



The New Jersey State Development and Redevelopment Plan

Executive Summary

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



Citizens of New Jersey

This Executive Summary provides an explanation of the purpose, content and structure of the *New Jersey State Development and Redevelopment Plan*. The State Plan provides a vision for the future that will preserve and enhance the quality of life for all residents of New Jersey.

The State Plan is the result of a Cross-acceptance process that included thousands of New Jersey citizens in hundreds of public forums, discussing all of the major aspects of the plan—its goals, strategies, policies and application. This process ensures that the plan belongs to you, the citizens of New Jersey, whose hopes and visions have shaped it.

We would like to thank the staff of the New Jersey Office of State Planning for its hard work; our fellow commissioners for their dedication and guidance; and you, the citizens of New Jersey, for your participation, support and inspiration. This plan reflects your goals and aspirations, and provides direction to the elected leadership of the state to carry out your will.

This document is a summary. Only the complete *New Jersey State Development and Redevelopment Plan* complies with the requirements of the State Planning Act, and should be referred to for guidance on policy issues. