Model was then subtracted from the Re/development Model summation to provide the Combined Suitability Model output.

The Smart Growth Explorer is not part of the official State Plan Policy Map. Factors reflected in the protocol and map are derived from the best available authoritative data sources at the time of modeling and may change over time as determined by the State Planning Commission. The Smart Growth Explorer is to be primarily used to aid New Jersey municipalities in the decision-making process regarding land development and redevelopment for site specific areas. This protocol will be used as an initial screening tool to aid municipalities in understanding whether an area of interest is suitable for development/redevelopment or conservation. The Protocol will also aid in strengthening the criteria evaluated in State Plan Policy Map regarding Planning Area and Center/Node designations.

OPA recognizes that the Smart Growth Explorer does not encompass an exhaustive list of factors. There are many additional factors to consider such as Overburdened Communities exposed to Adverse Cumulative Stressors, NJ Forest Fire Service's Wildfire Threat, etc. Any factors not captured within this protocol should be assessed on a case-by-case basis. While other indicators may exist, the essence is to support the overall mission of creating tools for better planning outcomes across the state.

Please note the Protocol does not consider local zoning. The Protocol does not amend the State Plan Policy Map or any underlying Planning Areas. Municipalities are still required to follow the procedures outlined in the State Planning Rules *N.J.A.C 15:30 8.3* regarding any map amendment petition.

In areas determined to be suitable for development/redevelopment, the NJ State Development and Redevelopment Plan recommends that development/redevelopment is based on equitable smart growth principles, such as encouraging design that enhances public safety, encourages pedestrian activity, prioritizes redevelopment in lieu of greenfield development, and reduces dependency on the automobile.

Other smart growth principles include:

- Mixed Land Use (residential, commercial, and business)
- Diverse housing stock (including affordable housing)
- Small commercial pockets that provide necessary services, such as but not limited to, eateries, medical facilities, convenience stores and personal services
- Residential development within .5 miles for pedestrians and 1 mile for other multi-modal transportation
- Open Space and recreational parks
- Limiting development on lands critical to providing ecosystem services
- Compact design that maximizes walkability and minimizes automobile vehicle miles traveled
- Buildings that include green design principles, such as green roof, LEED
- Equitable, environmentally just development

In 2022 the NJ State Planning Commission approved the Distribution Warehousing and Goods Movement Guidelines. This guidance supersedes the Development and Redevelopment Suitability Protocol. It is recommended that municipalities consult this manual for warehouse development.

The factors that contribute to the Smart Growth Explorer, their weights, and sources are indicated below.

THE PRELIMINARY DRAFT OF THE STATE DEVELOPMENT AND REDEVELOPMENT PLAN

Code	Statewide Factors	Rationale	Data Source	Weight
d01	PA 1 - Metro	The State Plan Policy Map Planning Areas serve a pivotal role in the State Plan by setting forth Policy Objectives that guide the application of the State Plan's Statewide Policies. Planning Areas are large masses of land that share a common set of conditions, such as population density, infrastructure systems, level of development or natural systems. Metropolitan Planning Area (PA1) has the highest value while Environmentally Sensitive (PA5) has the lowest value.	NJ Office of Planning Advocacy, August 2024 Metadata	10
	PA 2 - Suburban			5
	PA 3 - Fringe			4
	PA 4 - Rural			3
	PA 4B - Rural Env. Sens., PA5 - Env. Sens., PA 5B - Env. Sens. Barrier Isl.			1
d02	NJ State Plan Centers, Cores & Nodes	Designated Centers, Cores, and Nodes of the State Plan Policy Map designated by the State Planning Commission have had the land/site previously evaluated for future growth.	NJ Office of Planning Advocacy, August 2024 More Information	25
d03	Historic Preservation	New Jersey as one of the original 13 colonies has a wealth of historical and cultural heritage. Historic Preservation zones are identified for encouraging appropriate conservation and redevelopment of these important assets.	NJ DEP Historic Preservation Office	1
d04	Half Mile from Recreational Land Use	The state plan encourages mixed use development which included development and redevelopment that is coordinated with adequate parks and recreational open space. This factor provides points for encouraging development and redevelopment near recreational land uses.	NJ DEP LULC classified as 1800: Recreational Land NJ DEP 2020 LULC Metadata	5
d05	Proximity to Public Facility	Public facilities are often key focal points of a community and at the least indicate a core destination. A selected set of available community facility locations is given 1 point for 1/4 mile radius from each facility.	NJ Department of Community Affairs Community Asset Map More Information	1-25
d06	Proximity to Public Transit	Transportation nodes are essential for coordinating with land use development and redevelopment. In this component, a tier of points are provided for locations near public transit, including designated transit villages, bus, train and light rail stations, bus terminals and bus stops.	Compiled by Rowan University Geolab August 2024 Metadata	1 - 13
d07	Complete Streets Plan	Complete Streets are designed to ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles. The NJ Department of Transportation and the US Department of Transportation promote the adoption of Complete Streets standards and policies.	NJ Bicycle & Pedestrian Resource Center More Information	1
d08	Walkability Score	Creating and supporting existing walkable communities is a valuable goal. Points are awarded on the neighborhoods walkability score.	NJ Department of Community Affairs Community Asset Map More Information	10
				5
				3
				2
				1
d09	Municipal Density	Illustrates municipalities that are more dense than the counties they are within.	U.S. Census Bureau, Population Division, May 2023, Population Density	5
d10	Employment Concentration (more dense than state)	This dataset shows how many jobs there are for every 100 people in each town. Towns with more than 45.9% (the state average in 2019) have more job opportunities. Source: NJDOL numbers	NJ Department of Labor	5
d11	Sewer Service Area	Primary places of growth and redevelopment should occur within sewer service areas. The State Plan identifies SSA has a delineating criteria when designating planning areas and Centers.	NJ DEP, August 2024 Metadata	25
d12	Drinking Water Purveyor Service Areas	Identifies public community water purveyor service areas. The boundaries mapped are those of the actual water delivery or service area.	NJ DEP, Feb 2024 Metadata	10
d13	Main Street Designation and/or Urban Enterprise Zone	Main Street designations promotes the historic and economic redevelopment of traditional business districts in New Jersey. These communities receive support and training to assist in restoring their Main Streets as centers of community and economic activity. An Urban Enterprise Zone (UEZ) is a distressed area within a New Jersey municipality or group of municipalities that offers business and customer benefits to help stimulate local economic activity.	NJ Department of Community Affairs Community Asset Map	3
d14	Areas in Need Of Redevelopment	NJ Redevelopment law allows municipalities to designate Areas in Need of Redevelopment, an overlay to existing zoning to facilitate innovative redevelopment projects in blighted areas. Points are provided for AINR in areas that have already been previously developed (i.e. excluding farmlands).	NJ Department of Community Affairs, May 2024	3
d15	Brownfields	A brownfield is a commercial or industrial site which is now vacant or under used and where there is a known contamination or suspicion of contamination.	NJ DEP, Nov 2022, Metadata	10
d16	Areas Adjacent to Existing Development	This factor gives a point to encourage infill development adjacent to existing urban land and lessen the propensity for leapfrog development. Additional information: This dataset was derived by creating a 50 ft buffer from Land Use Land Cover 2020 lands classified within 1100, 1110, 1120, 1150, 1410, 1411, 1420, 1440, 1500, and 1600, including Residential, High Density or Multiple Dwelling, Single Unit Medium Density, Mixed Residential, Major Roadway, Mixed Transportation Corridor Overlap Area, Railroads, Airport Facilities, Industrial and Commercial Complexes, Mixed Urban or Built up Land.	NJ DEP LULC 2020 Metadata	1
d17	Impervious Surface	Redevelopment of existing impervious surfaces can lessen the environmental impact that would occur by developing on green fields. Points are provided to encourage redevelopment of existing impervious lands.	NJ DEP Land Use Land Cover 2015, Sept 2018,	5
Additional Info		About Data Sources: The Smart Growth Protocol uses the best available authoritative statewide data sources. No proprietary or local data is incorporated. Weighting: The weight of a given factor was determined through a collaborative process of consultant feedback during the time of development. Heavier weights typically indicate stronger regulation or significance while lower weights may vary but when taken cumulatively, the effect is to understand the conditions of a given area. Three-Digit Code: This code assists in referencing the Smart Growth Explorer map site with the protocol document which lists alphabetically the factors for redevelopment and Environmental Conditions & Climate Adaptation. Please Note: The NJ Smart Growth Explorer, while supported by the Office of Planning Advocacy, is not part of the official State Plan policy map. Factors reflected in the protocol and map may change over time as determined by the State Planning Commission. If you have questions, comments, or ideas, please email: ospmail@sos.nj.gov. Disclaimer: Maps and data sets used are for planning activities only and cannot and should not be used for any regulatory purposes - this applies to both the parcel and state-wide levels. The information on this website should be used only as a guide; an on-site investigation is the only true way to know which features exist on the ground.		

THE PRELIMINARY DRAFT OF THE STATE DEVELOPMENT AND REDEVELOPMENT PLAN

Environmental & Flood Hazard Factors								
Statewide Factors		Rationale	Data Source	Weight				
e01	FEMA 1% Annual Flood Hazard Area	FEMA Statewide Flood Hazard areas combine the Effective Flood Insurance Rate Maps (FIRMs) with available Preliminary Flood Insurance Rate Maps (PFIRMs) as developed by Rutgers University. These flood maps illustrate a community's expected 100 year flood risk.	NJ FEMA Modified Statewide Flood Hazard Area (rev. 07/23) Rutgers, 2023, which includes both effective and preliminary FIRM data.	-25				
e02	FEMA 1% Annual Flood Risk Zone Plus 3ft	According to the Inland Flood Protection Rules (which take effect 07/23), three feet above FEMA's standard is necessary to keep people safe.	Compiled by Rutgers University using FEMA Data Feb 2024	-10				
e03	Climate Adjusted Flood Elevation	Developed by Rutgers, this is an approximate delineation resulting from an additional 5 foot flood water height added to the FEMA coastal Special Flood Hazard Area (SFHA) the the New Jersey counties of Atlantic, Bergen, Burlington, Camden, Cape May, Cumberland, Essex, Hudson, Mercer, Middlesex, Monmouth, Ocean, Salem and Union. This delineation was created to support the DEP Watershed and Land Management Program, NUPACT rules creation.	NJ DEP March 2022 Metadata	-10				
e04	Sea Level Rise: 5 Foot	Continued sea level rise is expected to occur in the coming decades. This layer models the extent of inundation that will	NJ DEP More Information	-20				
e05	Wetlands with Buffers	New Jersey wetlands are essential natural resources for the state. Wetlands have regulatory buffers ranging generally from 50 to 300 feet. This layer includes a 50 foot buffer for wetlands (300 in Highlands and Pinelands) with the understanding that some high-value wetlands are likely to have larger buffers than 50' but must be determined on a site by site basis. A 150 foot sketch line is also provided on high zoom levels for reference.	Compiled by Rowan University using NJ DEP Land Use Land Cover 2020 Spring 2020 Metadata	-15				
e06	Waterbodies with Buffers	Water is essential in the ecosystem. All waterbodies including ponds and lakes have a 50 foot buffer under the NJ Flood Hazard Control Act and 300ft in Highlands.	Compiled by Rowan Geolab, March 2020 More Information	-10				
e07	Streams (50' and C1 Stream (300') Buffers	The NJ Flood Hazard Control Act provides a 50 buffer on all ordinary streams. Streams of exceptional value are classified as C1 and have a 300 foot buffer.	Compiled by Rowan Geolab, April 2024 Metadata	-10				
e08	Threatened & Endangered Habitat	Threatened & Endangered rankings were developed by NJDEP to provide users with peer-reviewed, scientifically-sound information that is easily accessible. Critical habitat maps were designed for use by anyone, but especially those individuals and agencies who have the responsibility for making land-use decisions, i.e., municipal and county planners and local planning boards, state agencies, natural resource and lands managers, the general public, etc.	NJDEP Division of Fish & Wildlife Landscape Project, Spring 2017 Metadata	-15				
e09	Natural Heritage Priority Sites	The Natural Heritage Priority Sites Coverage was created to identify critically important areas to conserve New Jersey's biological diversity, with particular emphasis on rare plant species and ecological communities. Natural Heritage Priority Sites are based on analysis of information in the New Jersey Natural Heritage Database.	NJ DEP March 2007 Metadata	-25				
e10	Vernal Habitats	In accordance with N.J.A.C. 7:7A-1.4, vernal pools are temporary pools or ponds that are unique and valuable habitat that serve as essential breeding areas for species of salamanders and frogs.	NJ DEP Division of Fish and Wildlife, May 2017 Metadata	-5				
e11	Cores Corridor rank 1,2	CHANJ Cores are areas of contiguous natural land cover (land and water) of at least 78.5 ha. This size represents the 75th percentile of the 127 target CHANJ species' home range sizes, and thus meets the habitat needs (foraging/prey, cover, reproduction) of most terrestrial wildlife, especially if functionally linked to other Cores. Corridors are expected to provide functional linkages between Cores based on empirical evidence of known or assumed species behavioral response to landscape elements.	NJ DEP Division of Fish and Wildlife, Nov 2021 Metadata	-15				
e12	CHANJ Cores + Corridors			-5				
	Tier 1	A Well Head Protection Area (WHPA) is both an area modeled around an unconfined Public Community Water Supply (PCWS) well in New Jersey that delineates the horizontal extent of groundwater captured by a well pumping at a specific rate over two-, five-, and twelve-year periods of time for unconfined wells and a fifty foot radius delineated around each confined PCWS well (This corresponds to the water purveyor controlled wellhead area as defined in the Safe Drinking Water Regulations (see NJAC 7:10-11.7(b)).	NJ DEP Dec 2023 Metadata	-4				
	Tier 2			-3				
e13	Well Head Protection Areas	Water Regulations (see NJAC 7:10-11.7(b)).	Compiled by Rowan Geolab from NJDEP Digital Elevation Grid, Sept 2020 Metadata	-15				
e14	Slopes Greater Than 15%	Slope slopes are land areas with slopes greater than 15 percent, which are not adjacent to the shoreline and therefore not coastal bluffs (see 7:7-9.29). Steep slopes include natural swales and ravines, as well as man-made areas, such as those created through mining for sand, gravel, or fill, or road grading.	Developed by Rowan Geolab, Aug 2023 Metadata	-25				
e15	Conservation Lands Index	This is a composite of all lands in conservation across the state including Farmland Preservation, DEP Green Acres, county, and nonprofit sources.	NJ SAOC Feb 2023 Metadata	-1				
e16	Agricultural Development Areas	Agricultural Development Areas are identified in 18 of 21 counties in NJ. These areas show where a County Agriculture Development Board has determined that agriculture is the preferred, but not necessarily the exclusive use of land over the long term.	NJ Conservation Blueprint Sept 2020 Methodology Document	-2				
Priority Lands for Ag. Preservation		Using the Conservation Blueprint Agricultural Priority model, this identifies the highest ranking lands (8-10 pts) lands not currently preserved with characteristics most conducive for agricultural viability indicated by current agricultural land use, quality of soils, and proximity to already preserved farmland.						
Additional Info		About Data Sources: The Smart Growth Protocol uses the best available authoritative statewide data sources. No proprietary or local data is incorporated. Weighting: The weight of a given factor was determined through a collaborative process of consultant feedback during the time of development. Heavier weights typically indicate stronger regulation or significance while lower weights may vary but when taken cumulatively, the effect is to understand the conditions of a given area. Three-Digit Code: This code assists in referencing the Smart Growth Explorer map site with the protocol document which lists alphabetically the factors for redevelopment and Environmental Conditions & Climate Adaptation. Please Note: The NJ Smart Growth Explorer, while supported by the Office of Planning Advocacy, is not part of the official State Plan policy map. Factors reflected in the protocol and map may change over time as determined by the State Planning Commission. If you have questions, comments, or ideas, please email: ospmail@sos.nj.gov . Disclaimer: Maps and data sets used are for planning activities only and cannot and should not be used for any regulatory purposes - this applies to both the parcel and state-wide levels. The information on this website should be used only as a guide, an on-site investigation is the only true way to know which features exist on the ground.						

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 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.

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.

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.

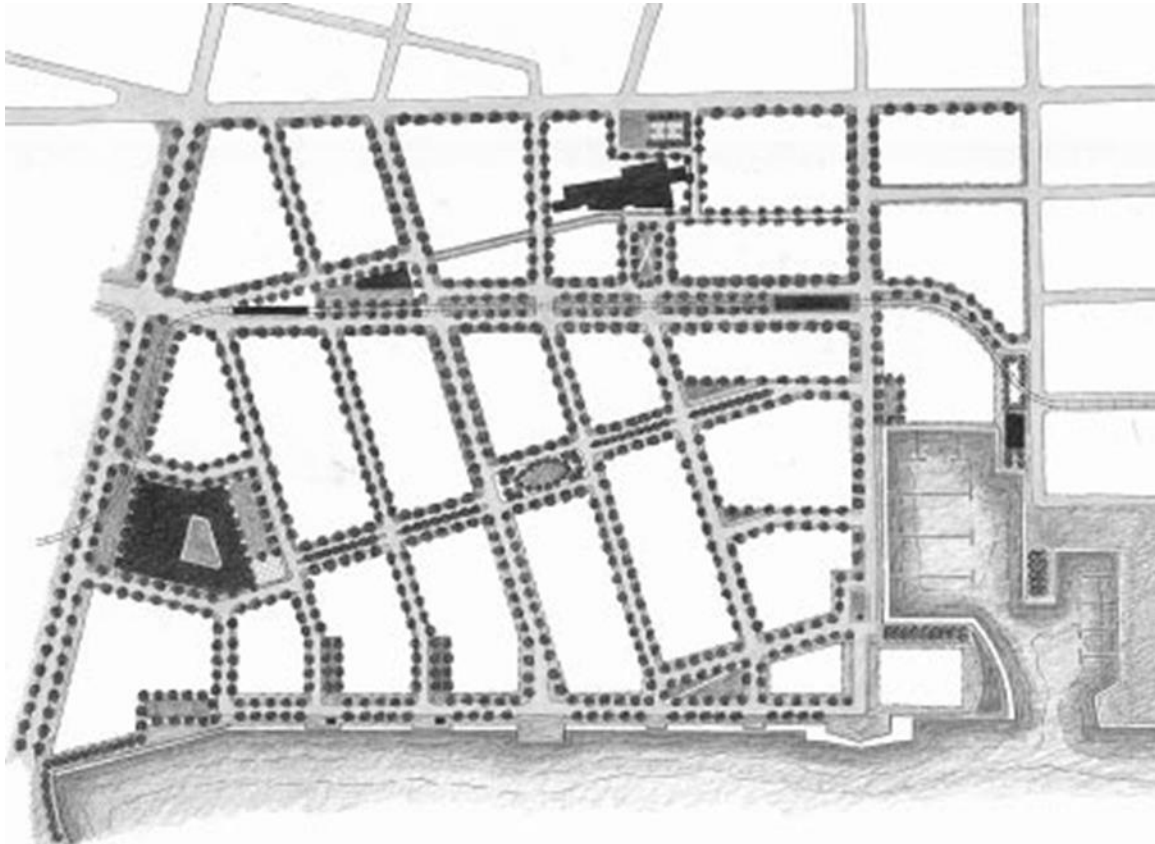
Policy 7 Maintaining an Appropriate Scale

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.

- Encourage co-location and the placement of towers for radio, television, and wireless communication and broadcast services on public property and in nonresidential areas



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.

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 motor vehicles and their 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.

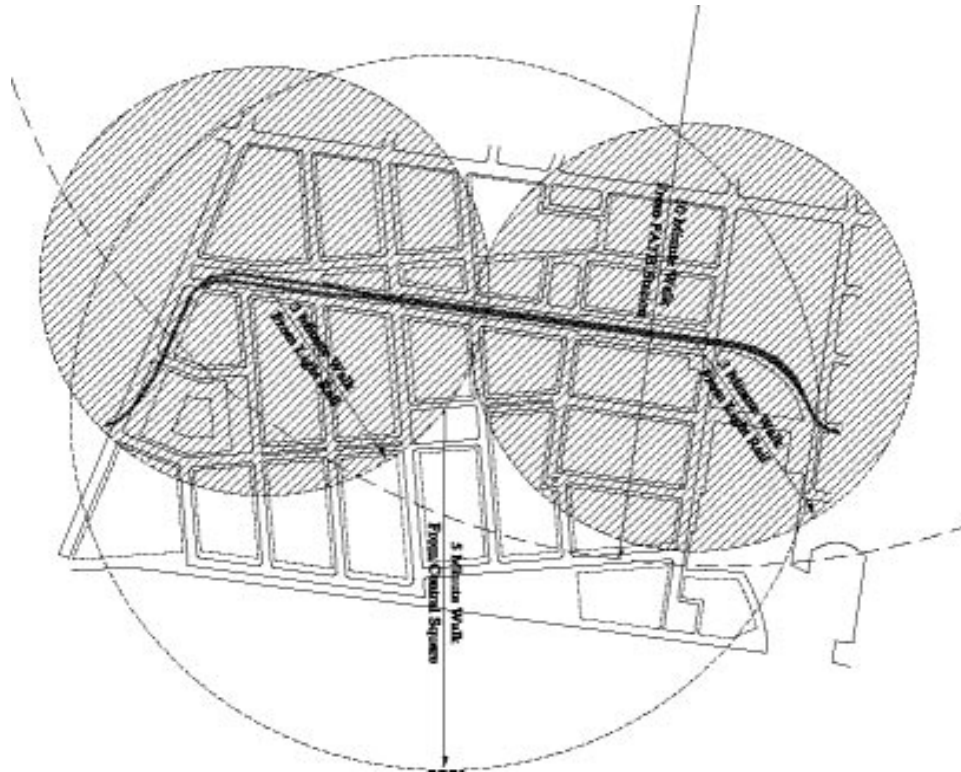
- Increase connectivity where possible and appropriate, even if limited to pedestrian and bicycle connections.
- Encourage a greater diversity of uses and activities and intensify selective Nodes and corridors, adding new retail, commercial, residential, civic and other uses.
- Promote the redevelopment 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.

RESEARCH BRIEFS

***Continuously Updating ***

TRANSIT-ORIENTED DEVELOPMENT'S RENAISSANCE IN NEW JERSEY

New Jersey is a transit-rich state. It hosts nearly 250 transit stations, counting New Jersey Transit's commuter rail and light rail stations and its major bus terminals, stations served by the PATH and PATCO rapid transit systems (connecting New Jersey with New York and Philadelphia, respectively), and ferry terminals. Among New Jersey's 565 municipalities, 153 host at least one transit station, and another 53 municipalities do not have a transit station of their own but contain at least one neighborhood that is within walking distance (~ ½ mile) of a station in a neighboring municipality.

About half of the state's population - 49.4% as of the 2020 Census - lives in one of the 153 transit municipalities, and another 7.9% lives in the other 53 municipalities with at least one transit-adjacent neighborhood. While not all of these residents necessarily live within easy walking distance of the station(s) located in their municipality, these figures nonetheless point to the large share of the state's population that can potentially benefit from the promotion of transit-oriented development (TOD).

[Percent of Workers Riding Transit, 2019 5-year American Community Survey - Top 10 States](#)

State	2019 Total workers 16+	% using transit:		rank
		all workers	commuters	
New York	9,434,909	27.7%	29.1%	1
New Jersey	4,421,054	11.6%	12.2%	2
Massachusetts	3,637,191	10.4%	11.0%	3
Illinois	6,204,747	9.6%	10.2%	4
Maryland	3,074,208	8.0%	8.5%	5
Washington	3,723,697	7.1%	7.6%	6
Pennsylvania	6,179,069	5.7%	6.0%	7
Hawaii	702,060	5.4%	5.6%	8
California	18,730,251	5.2%	5.5%	9
Oregon	2,011,340	4.7%	5.0%	10
United States	156,941,346	5.0%	5.3%	

The state's extensive transit network results in high transit usage compared to other states. New Jersey has consistently ranked second in the country, behind only New York, in the percentage of its employed residents who ride public transportation to work (including bus, rail, and ferry). As of the 2019 one-year American Community Survey (ACS), before the start of the COVID-19 pandemic, 11.6% of all workers aged 16 and older, and 12.2% of "commuters" (those not working from home), rode public transit to work. Only New York was higher, with

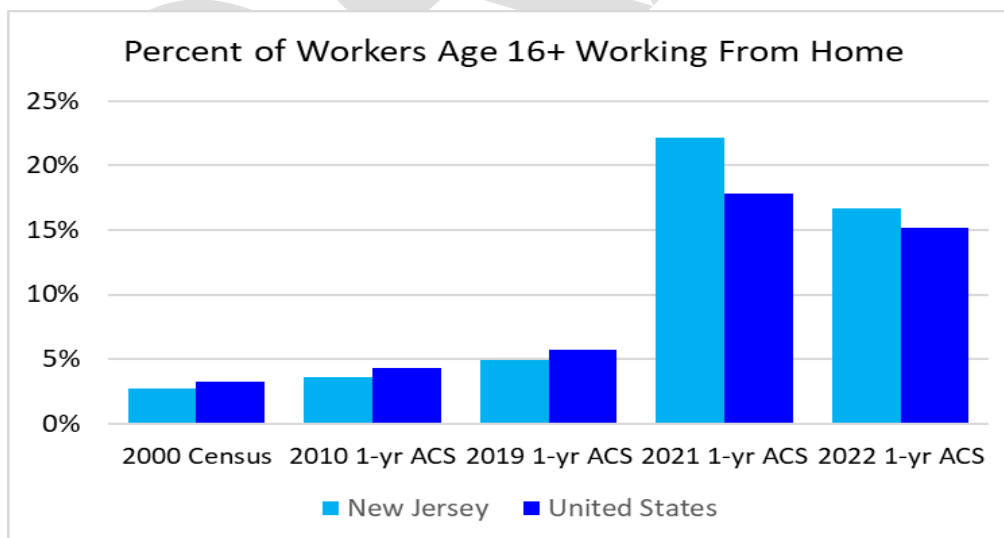
27.7% of all workers and 29.1% of commuters using transit to get to work. New Jersey's share of commuters using public transit was similarly high in 2010 (11.2%) and 2000 (9.6%), and was similarly second only to New York in both years.

The number of municipalities in New Jersey is now down to 564, with the 2022 merger of Pine Valley into Pine Hill, but this merger is too recent to yet be reflected in most Census Bureau data items.

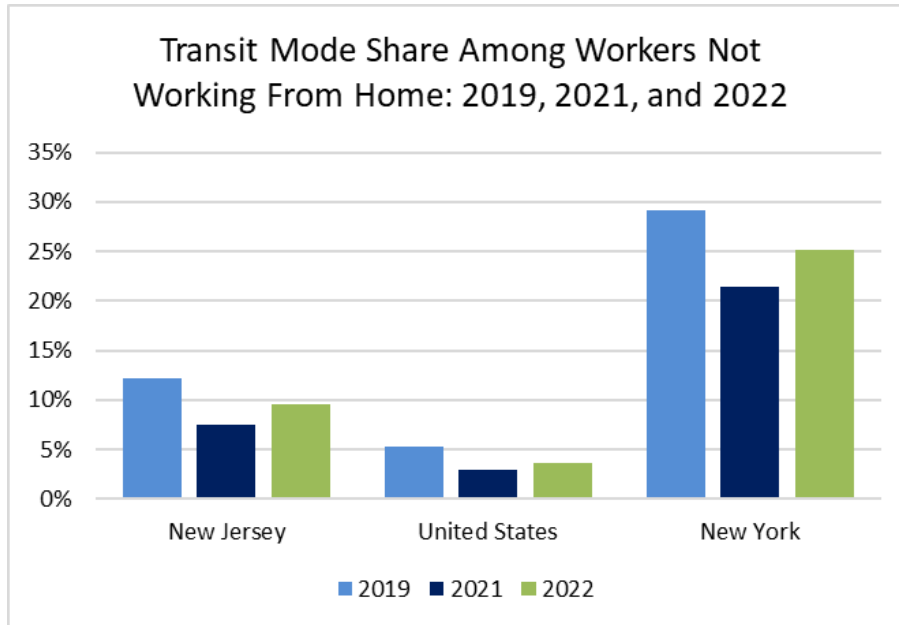
The COVID-19 pandemic had a dramatic negative effect on transit ridership, the long-term effects of which are still playing out. The pandemic prompted a sudden and large spike in the number of people working from home, both nationwide and in New Jersey, as can be seen in a comparison of journey-to-work data from the 2019, 2021, and 2022 iterations of the one-year American Community Survey.¹ In 2021, more than one in five New Jersey workers were working from home, up from only about one in 20 in 2019, although the wording of the ACS questionnaire makes it impossible to distinguish between fully-remote workers and those with hybrid schedules who commute several days a week and work remotely on the others.

As of 2022, the first full year after vaccines were introduced and after social distancing mandates ended, the rate of working from home fell back somewhat from the peak in 2021, to about one in six (16.7%) in New Jersey and 15.2% nationally. It remains to be seen whether the prevalence of working from home will continue to revert toward pre-pandemic levels or whether the new equilibrium will look more like 2022.

Even among those still commuting to work in 2021, the rate of transit use dropped, both in New Jersey and elsewhere. New Jersey's rate of transit ridership among those not working from home fell from 12.2% in 2019 to 7.5% in 2021; the rate also dropped sharply in first-place New York, from 29.1% to 21.5%.



² The one-year American Community Survey was not conducted in 2020 because of disruptions due to the COVID-19 pandemic.

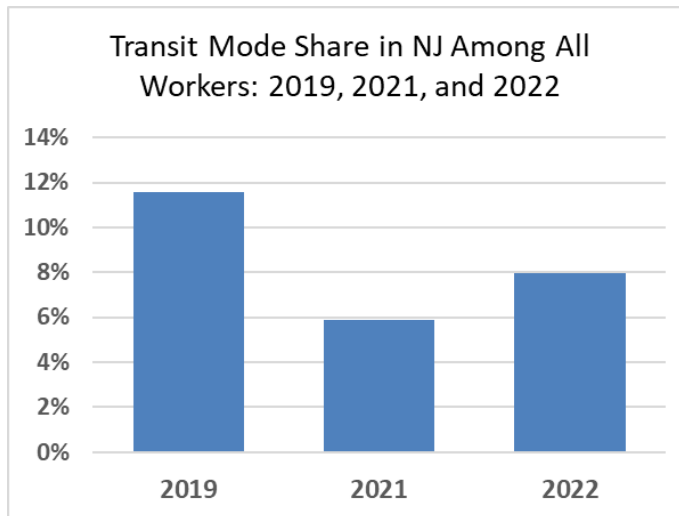


The pandemic-era decline in not just the number of workers riding transit but in the percentage they comprise of all those not working from home could be partly a result of fear of riding public transportation (and of other confined public spaces) during the height of the pandemic. Temporary changes in highway congestion may also have contributed to an initial drop in transit ridership. A decrease in

car commuting in the early months of the pandemic, and the resulting decrease in rush-hour congestion, may have made driving to work a more attractive option for some former transit commuters, especially if they didn't need to commute every day.

Another likely factor behind the disproportionate drop in transit ridership is the fact that the kinds of white-collar jobs that most easily lend themselves to remote work also tend to be located in places that are served by transit, so that a switch to remote or hybrid work was more feasible among former transit riders than it was among commuters overall. The newly-minted population of fully-remote or hybrid workers was thus drawn disproportionately from the ranks of former transit riders.

As social distancing restrictions were lifted and pandemic fears subsided, and as traffic on the roads gradually returned, the rate of transit ridership among those not working from home has crept back upward, regaining almost half of the post-2019 losses in both New Jersey and New York. As of 2022, the transit commuting rate was back up to 9.6% in New Jersey and to 25.1% in New York. (The national rebound has been smaller, only inching up from 3.0% to 3.7% between 2021 and 2022, remaining far short of the 2019 rate of 5.3%.)

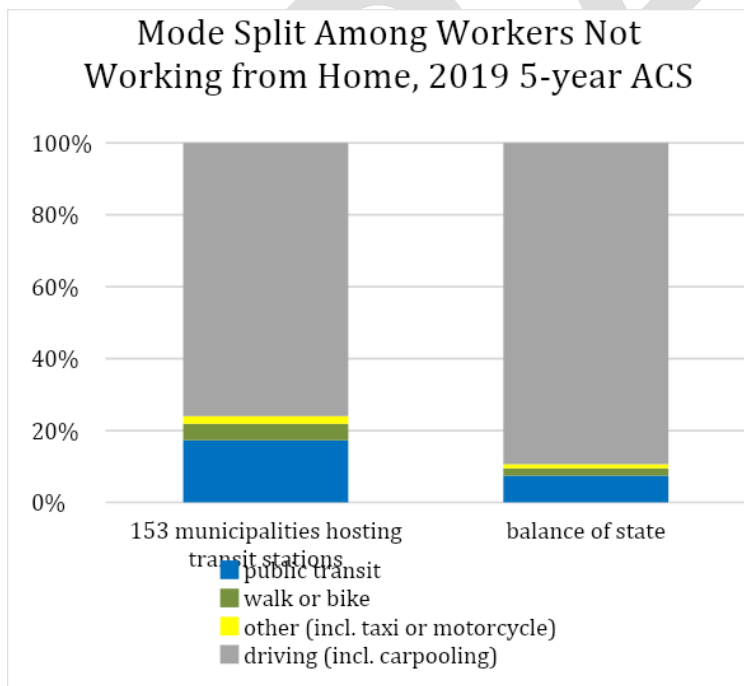


The ebbing of these initial responses to the pandemic, as well as the gradual return of some remote workers to their physical workplaces, have combined to produce a partial recovery in the percentage of *all* workers who use transit to get to work. The sudden spike in working from home resulted in the percent of all workers riding transit to work falling dramatically, from 11.6% in 2019 to 5.9% in 2021, a drop of almost half. But the rate is back up to 8.0% as of the 2022 ACS - higher than what the rates were in all except four other states (New York, Massachusetts, Illinois, and

Maryland) in 2019. Post-COVID New Jersey is thus still more of a transit-riding state than most states were *pre*-COVID.

Transit proximity translates to greater transit ridership - and enables more walking and biking

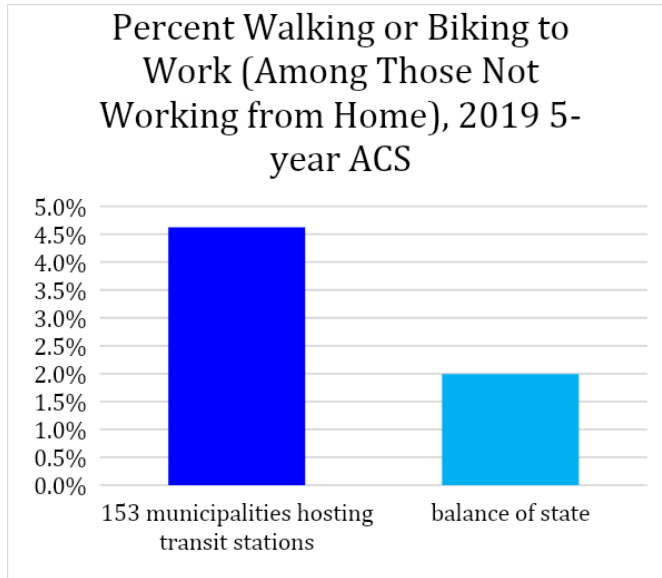
Living near public transit is associated with a greater likelihood of commuting by transit. In the 153 transit-hosting municipalities as a group, 17.3% of workers not working at home commuted by transit in 2019 (pre-pandemic), more than double the rate of 7.5% for the rest of the state (the 412 municipalities that do not host a transit station).



The rate of driving to work is lower in transit-hosting municipalities than in the rest of the state (76.0% vs. 89.3%) not only because a higher percentage of commuters ride transit but also because more people walk or bike to work. The compact, walkable development pattern that characterizes transit-oriented development (TOD) - with important destinations located within a short distance of the transit station, connected by a grid street network that makes trips easy and direct - dates to the first stage of suburbanization, when people began relocating out of cities but jobs remained concentrated in large urban

centers. Many first-generation suburbs were connected to the urban job centers by public transit, with the transit station as the focal point of the town. Many transit commuters arrived

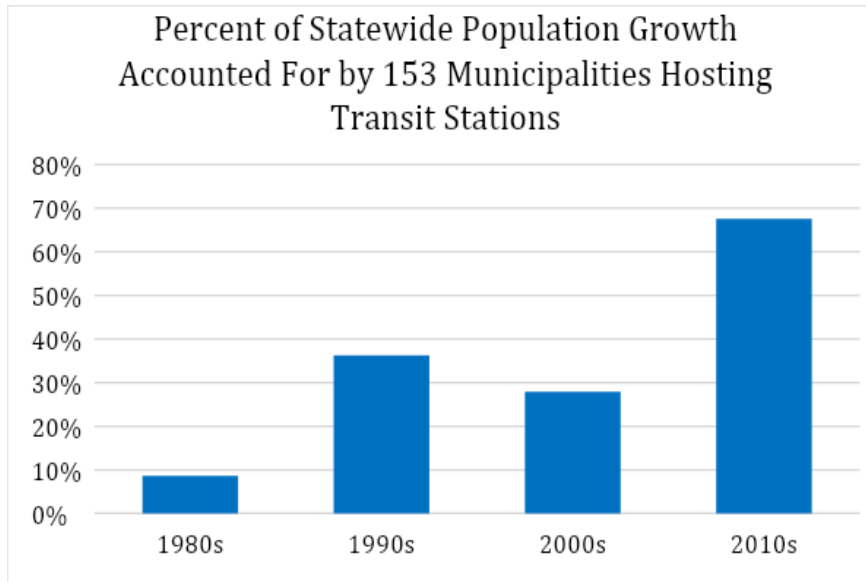
at the transit station on foot, and other types of destinations clustered near the station to capture this foot traffic as people accomplished other errands on the way to or from the station. [Transit-oriented development was necessarily also pedestrian-oriented development](#), because everyone becomes a pedestrian the moment they step off the bus, train, or ferry.



The Census Bureau only collects information about work trips in its annual programs and hence does not capture walking and biking trips for other purposes. But even looking only at work trips, the rate of walking or biking to work in the 153 transit-hosting municipalities was 4.6% of workers not working from home in the 2019 five-year ACS, more than double the rate of 2.0% in the rest of the state.

TOD is popular

With 153 municipalities hosting at least one transit station and another 53 municipalities having some neighborhoods that are within walking distance of a station in a neighboring municipality, there are a wide array of places that have the option of using TOD principles to guide new development and population growth. And recent growth trends indicate that promoting TOD is a good way to attract new residents who are increasingly [looking for the live-work-play-shop environment](#) that allows them to reduce their dependence on cars. The 153 transit-hosting municipalities accounted for 67.6% - more than two-thirds - of total statewide population growth between 2010 and 2020, up substantially from only 27.8% of total growth in the 2000s, 35.8% in the 1990s, and only 8.6% in the 1980s, when jobs were moving to suburban, car-dependent locations.



Compact, walkable, mixed-use centers that foster transit ridership and active transportation produce a host of societal benefits. TOD helps reduce automobile use, and the attendant traffic congestion and air pollution, not only by offering public transportation as an option but also by enabling some local trips to be taken on foot or by bike. The compact

development pattern also allows many car trips to be shorter, an important factor in light of the transportation sector's outsized role in the state's overall carbon footprint. By reducing both the number and the average length of trips by private vehicle, TOD is thus an effective strategy to [reduce the state's greenhouse gas emissions](#) without [waiting for widespread adoption of electric vehicles](#). TOD's natural focus on pedestrian accessibility results in [improved pedestrian and bicyclist safety](#). Reducing the need to own multiple vehicles and their associated expenses is especially important for lower-income households. Encouraging and enabling active transportation modes improves physical and mental health by allowing people to spend less time in the car commuting and running errands and more time on social and leisure activities, and by increasing the opportunities for physical activity.

Factors working in favor of and against TOD

As a transit-rich state, New Jersey is rife with TOD opportunities. State agencies are also well-positioned to provide resources to municipalities wishing to promote TOD:

- The [Transit Village Initiative](#), jointly operated by NJDOT and NJ Transit, offers planning assistance to municipalities with transit stations that want to pursue TOD
- NJ Transit's [Transit Friendly Planning Guide](#) contains guidelines and design principles for making a place more transit-friendly, with strategies and techniques tailored to the type of development that already surrounds the transit station. Recommendations address both transportation/access and land-use characteristics.
- NJDOT's [Complete Streets Design Guide](#) provides a host of street design techniques for making streets more friendly to pedestrians and other non-motorized travelers, a goal that is particularly relevant in transit-focused communities.

TOD also faces some policy and regulatory obstacles. Chief among these is local zoning; in many places, even in older suburbs that were built around transit, current zoning does not permit new development to happen with the kind of residential density, variety of housing types, and mix of residential and commercial uses that TOD relies on to succeed. And even for towns that want to promote TOD and transit ridership, transit funding is a source of uncertainty. New Jersey Transit does not have a dedicated source of funding, relying instead on the vagaries of

the annual budget process. Without stable and reliable funding, transit-hosting municipalities may be reluctant to engage in long-term planning and development focused on state-owned facilities whose long-term viability is not guaranteed.

YOUNG ADULTS AND WALKABLE URBANISM

New Jersey is losing many of its young adults - and those who stay want to live in walkable communities.

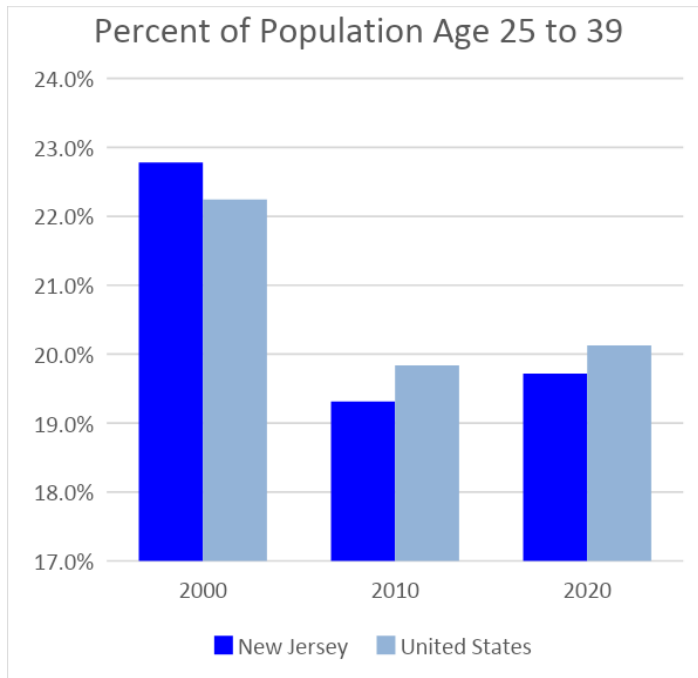
New Jersey's population of young adults between the ages of 25 and 39 - as a share of the total population - dropped by several percentage points between 2000 and 2010, from 22.8% to 19.3%. The percentage dropped nationally over the same period as well, from 22.2% to 19.8%, as the demographically outsized Baby Boom generation aged out of this age range and were replaced by the much smaller Generation X. The percentages both inched back up slightly between 2010 and 2020, as the larger Millennial generation aged into this range and Generation X aged out of it.

Using the [Pew Research Center's definition of the generations](#), the generations that have occupied part or all of the 25-to-39 age range over the last three Decennial Censuses are defined as:

- Baby Boom: born from 1946 to 1964
- Generation X: born from 1965 to 1980
- Millennials: born from 1981 to 1996

So in each Decennial Census, the 25-to-39 age group, based on birth year, breaks out as follows:

- 2000: born from 1961 to 1975—younger Baby Boomers and most of Generation X
- 2010: born from 1971 to 1985 - younger half of Generation X and first few years of Millennials
- 2020: born from 1981 to 1995 - basically all of the Millennial generation

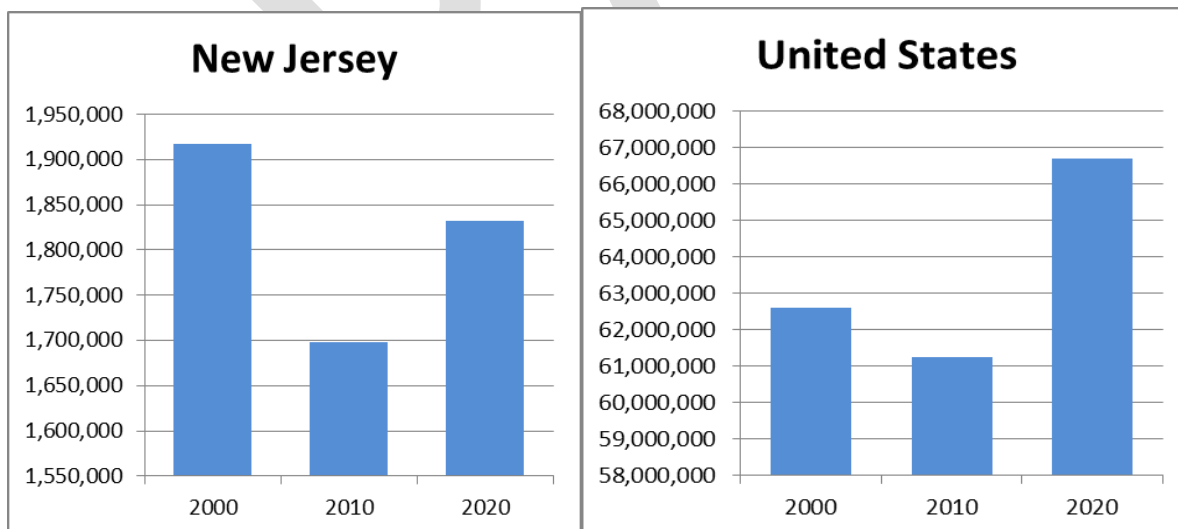


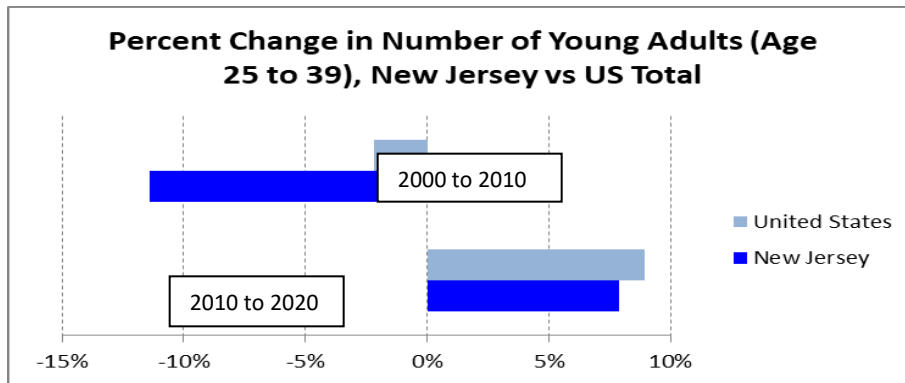
The drop in New Jersey over the whole 2000-2020 period was more significant than the national decrease, however, with the result that young adults are now slightly underrepresented in New Jersey relative to the national percentage, after having been slightly overrepresented in 2000.

New Jersey's disparity with the national trend becomes more visible when we consider the absolute number of young adults, rather than their share of the total population. Note that nationally, the number of people aged 25 to 39 decreased between 2000 and 2010 as that age range was dominated by

Generation X, but rebounded to well above its 2000 level by 2020, as the Millennials occupied that range. But in New Jersey, the number of young adults in 2020 fell short of what it had been in 2000.

Number of people aged 25 to 39, 2000 to 2020, New Jersey and US





The number of people aged 25 to 39 dropped off more dramatically between 2000 and 2010, and recovered more slowly between 2010 and 2020, in New Jersey as compared to the country as a whole. New Jersey's pattern must therefore have been influenced by factors beyond the underlying macro-level demographic trend that was based on the relative sizes of the generations.

What might account for the relative disappearance of young adults from New Jersey, relative to the national change? Consider that New Jersey is an expensive state for housing. As of the 2021 one-year American Community Survey, New Jersey ranked eighth among the 50 states in median home value and seventh in median rent. Such costs can be daunting for young adults seeking to move out on their own.

Some young people choose to adapt to the high cost of housing by continuing to live with their parents. Indeed, New Jersey has the highest percentage in the country of people aged 18 to 34 living with their parents, at 44.1%, a full one-third higher than the national rate and almost four percentage points higher than second-place Connecticut. But others may have moved

Median home value, median rent, and young adults living with parents, top ten states, 2021 one-year American Community Survey

state	Median value (dollars)	state	Median gross rent	state	% of 18-to-34-year-olds living with parents
Hawaii	722,500	Hawaii	1,774	New Jersey	44.1%
California	648,100	California	1,750	Connecticut	40.4%
Washington	485,700	Colorado	1,491	California	39.4%
Massachusetts	480,600	Massachusetts	1,487	New York	39.0%
Colorado	466,200	Washington	1,484	Maryland	38.0%
Oregon	422,700	Maryland	1,473	Mississippi	37.0%
Utah	421,700	New Jersey	1,457	Florida	36.3%
New Jersey	389,800	New York	1,409	New Hampshire	36.0%
Nevada	373,000	Florida	1,348	Delaware	35.6%
Maryland	370,800	Virginia	1,331	Massachusetts	35.6%
United States	281,400	United States	1,191	United States	33.1%

elsewhere in search of cheaper housing, leaving New Jersey with fewer young adults than it would otherwise expect from demographic trends.

While young adults are underrepresented in New Jersey overall, they are *overrepresented* in certain places.

The Millennial generation has expressed a distinct preference for living in walkable communities, in contrast to the car-dependent suburbs in which they and their parents grew up. This trend first became noticeable in the latter half of the 2000s, as the older Millennials were hitting their mid-20s and moving out of their parents' homes in large numbers, and was much discussed in the national media through the decade of the 2010s. If we categorize New Jersey's municipalities by the degree to which they embody the concepts of compactness, mixed-use, and walkability, it becomes clear that the media narrative of Millennials being drawn to walkable urbanism does indeed play out in the data.

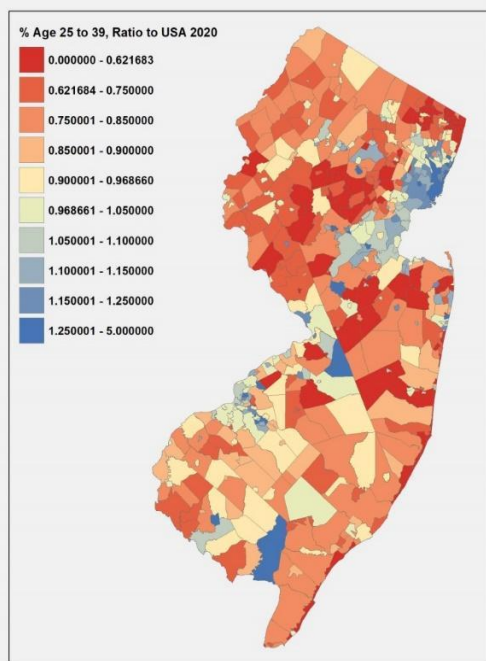
To quantify how “walkable” or “car-dependent” places are, we can evaluate New Jersey's municipalities on three criteria:

- Compactness/density, as measured by net activity density, or population + jobs per developed square mile
- Mix of uses, as measured by whether or not the municipality contains at least one mixed-use center, where centers are indicated by:
 - the presence of a Business Improvement District, Special Improvement District, “Main Street” or “Downtown” organization
 - designation as a center by the 2001 State Plan or by the Highlands Council, or as a “Pinelands town” or “Pinelands village” by the Pinelands Comprehensive Management Plan
- Street network connectivity, one measure of walkability, as measured by median block size

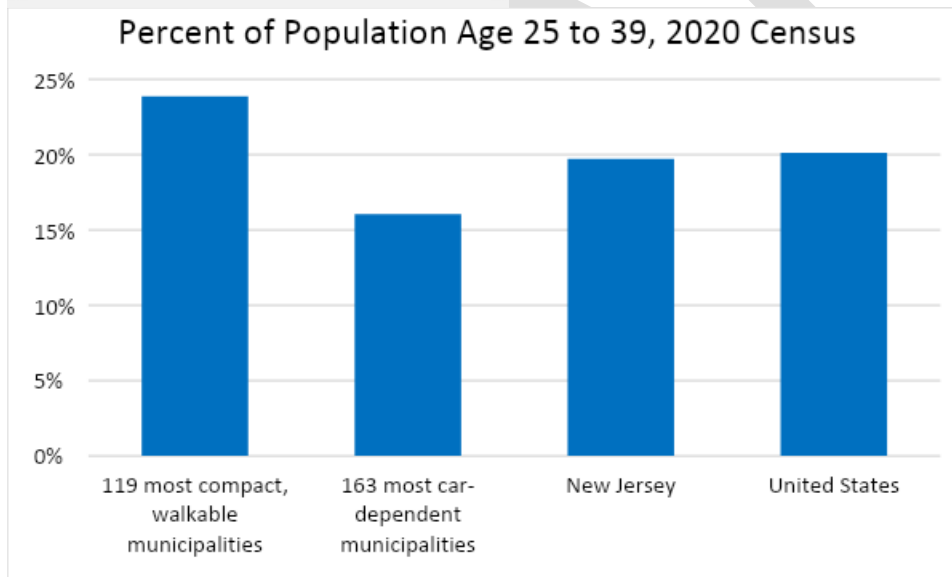
If we define scoring “well” on these criteria as having a net activity density of 7,500 or greater, containing at least one mixed-use center, and having a median block size of less than 5 acres, this yields a classification system in which:

- 119 municipalities (the most compact and walkable) score well on all three metrics
- 107 municipalities score well on two of the three
- 176 municipalities score well on only one, and

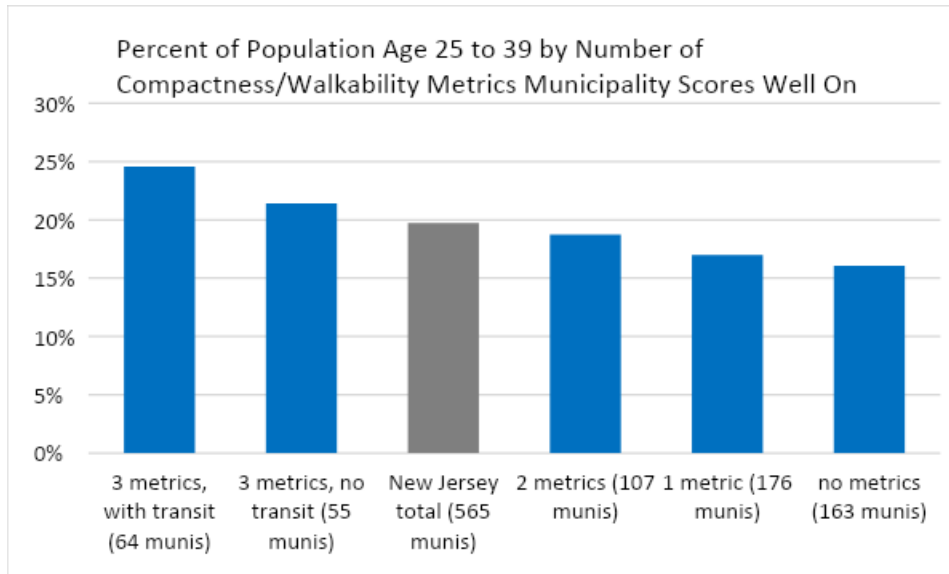
- 163 municipalities (the most spread-out and car dependent) fail to score well on any of the three



By 2020, when Millennials constituted the entirety of the age range, 25-to-39-year-olds made up 23.9% of the population of the 119 most compact, walkable municipalities, more than one-fifth higher than their 19.7% of the total statewide population and half again as high as their 16.0% share of the population in the 163 most car-dependent municipalities. And this result is not just due to a few large cities skewing the data; 95 of the 119 most compact, walkable municipalities - four out of five - had a greater percentage of 25-to-39-year-olds than the state as a whole in 2020. Meanwhile, only 12 of the 163 most car-dependent places - about one out of 13 - exceeded the statewide percentage.



Interestingly, the presence of a public transit station appears to make an incremental difference but does not appear to be a necessary condition for disproportionately attracting young adults. Among the 119 municipalities that score well on all three of the metrics, 64 of them host at least one transit station within their borders, and these 64 as a group have a high percentage of 25-to-39-year-olds - 24.6%, or almost one in four residents of these places. But even the other 55 of the most compact, walkable places that do NOT host a transit station still collectively boast a young-adult percentage (21.4%) that exceeds the statewide rate and also exceeds the average for the other categories of municipalities based on their smart-growth characteristics, including the 107 municipalities that score well on two of the three metrics.



The current generation of young adults are attracted to center-based development - compact, mixed-use, walkable - with or without public transit. For both transit towns and non-transit towns alike, promoting center-based development may be an effective strategy for attracting and retaining young adults. Incorporating a variety of housing types is especially important, given that high housing costs are a likely factor in New Jersey's out-migration of young adults. New Jersey risks chasing away the state's future workforce if it does not provide enough housing options to meet their needs at prices they can afford.

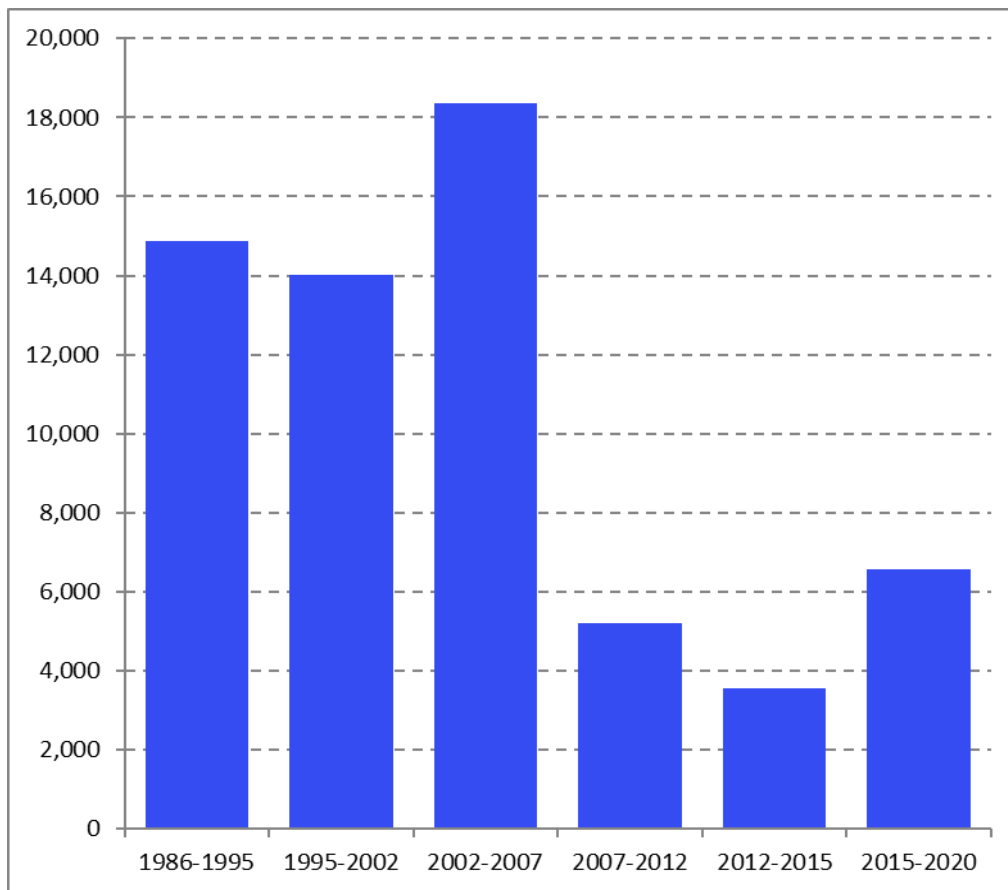
REDEVELOPMENT IS THE NEW NORMAL

The pattern of land development and population growth in New Jersey has changed dramatically since shortly after 2001, when the State Plan was last updated.

For the second half of the 20th century and into the first decade of the 2000s, most new population and employment growth in New Jersey occurred on previously undeveloped land. Going back to 1986 (the first year available in the data series²), the state developed an average of about 15,000 new acres per year, through the period ending in 2007. Throughout the era of post-WWII suburbanization, the default assumption was that new growth necessarily required the development of new land.

¹ Land use / land cover (LU/LC) data were produced for data years 1986, 1995, 2002, 2007, 2012, 2015, and 2020.
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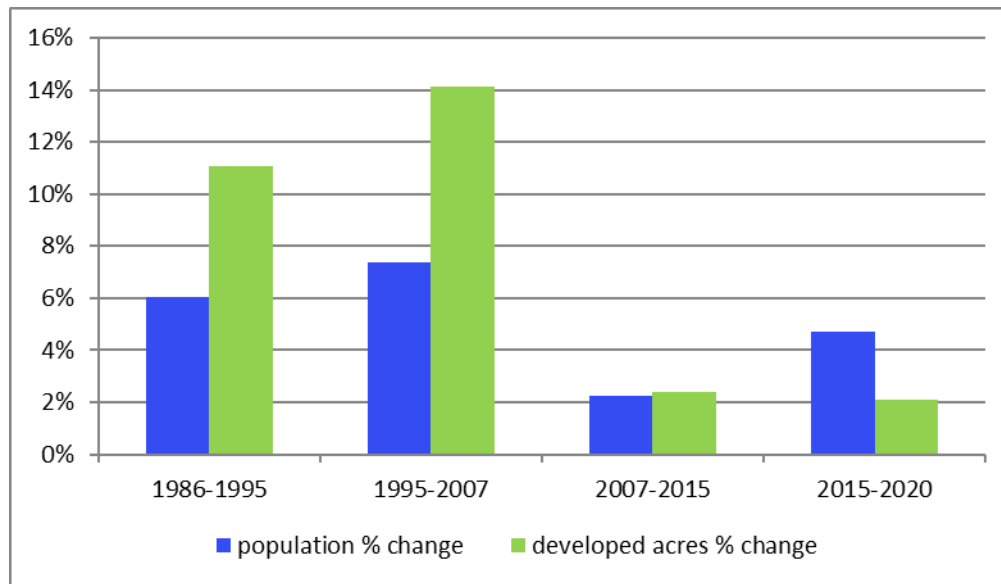
Newly-Developed Acres Per Year



Around the time of the housing market crash of 2007-2008 and the Great Recession that followed, however, a dramatic change occurred. Between the 2007 and 2012 land use/land cover data snapshots, the annual rate of land development fell to only about one-third of what it had been averaging in the previous two decades. Between 2007 and 2012, the state developed only about 5,200 new acres of land per year. The annual rate fell even further, to only about 3,500 acres per year, between 2012 and 2015 and has remained low - add figure for 2015-2020.

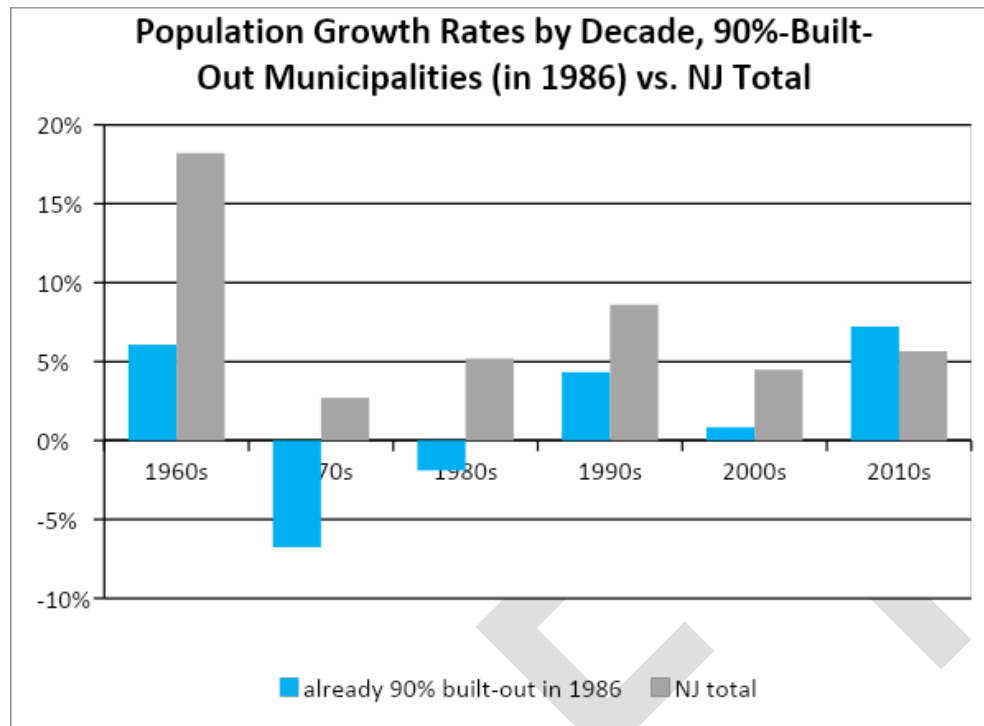
Part of the decrease in the rate of land consumption can be explained by a drop in the population growth rate, but not all of it. It is true that New Jersey's population growth rate between 2007 and 2015 was only 2.2%, compared to 7.4% from 1995 to 2007 and 6.0% from 1986 to 1995. But the decrease in the rate of newly developed acres was even more significant. From 1986 through 2007, the rate of land development had been proceeding at almost double the rate of population growth, but from 2007 to 2015 the rates were essentially equal.

Rate of Land Development vs. Population Growth



Why did the rate of land development slow down relative to the rate of population growth? Because growth started happening in places that were already built out,³ where new growth does not necessitate the development of previously undeveloped land but instead occurs via the redevelopment of land already in urbanized use. In many cases, these mostly-built-out places had not seen significant population growth in many decades, and in fact, many had lost population in the 1970s and 1980s, during the era when most new growth was happening on undeveloped land at the suburban fringe. The 203 municipalities that were already at least 90% built-out in 1986, for example, had collectively lost 6.8% of their population in the 1970s and declined by another 1.9% in the 1980s. In the 1990s, they returned to positive growth territory, but still grew at only half the rate of the state as a whole, and by a smaller fraction in the 2000s. In the 2010s, however, this group of 203 municipalities combined grew faster than the statewide rate.

² The built-out percentage indicates what percent of a geographic unit's Developable Land has actually been developed, where "developable" land is the total land area minus lands that are either permanently preserved or environmentally constrained and hence cannot be developed. "Percent built-out" = already developed acres / (already developed + still developable).



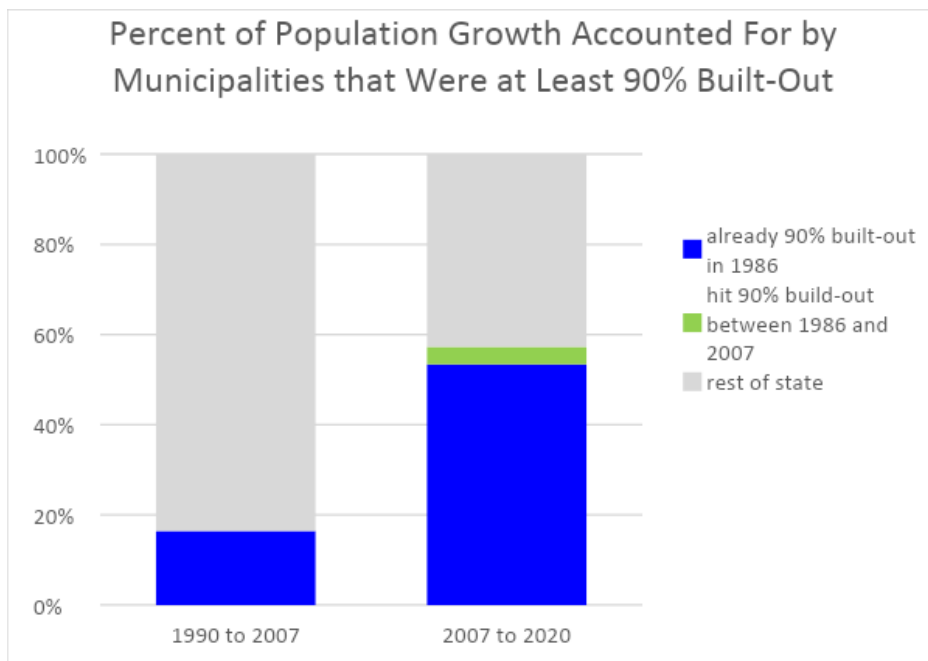
Between 2000 and 2010, population was growing the fastest in suburban and exurban places that were not near full build-out as of 1995 (the last year of data availability prior to the start of the decade). In the 2010s, much more growth happened in places that were already mostly built-out, particularly in the North Jersey urban core, while many places with plenty of Developable Land left actually lost population.

What might account for this resurgence of population growth in places with essentially no remaining Developable Land? One likely contributing factor was [the addition of the Rehabilitation Subcode to the state building code in 1998](#), governing the rehabilitation of existing buildings. The new subcode made renovation and adaptive reuse of older buildings easier, opening the door for a new round of growth in many already-built municipalities. The roughly 200 municipalities that were already at least 90% built-out as of 2002 (the first year of land use/land cover data available after the creation of the subcode) together [issued 2.7 times more building permits in the 2000s than they had in the 1990s](#) and more than doubled their combined share of total statewide building permits issued, from 15.1 percent in the 1990s to 33.6 percent in the 2000s.

Building on this momentum, a more dramatic shift happened starting around 2006 or 2007, when the older members of the Millennial generation were hitting their mid-20s and moving out of their parents' homes in large numbers. The Millennial generation has expressed a distinct preference for living in walkable communities, in contrast to the car-dependent suburbs in which they and their parents grew up. This trend was discussed often in the media through the decade of the 2010s and is [borne out by the data](#). Given that most of the places favored by the current generations of young adults - the state's older urban centers, small cities, and walkable, first-generation suburbs - have long since developed almost all of their buildable

land, this has resulted in a substantial amount of the state's population growth happening via redevelopment.

Between 2007 and 2020, more than half (57.3%) of the state's population growth was accounted for by municipalities that were at least 90% built-out as of 2007. This stands in sharp contrast to the pattern in the preceding decade and a half, where only 16.4% of total growth from 1990 to 2007 happened in municipalities that were at least 90% built-out as of 1986, the last land use/land cover data year before the beginning of the 1990s.



The key to redevelopment is reuse—reuse of buildings, reuse of land, reuse of infrastructure—which puts the “re-” in “redevelopment.” Any time new residents or businesses can be absorbed into a place that has already been developed—whether through adaptive changes to existing buildings or the construction of new buildings on land that was previously used for something else—this translates to undeveloped land in some other location that does not need to be urbanized to accommodate these residents and businesses, thereby slowing the rate at which New Jersey consumes its remaining open spaces. Because of the possibilities of redevelopment, “built-out” does not mean “full.”

How do built-out municipalities actually find room to accommodate new growth? Techniques can vary based on what kind of development is already in place. Some examples include:

Infill on surface parking lots: In many towns, surface parking lots represent a *de facto* land bank, offering opportunities for infill development between existing buildings, especially if parking structures can be constructed to retain parking capacity but with a smaller two-dimensional footprint. In more car-oriented suburbs, this can be an opportunity to retrofit single-use office parks or retail centers by adding apartments or townhouses to the large surface lots that usually surround the existing buildings.

Adaptive reuse of existing buildings: In older cities and towns, vacant and obsolete industrial and commercial buildings that are in or near the traditional downtown can often be repurposed

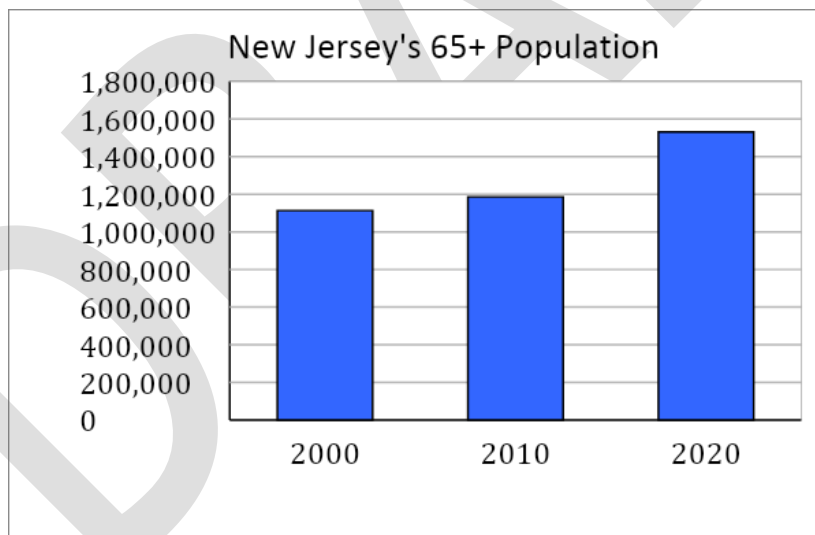
as rental apartments or condominiums, creating architectural interest for the new residents in a built environment that was originally designed to be compact and walkable.

Large vacant (but previously developed) sites: In both urban and suburban areas, large tracts of land occasionally become available as a clean slate for new development, when a factory, office park, retail center, or other land use with a large development footprint goes vacant and the individual buildings cannot easily be adapted to new uses and must be demolished. For urban areas, this can be an opportunity to add new construction to its generally older housing supply, attracting residents for whom new construction is important. For suburban areas, it can represent a chance to create a new mixed-use center in a place that was originally designed to grow without one.

PLANNING FOR THE CHALLENGES OF AN AGING NEW JERSEY

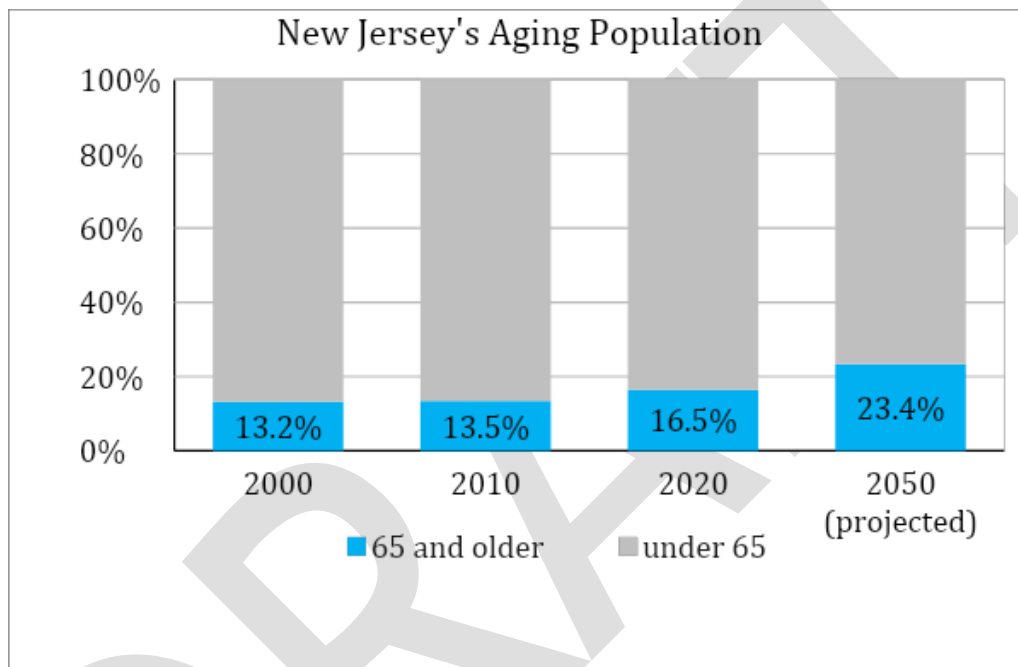
New Jersey's population - and the nations - is getting older. Thanks to both advancements in health and medical technology that help members of older generations live longer, and the aging of the demographically massive Baby Boom age cohort (those born from 1946 to 1964) into their retirement years, the number of people aged 65 and older has increased dramatically, both in absolute terms and as a percentage of total population.

The number of people aged 65 and older in New Jersey increased from 1,113,136 in 2000 to 1,531,299 in 2020, an increase of 418,163. This represented a 37.6% increase, far outstripping the 10.4% increase in the total population over the same 2000-2020 period.



As a result, New Jersey's population now looks older in percentage terms. The 65+ share of the population increased from 13.2% in 2000 to 16.5% in 2020, or one in six people. And it is poised to rise even higher. The oldest Baby Boomers (born in 1946) turned 74 in 2020, while the youngest turned 56. So as of 2020, about half of the Baby Boom has passed traditional retirement age. The number of people at least 65 years old will continue to grow as the younger half of the Boomers join the ranks of the 65+ population over the course of the 2020s.

The Census Bureau, in its report [Demographic Turning Points for the United States: Population Projections for 2020 to 2060](#), anticipates that the 65+ share of the population will continue to climb over the next few decades. It projects that the number of people aged 65 and older nationally will reach 85.7 million by 2050, a 53.6% increase over the 2020 number of 55.8 million. If New Jersey's 65+ population were to increase by the same 53.6% from 2020 to 2050, the state would have about 2.35 million residents aged 65 and older in 2050. Based on a projected statewide 2050 population of just over 10 million,⁴ this translates to 23.4% of New Jersey's population - almost one in four - being aged 65 and older by 2050.



The Challenge of “Aging in Place”

Planning ahead for a prosperous and inclusive New Jersey thus means planning for communities that are good places to age, since older people represent a large and steadily growing share of the state's population. Most older adults express a desire to “age in place,” to remain in their present home or at least stay in their current community as they get older. But not every place was designed with the needs of older adults in mind. The aging of the population raises questions about the aging-friendliness of the built environment. Not every place offers:

- A mix of destination types located in close proximity, connected by pedestrian-friendly streets, a combination that enables older residents to socialize and engage in other

⁴ Estimated by adding the 2050 populations projected by the state's three Metropolitan Planning Organizations (MPOs), which together cover every county in the state. Projections for the three MPOs are linked here: [North Jersey Transportation Planning Authority](#), [Delaware Valley Regional Planning Commission](#), [South Jersey Transportation Planning Organization](#).

desired daily activities when they are no longer able to drive everywhere, or prefer not to drive on busy regional roads.

- Safety from hazards related to climate change, which pose a disproportionate risk to older adults
- Nearby parks, public spaces, and other gathering places, which encourage physical activity and social interactions and promote mental health
- Housing that is affordable and appropriate for older people who wish to live in smaller, single-floor units or who wish to avoid exterior maintenance responsibilities

This research brief focuses on the first two attributes of aging-friendliness listed above.

Ease of Reaching Destinations

To what extent are older residents “aging in place” in low-density suburban or rural areas where they need to get in a car every time they leave the house—a constraint that can become an obstacle as people age and begin to experience physical and cognitive impairments that limit their ability or desire to drive?

To quantify how “walkable” or “car-dependent” places are, we can evaluate New Jersey’s municipalities on three criteria:

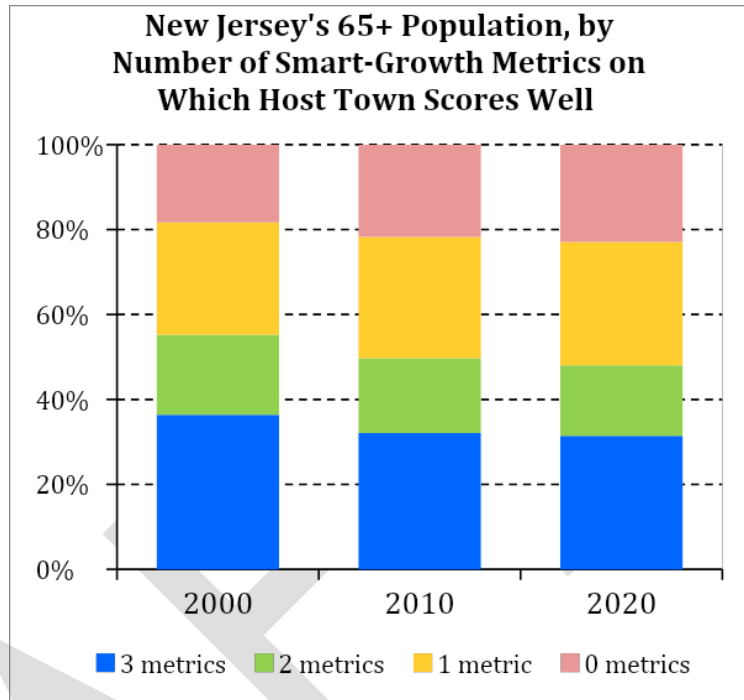
- Compactness/density, as measured by net activity density, or population + jobs per developed square mile
- Mix of uses, as measured by whether or not the municipality contains at least one mixed-use center, where centers are indicated by:
 - the presence of a Business Improvement District, Special Improvement District, or “Main Street” or “Downtown” organization
 - designation as a center by the [2001 State Plan](#) or by the [Highlands Council](#), or as a “Pinelands town” or “Pinelands village” by the [Pinelands Comprehensive Management Plan](#)
- Street network connectivity, as measured by median block size

If we define scoring “well” on these criteria as having a net activity density of 7,500 or greater, containing at least one mixed-use center, and having a median block size of less than 5 acres, this yields a classification system in which 119 municipalities (the most compact and walkable) score well on all three metrics, 107 municipalities score well on two of the three, 176 municipalities score well on only one, and 163 municipalities (the most spread-out and car-dependent) fail to score well on any of the three.

In 2000, 18.3% of the state’s adults aged 65 and older - about 204,000 people - lived in one of the 163 municipalities that do not score well on any of the three “smart-growth” metrics of compactness and walkability, and another 26.4% (about 294,000) lived in one of the 176 municipalities that score well on only one of the metrics. By 2020, as the Baby Boom has begun aging into retirement and largely chosen to remain in the car-dependent suburbs in which they grew up, these percentages rose to 22.9% and 29.0%, respectively. In other words, more than half (51.9%) of all New Jersey residents aged 65 and older - almost 800,000 people - now live

in places that score well on either one or none of these metrics, places where daily life is difficult if not impossible without a car.

To make matters worse, in many of these places traveling by car means having to drive on busy multi-lane state or county roads for just about every trip purpose. Their low-density, use-separated development patterns put different destinations in different quadrants of town, far enough apart to require car travel from one to another. Their emphasis on accessibility for cars rather than people often means that their streets were designed to funnel traffic onto the regional road network, rather than as a local street grid with short blocks, narrow lanes, low speeds, and other characteristics that make travel safer for pedestrians and less stressful for older drivers.



Car-oriented suburbs also tend to be dominated by single-family detached homes, a housing type that becomes less appealing to aging residents that no longer need the space for families and no longer have the time, energy, and money required for maintaining a big house and a big yard. As of the 2021 five-year American Community Survey, the 163 municipalities that do not score well on any of the smart-growth metrics together had a housing stock that was 71.4% single-family detached homes, compared to 51.4% statewide and only 29.6% in the 119 municipalities that score well on all three metrics. The aging of the population in car-oriented suburbs creates issues related to both transportation and housing.

A challenge for New Jersey in the years ahead is whether these car-dependent places can be retrofitted to suit the needs of older people who don't want to have to drive everywhere—and anyone else who would like to have at least some of their destinations within walking distance. Can new walkable centers be created in places that were designed without them? Will these municipalities revise their zoning to allow higher densities, greater mixing of residential and non-residential development, and a wider variety of housing types, some of which may allow aging residents to remain in their neighborhood as they seek to downsize?

A similar question confronts the state's existing centers, where the mix of uses and well-connected local street grids already lend themselves to getting around without a car, or without having to drive on busy regional roads for every errand. Will these centers approve redevelopment and infill development projects that add new housing, and of the right sizes and types, to accommodate new population growth, including older people seeking to move into town from elsewhere as their mobility needs change?

Older Residents at Greater Risk from Climate-Change

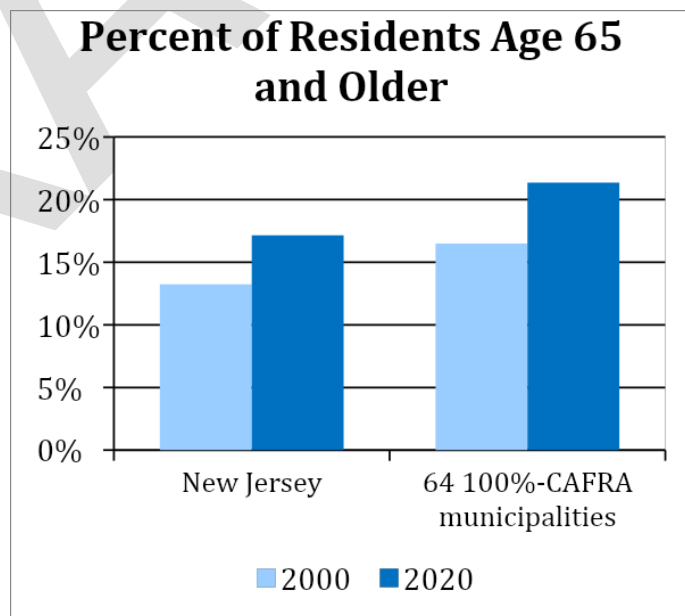
Another issue of concern related to the aging of the population is the increasing number of older people living in areas that are at risk from climate-related hazards. [Older residents are disproportionately likely to be the victims of climate-related disasters](#) when they happen, whether because of mobility-related impairments that impede quick evacuation in the face of an impending disaster, or because they are less likely to receive timely warnings via digital technology, or because their survival of past events causes them to underestimate the urgency of responding to present dangers.

Threats related to climate change [come in many forms](#), including some, like coastal flooding, inland flooding, extreme heat, and wildfires, that pose greater risks to some places than others. Mapping the locations of the areas at greatest risk from these threats is a work in progress, so for many of these threats it is not yet possible to say with precision how many people live in the highest-risk areas. But one set of municipalities that are clearly at risk from one of these threats - the 64 municipalities that are located entirely within the zone regulated by the [Coastal Area Facility Review Act](#) (CAFRA), the places most vulnerable to coastal storms and flooding - can serve as an illustration of the problem of older residents living in harm's way.

In 2020, the population of the 64 all-CAFRA municipalities as a group was disproportionately made up of older adults - 21.4% of residents of these places were 65 and older, compared to 22.6% statewide. This constitutes more than 100,000 people aged 65 and older living in these coastal municipalities, up from about 88,000 in 2000, when they accounted for 17.1% of the population.

Both the number and the percentage of people aged 65 and older living in the 64 all-CAFRA municipalities are likely to grow substantially in the next few decades, given both the general aging of the population and the fact that the CAFRA municipalities are projected by the MPOs to gain population faster than the state as a whole. The statewide population is projected to grow by 8.3% from 2020 to 2050, but the 64 all-CAFRA municipalities as a group are projected to grow by 11.5%, which would give these coastal municipalities a combined population of about 541,000. If their 65-and-older percentage mirrored the

statewide percentage (probably an underestimate, given that 65+ adults are currently overrepresented in these coastal areas), which is projected to be 23.4% in 2050, this would mean about 127,000 people aged 65 and older living in these at-risk coastal municipalities - if climate change has not rendered them too risky for human habitation by then.



Superstorm Sandy in 2012 illustrated the increasing risks posed to coastal areas. But developed areas along inland waterways, as well as certain urban areas with poor drainage and high percentages of impervious surfaces, are also likely to experience more frequent flooding, thanks to stronger and more frequent heavy rainfall events like tropical storms Isaias and Ida in 2020 and 2021, respectively. In the coming decades, New Jersey could be looking at hundreds of thousands of older people living in the path of climate-related hazards and possibly seeking to move out of harm's way. But where might they move to?

The question of whether New Jersey and its constituent municipalities, particularly its existing compact, walkable centers and particularly those not located in climate-hazard areas, are providing housing options that are appropriate for older residents becomes more pressing when considering the potential need for people to relocate away from areas at increasing risk from climate change, both within New Jersey and from other parts of the country. The general aging of the population, the emerging need for older Baby Boomers to relocate away from car-dependent locations as they downsize, and the potential need for people to retreat from climate-hazard areas are likely to combine to create growth pressure on compact, walkable centers that are located away from areas at the greatest risks from climate change. These places need to be ready for new growth by promoting new housing options that can accommodate a full range of household types and income levels, both among older residents and for the population at large.

POPULATION AND EMPLOYMENT PROJECTIONS

AN ASSESSMENT OF METROPOLITAN PLANNING ORGANIZATIONS' POPULATION AND EMPLOYMENT PROJECTIONS

The State Planning Commission has decided to adopt as its 2050 population projections the projections prepared by the state's three Metropolitan Planning Organizations (MPOs). For employment projections, the Commission has decided to create employment estimates linked to population, to avoid the tendency of the MPO projections to overestimate employment growth relative to population growth, as compared to the historical ratio of jobs to residents.

It should be noted that none of the three MPOs' projections reflect any assumptions about changing migration and settlement patterns in reaction to the potential effects of climate change. Projections for coastal counties, for example, are simply based on recent trends, using the same model assumptions as for the rest of the state. NJTPA and SJTPO project population growth in their CAFRA (Coastal Area Facilities Review Act) towns between 2020 and 2050 to exceed the growth rate for the region as a whole in both cases.

Why are projections important?

Population and Employment projections are an important part of the State Development and Redevelopment Plan update process. Together with land use data, climate data, requirements for affordable housing, infrastructure capacity and condition, and other land use factors, population and employment projections are key to forming policies regarding where and what to develop, where to conserve and preserve farmland and open space, and where to provide economically sustainable activities.

The [2001 State Development and Redevelopment Plan](#) (SDRP, or "State Plan") asks, on its very first page:

"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?"

As the state's vision for guiding state infrastructure and other investments towards some areas while prioritizing other areas for preservation, the State Plan involves making assumptions about how much future population and employment growth we expect to happen, and how much of that growth will happen in which parts of the state. To this end, the State Planning Act calls for the State Plan to incorporate population projections:

"...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.”

Sources

Population projections produced by the state’s three Metropolitan Planning Organizations (MPOs) are used as the basis for the 2050 projections to be used in the State Plan. Metropolitan Planning Organizations (MPOs) are federally required to produce population projections as part of their long-range planning for spending federal transportation dollars and are therefore a reliably available source.

All counties in New Jersey fall under one of three MPOs, as follows:

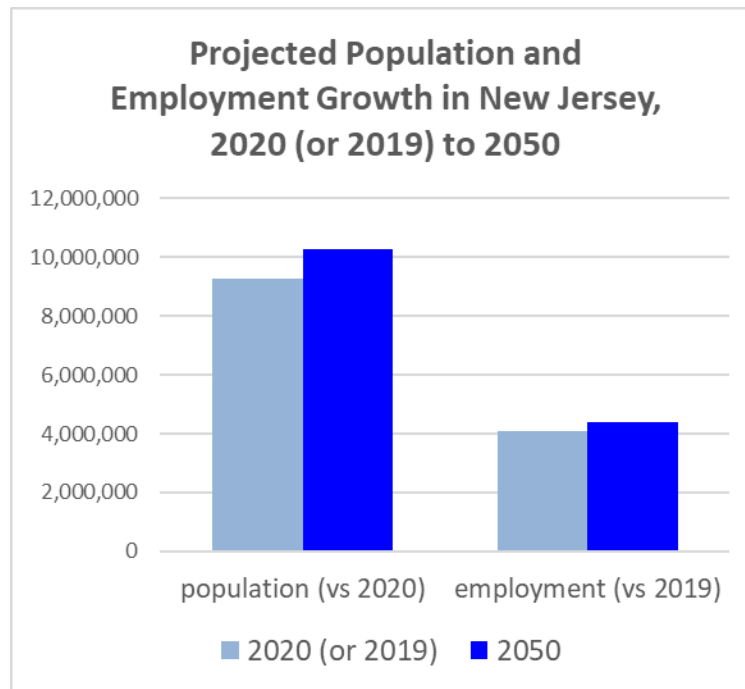
- North Jersey Transportation Planning Authority (NJTPA): Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union, and Warren Counties.
- Delaware Valley Regional Planning Commission (DVRPC): Burlington, Camden, Gloucester, and Mercer Counties.
- South Jersey Transportation Planning Organization (SJTPO): Atlantic, Cape May, Cumberland, and Salem Counties.

The three MPOs have produced population and employment projections out to 2050 as part of the most recent updates to their respective long-range plans. A statewide set of county- and municipal-level projections can thus effectively be assembled by combining the projections from the three MPOs. All three sets of MPO projections reflect the results of the 2020 Census, thus incorporating the most recent reliable data about where growth has been taking place.

Population projections were used as-is from the three MPOs, after analysis (described below) determined that they were consistent with recent trends. The MPOs’ employment projections, however, resulted in implied employment growth that was out of proportion to population growth when compared to baseline NJ Department of Labor data for recent years (as described below). The State Planning Commission therefore chose to adopt employment projections that are explicitly tied to population growth, in order to preserve the historically stable relationship between population and employment.

Overall Population and Employment Growth

Adding the three MPOs’ projected population totals for 2050 together yields a projected statewide 2050 population of 10,267,599, an increase of nearly 1 million (978,605), or 10.5%, over New Jersey’s 2020 Census population of 9,288,994. The adopted methodology for projecting employment growth results in a projected 2050 employment total of 4,391,970, an increase of 309,042, or 7.6%, over the 2019 total of 4,082,928 (2019 is a better point of comparison than the actual 2020 total of 3,752,835, since employment in 2020 and 2021 was temporarily depressed by the COVID-19 pandemic).

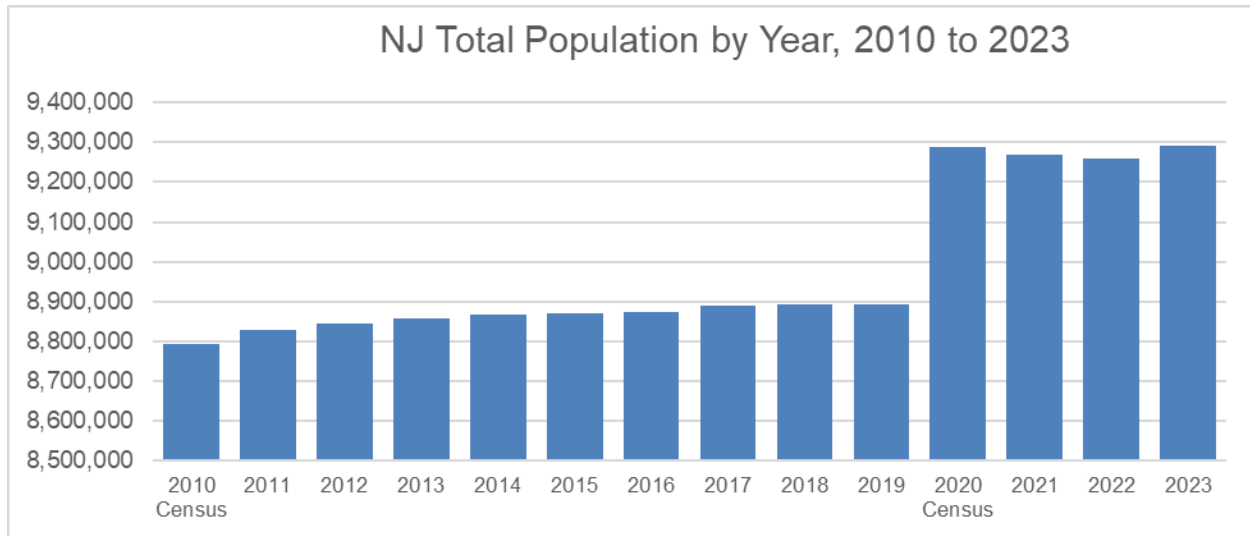


	2020 2019)	(or 2050	change	% change
population (vs 2020)	9,288,994	10,267,599	978,605	10.5%
employment (vs 2019)	4,082,928	4,391,970	309,042	7.6%

Detailed Analysis

Baseline year for projecting population

The three MPOs used different methodologies for updating their 2050 projections to reflect 2020 Census results and growth in succeeding years. DVRPC and SJTPO used the 2020 decennial Census - the most reliable estimates of population that the Census Bureau produces - as their baseline for projecting future growth. NJTPA, however, adjusted their trendlines using the 2022 estimate from the Census Bureau's annual Population Estimates Program as the base year. This was initially cause for concern, since the Census Bureau's Population Estimates Program, which produces annual population estimates for states, counties, and county subdivisions, had been underestimating actual population growth in New Jersey in the 2010s. New Jersey's actual growth in the 2010s, as measured by the 2020 Census, dramatically exceeded the trajectory that had been described by the annual estimates.



What's more, annual estimates for 2021 through 2023 appear not to have corrected for this underestimation. The annual estimates actually indicate statewide population losses in both 2021 and 2022. A small gain from 2022 to 2023 brings the statewide total up to only slightly above where it stood in 2020. Given that the COVID-19 pandemic led to what amounts to a front-loading of several years' worth of deaths, with deaths that likely would have otherwise played out over a series of years being compressed into the span of a few months, it is not entirely inconceivable that the statewide population might have ticked downward from 2020 to 2021. The loss from 2021 to 2022 seems less likely, however, since deaths dropped off dramatically after vaccines were introduced in early 2021, especially in high-vaccination-rate states like New Jersey.

The growth patterns implied by the annual estimates raise questions at the county level as well, where almost all of the urban counties that grew the fastest in the 2010s, as measured by the 2020 Census - Hudson, Essex, Union, Mercer, Passaic - turn around and nominally experience losses from 2020 to 2023, while the fastest-growing counties from 2020 to 2023 look like the same suburban counties that had dominated growth in the 1990s and early 2000s but fell toward the bottom of the list in the 2010s. Both of these phenomena seem unlikely, given recent trends in population and housing growth in which most growth is taking place in already-built places, and given the decennial Census county populations from 2020 and 2010. (See also the graph of issuance of residential certificates of occupancy over time, in the "Growth via redevelopment" section below, in which residential growth has been concentrated in older, built-out places. The CO data argue against population losses actually happening in built-out urban counties.)

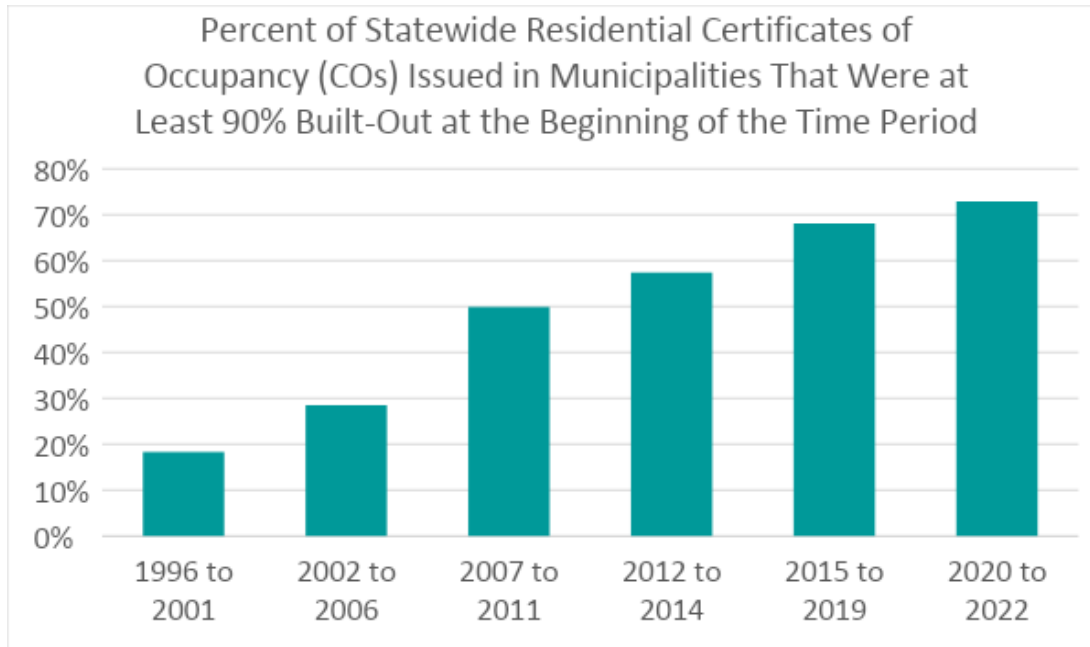
Fortunately, whatever irregularities might be introduced into NJTPA's projections early on in the series through the use of 2022 rather than 2020 as the baseline reference year are overwhelmed by other factors and assumptions that pull the projections back toward the recent underlying trendline as the series progresses farther into the future. By the year 2050, the timeframe of interest to the State Plan, NJTPA's projected growth percentages are in line with

the other MPOs and with recent trends, showing the urbanized counties accounting for most of the growth. Because any problems possibly associated with the Census Bureau's annual population estimates underestimating growth in urban counties will have been diluted beyond recognition by 2050, the State Planning Commission chose to adopt NJTPA's population projections as-is as well, consistent with the other two MPOs.

county	population 2020 Census	MPO 2050 projections	change, 2020-2050:	
			number	percent
Atlantic	274,534	276,951	2,417	0.9%
Bergen	955,732	1,100,975	145,243	15.2%
Burlington	461,860	475,845	13,985	3.0%
Camden	523,485	526,537	3,052	0.6%
Cape May	95,263	89,547	(5,716)	-6.0%
Cumberland	154,152	149,877	(4,275)	-2.8%
Essex	863,728	964,789	101,061	11.7%
Gloucester	302,294	325,589	23,295	7.7%
Hudson	724,854	875,849	150,995	20.8%
Hunterdon	128,947	135,661	6,714	5.2%
Mercer	387,340	426,110	38,770	10.0%
Middlesex	863,162	956,858	93,696	10.9%
Monmouth	643,615	682,707	39,092	6.1%
Morris	509,285	538,359	29,074	5.7%
Ocean	637,229	778,458	141,229	22.2%
Passaic	524,118	594,700	70,582	13.5%
Salem	64,837	64,324	(513)	-0.8%
Somerset	345,361	371,734	26,373	7.6%
Sussex	144,221	152,228	8,007	5.6%
Union	575,345	664,404	89,059	15.5%
Warren	109,632	116,097	6,465	5.9%
New Jersey	9,288,994	10,267,599	978,605	10.5%

Growth via redevelopment

Much of New Jersey's recent growth has happened via redevelopment. In the 2010s, for example, 61.4% of population growth happened in municipalities that were at least 90% built-out (i.e., at least 90% of their developable land - excluding lands that are undevelopable because they are permanently preserved or environmentally constrained - had already been developed) as of 2007, before the start of the decade. Since 2010, more than half of all residential certificates of occupancy (COs) have been issued in municipalities that were already at least 90% built-out at the beginning of each time period being measured (corresponding to the years in which land use/land cover data have been updated and build-out percentages can be recomputed).



The MPOs' population projections are generally consistent with a continuation of this phenomenon, with the more urbanized counties of North Jersey exhibiting higher projected growth rates than most of the rest of the state (see table of county projections earlier). A similar pattern is visible in the municipal projections as well.

Both NJTPA and DVRPC indicated that their models assumed that growth will continue to happen in redevelopment areas. This was not explicitly the case in the SJTPO region, but this region has very few municipalities that are approaching full build-out, most of which are at the Shore and subject to other assumptions, so redevelopment is unlikely to play as large a role there.

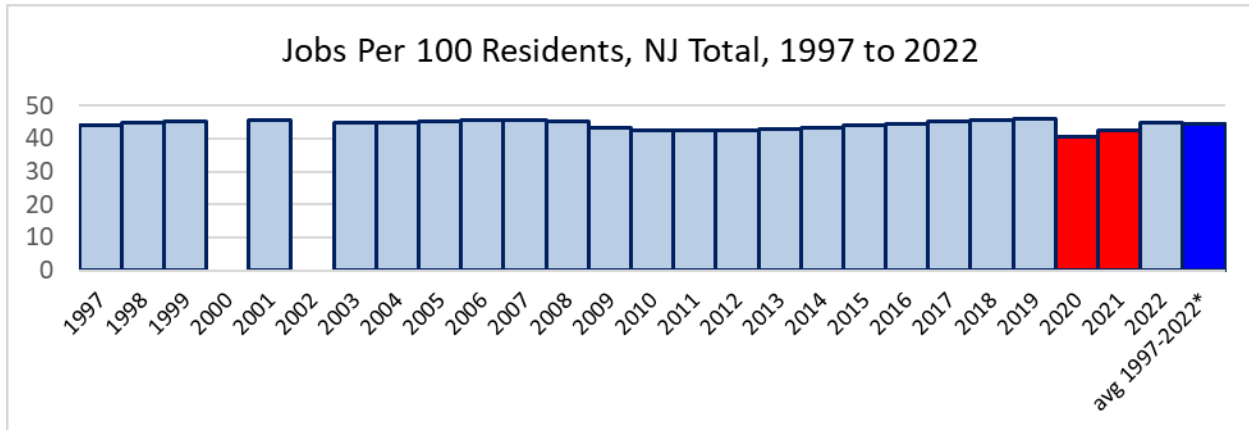
Population growth vs. job growth

The 2001 SDRP called for “nearly a million more people” by 2020 and said that “over 800,000 more people will work in the state.” The projected increases were 907,867 new residents and 802,577 new jobs, based on the CUPR (Center for Urban Policy Research at Rutgers) projections listed at the beginning of Appendix A in the 2001 Plan. This would have been 88.4 new jobs for every 100 new residents, a jobs per resident ratio far in excess of the existing relationship - in 2000, New Jersey hosted 46.7 jobs for every 100 residents, and in 1990 the ratio was 47.3.

What actually happened from 2000 to 2020 was that population increased by 874,644 - only slightly less than the projected population increase - while employment increased by 292,543 from 1999 to 2019⁵ - only a little more than one-third of the projected 20-year increase.

⁵ Total employment for 2019 is a better point of comparison than the actual 2020 total because of the effects of COVID-19, when social distancing and stay-at-home orders depressed employment in 2020 and 2021. 1999 is used as the starting point because employment estimates for 2000 are unavailable from the NJ Dept. of Labor, but this also results in a 20-year timeframe.

The MPOs' 2050 employment projections suffer from a similar imbalance. Adding the three MPOs' 2050 employment projections yields a statewide total of 5,284,747, an increase of 1,201,819 over 2019. Such an increase would be historically out of proportion to the projected population growth of 978,605 from 2020 to 2050, implying the addition of approximately 1.2 new jobs for every new resident over the roughly 30-year period, compared to an actual ratio of jobs to residents that has hovered right around 0.45 for the last several decades.



All three MPOs' methodologies incorporate sources other than, or in addition to, NJ Department of Labor (NJDOL) data for their employment data for the base years, as inputs into their models, with the result that all three begin the data series in or around 2020 with much higher baseline statewide totals than NJDOL. The higher baselines result in higher 2050 projections.

In order to preserve consistency with historical employment patterns as measured by NJDOL, which is the default source of employment data for policy-makers within New Jersey, and in order to preserve the historical relationship between population growth and job growth, the State Planning Commission therefore opted to create 2050 employment projections that are explicitly linked to population growth. First, an average ratio of jobs to residents was computed for each county over the period from 1997 to 2002, using NJDOL data for each year for which data are available, except for 2020 and 2021 because of the effects of the COVID-19 pandemic. Ratios were computed at the county level in recognition of the fact that some counties serve as job centers while others do not. The resulting county ratios were multiplied by the corresponding county population projection for 2050 to produce a projected 2050 employment for the county, and these county-level projections were then added to produce a statewide 2050 projection (Note that performing the calculation at the county level and adding the county estimates produces different state totals than would result from a similar calculation using only statewide population and employment numbers and a single statewide ratio).

county	employment:			change, 2020-2050:	
	2019 NJDOL actual	2050 projected - linked to pop growth	avg ratio of jobs per 100 residents	number	percent
Atlantic	128,996	137,205	49.5	8,209	6.4%
Bergen	444,111	528,567	48.0	84,456	19.0%
Burlington	201,381	209,207	44.0	7,826	3.9%
Camden	205,083	205,718	39.1	635	0.3%
Cape May	42,075	37,839	42.3	(4,236)	-10.1%
Cumberland	59,214	57,575	38.4	(1,639)	-2.8%
Essex	345,294	416,655	43.2	71,361	20.7%
Gloucester	114,003	115,661	35.5	1,658	1.5%
Hudson	269,575	328,019	37.5	58,444	21.7%
Hunterdon	48,067	50,404	37.2	2,337	4.9%
Mercer	259,842	268,959	63.1	9,117	3.5%
Middlesex	429,679	472,376	49.4	42,697	9.9%
Monmouth	264,831	272,972	40.0	8,141	3.1%
Morris	294,048	307,972	57.2	13,924	4.7%
Ocean	171,985	206,128	26.5	34,143	19.9%
Passaic	165,697	200,967	33.8	35,270	21.3%
Salem	20,580	21,227	33.0	647	3.1%
Somerset	189,753	203,055	54.6	13,302	7.0%
Sussex	37,958	39,641	26.0	1,683	4.4%
Union	228,240	274,508	41.3	46,268	20.3%
Warren	32,768	37,315	32.1	4,547	13.9%
New Jersey	4,082,926	4,391,970		309,044	7.6%

Lasting changes in the post-COVID world

Considering the dramatic effects - some likely temporary, some possibly more permanent - that the pandemic has had on certain aspects of the growth and migration of population and employment, it is worth considering some important questions that may affect where future growth happens and may thus affect the State Plan's strategies for adapting to these changes. The next few years of data should hint at which of these pandemic effects might have lasting effects and thus which changes should be incorporated into the assumptions for the next round of population projections.

- Working from home - what will be the new equilibrium?

- Residential location decisions: Where will people choose to work assuming that they won't have to commute every day?
- Driving: Will per-capita vehicle-miles traveled (VMT) permanently decrease as a result of the increase in working from home? How will the pattern of non-work-related trips change when people are no longer commuting every day and can no longer practice "trip Chaining", where other errands are accomplished on the way to and from the workplace?
- Transit: Ridership dropped dramatically during the pandemic as many people were able to work remotely. What will the recovery look like? Will ridership refocus away from work trips and toward other trip purposes if many jobs no longer require a daily commute? Will as many people still want to live near transit stations if they do not have to rely on transit to get to work?
- Data collection: Will the Census Bureau start measuring journey-to-work data differently, to capture hybrid work schedules and locations?

What are the likely long-term effects on the office market?

- Suburban office parks will continue to struggle, and in fact were already struggling before the sudden pandemic-era rise in remote work, raising questions about where future job growth will happen and what will happen to the land formerly used for these suburban job centers
- Urban central business districts with a high ratio of jobs to residents may also struggle, if downtown office buildings remain under-occupied and local businesses can no longer depend on the daytime population of workers
- Smaller, walkable centers may benefit if people are no longer as constrained to live near their workplaces but want to live in a place where they can accomplish non-work trips easily
- Conversion of office buildings or entire office campuses to other uses - housing, warehouses, even entire new mixed-use centers

Movement out of cities - how much of this actually happened? And how much of it might be temporary?

- "Panic-moving" to farther-out locations to escape density - how much of this actually happened, and how much will prove to be temporary?
- Young singles moving back in with family during lockdown (especially noticeable in cities with lots of young singles) - to what extent will the populations of cities and other places popular with young people revert to their pre-pandemic composition?

- Moves to “suburban” locations among Millennials starting families may have simply been accelerated by the pandemic but not necessarily increased in total volume. That is, several years’ worth of such moves may simply have been front-loaded in response to the pandemic but will revert to normal annual levels. Also, what kinds of “suburbs” did the out-migrants move to? Did they move to walkable locations or more car-dependent ones?

Vacation homes becoming permanent residences (facilitated by remote work)

- Will we see population growth (that is, growth in the year-round population) at the Shore? There is some evidence that this is happening already in the years since 2020 - will it prove to be a long-term trend?
- To what extent will remote work allow people to effectively move *into* harm’s way?
- Growth at the Shore will not necessarily involve an increase in housing units or in the value of at-risk property, since much growth could happen simply via second homes becoming primary residences. It may result in an increase in the number of *people* at full-time risk but not necessarily in the number of *properties*.

Retail

- Will the rise in online shopping (already well underway before the pandemic) result in a continued decline in brick-and-mortar retail?
 - A continued shift to more warehouses/storage/last-mile delivery centers, fewer actual stores
 - Could this result in a *decrease* in total VMT, as a single delivery van making deliveries to multiple customers replaces multiple vehicle trips by those customers driving to the store individually?
- Will walkable downtowns with bars, restaurants, and other services, as opposed to retail goods, continue to benefit from an increased desire for “experiential” retail, things that cannot be purchased online?
- Car-oriented retail centers that are located far from residential areas might lose business as a result of a decrease in work-dependent “trip Chaining”; will people opt to visit these centers less frequently if it now requires a special trip?

HISTORY OF COASTAL AREA FACILITY REVIEW ACT (CAFRA) AND HIGHLANDS

Coastal Area Facility Review Act (CAFRA)

In response to intensifying development pressures targeting coastal areas, New Jersey acknowledged the critical need for coastal preservation measures. 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. This act gives the Department of Protection (DEP) authority to regulate 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 Management Program (CMP). The CMP was approved by the National Oceanic and Atmospheric Administration (NOAA), under the authority 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 CMP 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. While CAFRA includes communities in all or part of 123 municipalities in eight counties, the CMP manages coastal resources and supports communities in 239 municipalities across 17 counties (all municipalities within CAFRA or influenced by tidally flowed waters), including the Hackensack Meadowlands District, which is identified as a Geographic Area of Particular Concern in New Jersey's CMP. These municipalities include some of New Jersey's largest cities (Jersey City, Newark, Elizabeth, New Brunswick, Atlantic City, Camden, Trenton) and some of its most unique and treasured landscapes. These 239 coastal communities experience many of the same challenges, although not subject to the regulatory framework of CAFRA.

The success of New Jersey's shore economy relies on its varied resources. As development pressures increase, the quality of the natural resources responsible for the region's surge in development begins to decline. Traffic congestion, water pollution, and beach erosion result in adverse impacts to the shore's otherwise strong economy. Increased development results in exacerbated stormwater run-off, waste disposal problems, and accelerated water quality impairments in the ocean and backbays. Consequences can be measured in terms of storm-related property damage, commercial losses from declines in tourism and fishing, and threats to public health and safety. Improving the integrity of the coastal ecosystem, therefore, will have economic benefits as well. The impacts of climate change, and associated sea-level rise, pose enormous challenges to New Jersey's shore communities, with catastrophic storm events such as Hurricane Sandy wreaking devastation all along the coastline.

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 cumulative impacts of small residential projects (under 25 dwelling units), which fell below the State's review threshold, allowing them to proliferate. The 1993 amendments substantially reduced the regulatory thresholds for development along the water's

edge and in urban and municipalities, to better accommodate urban redevelopment and enhance protection for the sensitive coastal areas at the water's edge.

Another key part of the 1993 amendments was the requirement that 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, DEP regulations incorporated portions of the State Plan and its Resource Planning and Management Structure and Map into the Rules on Coastal Zone Management (NJAC 7:7-1, et seq.) that concern planning and regional growth. Highlights of those revisions included:

- Substituting the State Plan Resource Planning and Management Map for the existing Coastal Growth Ratings;
- Adjusting the allowable Site Coverage and Intensity Values to encourage development in Centers and discourage development in Environs; and
- Streamlining regulatory requirements in areas favored for development and redevelopment in the State Plan.

These changes were intended to make the coastal decision-making process more predictable, make the rules easier to interpret and apply, and make DEP coastal decisions more consistent with regional planning objectives and local zoning in municipalities that are consistent with the State Plan. DEP implements these changes by reviewing every State Planning Commission action within the CAFRA area for consistency with coastal rules.

New Jersey Highlands-Regional Master Plan and Highlands Act Implementation

The Highlands Act delineated the boundaries of the region, dividing it into two distinct parts, the Preservation Area and the Planning Area, specifying that the Preservation Area was of exceptional natural resource value that required stringent protections. Of the 88 municipalities in the Region, 47 have lands in both the Preservation and Planning Areas, 36 are located entirely within the Planning Area, and five are located entirely within the Preservation Area.

The Highlands Water Protection and Planning Act (Highlands Act) recognizes that “the protection of the New Jersey Highlands, because of its vital link to the future of the State’s drinking water supplies and other key natural resources, is an issue of state level importance.” The Legislature found that the protection of the Highlands Region cannot be left to “uncoordinated land use decisions” and must be replaced by a “comprehensive approach to the protection of the water and other natural resources.”

The Highlands Act set forth a specific goal for the RMP with respect to the entire Highlands region: to protect and enhance the significant values of the resources of the Highlands. In addition, the act established specific goals for the Preservation Area and for the Planning Area. The RMP states as its overall goal: “to evaluate how best to protect the natural and cultural resources of the Highlands Region while striving to accommodate a sustainable economy - the core of smart growth principles. The Regional Master Plan establishes the capacity limitations for future growth within the Highlands Region related to both natural systems, such as protection of our drinking water supplies, and the built environment, such as wastewater and transportation infrastructure. The Regional Master Plan evaluates the costs, and often

unintentional consequences, of local land use planning decisions, assesses the environmental and economic benefits of natural resource and open space protection, particularly as they relate to water supply, and further develops the tools and methods necessary to institute growth control measures, where necessary, to safeguard critical natural resources.”

The Highlands Act required that the RMP include a resource assessment (N.J.S.A 13:20-11.a(1)(a)) that would determine the amount and type of human development and activity the ecosystem of the Highlands Region can sustain while still maintaining its overall ecological values. The resource assessment is used to establish land use policies. The Highlands Act also required that the Council prepare a Land Use Capability Map (N.J.S.A 13:20-11 and 12). To address this requirement, the Council developed a Land Use Capability Map Series.

The Land Use Capability Zone Map subdivided the region into three Primary Zones - the Protection Zone, the Conservation Zone and the Existing Community Zone. Four Sub-Zones were created within the primary zones: the Conservation Zone-Environmentally Constrained Sub-Zone; the Existing Community Zone-Environmentally Constrained Sub-Zone; the Lake Community Sub-Zone; and the Wildlife Management Sub-Zone. In 2024 the Highlands Council amended the RMP to adopt an updated LUCZ map based on more current data, including 2020 NJDEP Land Use Land Cover Data. The Land Use Capability Zones replace the State Plan Map Planning Area designations within the Highlands region.

Alignment of local land use with the RMP is achieved under the Highlands Council’s Plan Conformance process. Municipalities and counties participating in the Plan Conformance process have access to planning and environmental science expertise, technical support, and materials for use in updating local regulatory and planning documents to ensure alignment with the Highlands Act and RMP. Grant funding is available to support the reasonable expenses associated with this work. Conformance in the Preservation Area is mandatory and development is governed jointly by the Highlands Council under the standards of the RMP and the New Jersey Department of Environmental Protection under the Highlands Water Protection and Planning Act Rules (N.J.A.C. 7:38). Municipal and county conformance in the Planning Area is voluntary, however. State agencies and the RMP do not consider conformance status of the Planning Area when implementing Highlands policies and standards.

The Highlands Act charged the Highlands Council with developing a Transfer of Development Rights (TDR) program as a way of addressing landowner equity while advancing the regional planning goals of the Act (N.J.S.A 13:20-13). The Council adopted its TDR Program as part of the Highlands RMP and established the Highlands Development Credit Bank (HDC Bank) in June 2008. Through the TDR program, eligible landowners in Sending Zones may apply for and receive Highlands Development Credit (HDC) allocations (reflective of lost development potential), which they can then sell to purchasers who buy the credits. The credits then permit the purchaser to build in a Receiving Zone at a density greater than that permitted by the underlying zoning. While voluntary Receiving Zones are still being established, the HDC Bank is serving as the primary purchaser of HDCs. As of 2024, the HDC Bank has preserved more than 2,500 acres and provided \$27 million to landowners in the region. At present the HDC Bank has no funding to continue the purchase of credits. Establishing receiving areas outside of the Highlands region remains a goal of the Highlands Council. Identifying appropriate receiving

municipalities will require coordination between the Highlands Council and the State Planning Commission.

In 2016 the Highlands Council adopted the Highlands Open Space Partnership Funding and Highlands Development Credit Purchase Program. The program is designed to address land preservation and landowner equity goals of the Highlands Act and is detailed in and governed by N.J.A.C. 7:70. As its name implies, the program includes two components: an open space matching grant program and a Highlands Development Credit (HDC) purchase program. The matching grant program is open to government and nonprofit entities. The program works with the federal Highlands Conservation Act to leverage funds for preservation in the region. As of 2024 the Council has preserved more than 3,600 acres through the program. Over 230 square miles of the region, consisting of high natural resource value lands and prime agricultural land, remains undeveloped but developable. A dedicated source of state acquisition funding for the region is necessary.

New Jersey Highlands-State Agency Coordination

The Highlands Act requires the Highlands Council to consult with numerous state agencies (specifically the Department of Environmental Protection, the Department of Community Affairs, the State Planning Commission, the Department of Agriculture, the State Agriculture Development Committee, and the Department of Transportation) during the preparation of the RMP or any revision thereof (N.J.S.A 13:20-9.a). In addition, the RMP is required to include a separate “coordination and consistency component which details the ways in which local, State, and federal programs and policies may best be coordinated to promote the goals, purposes, policies, and provisions of the regional master plan, and which details how land, water, and structures managed by governmental or nongovernmental entities in the public interest within the Highlands Region may be integrated into the regional master plan.” State agency actions, whether they be regulatory, programmatic, or investment of resources, must be applied in a manner that is consistent with the RMP when impacting the Highlands region.

While the Highlands Act clearly envisions a system where local, state, and federal policies will be coordinated, the Highlands Act specifically amends numerous statutes to require coordinated action with the RMP. It is important to note that most of the statutory mandates found in the Highlands Act require state coordination for the entire Highlands Region including both the Preservation Area and the Planning Area. For example, the Highlands Act amended the Water Supply Planning Act to require that “no action taken by the department pursuant (Department of Environmental Protection) to the provisions of P.L.1981, c. 262 (C.58:1A-1 et al.) or P.L.1993, c. 202 (C.58:1A-7.3 et al.) shall be inconsistent with the provisions of the” Highlands Act or the Highlands RMP. The Highlands Act also states that the Highlands Council should “promote in conjunction with the Department of Environmental Protection and the Department of Agriculture, conservation of water resources both in the Highlands Region and in areas outside of the Highlands Region for which the Highlands is a source of drinking water.” (N.J.S.A 13:20-6u).

New Jersey Highlands-State Plan Coordination

In accordance with the Highlands Act (N.J.S.A 13:20-8.b), on November 4, 2020, the State Planning Commission adopted Resolution No. 2020-12 endorsing the RMP, subject to the Plan Implementation Agreement. On June 3, 2020 the Highlands Council and the State Planning Commission entered into a Memorandum of Understanding whereby the Council, the Commission, and the Office of Planning Advocacy agreed to coordinate planning processes.

The coordination of the planning processes included consultation on amendments to the RMP, the plan conformance process, and recognition of the equivalency of plan conformance designation to plan endorsement and Highlands Center designation to State Plan Center designation. The Plan Implementation Agreement recognized the need to update the RMP to address Environmental Justice Issues and Climate Change. The Highlands Council is addressing these issues in each individual update and amendment to the RMP as well as in individual implementation projects.

The Highlands Act (N.J.S.A 13:20-13.j) also states that the Office of Smart Growth (Office of Planning Advocacy) “shall review and coordinate State infrastructure capital investment, community development and financial assistance in the planning area in furtherance of the RMP. Prior to the council establishing its transfer of Development Rights program, the Office of Smart Growth (Office of Planning Advocacy) shall establish a transfer of Development Rights pilot program that includes Highlands Region municipalities.”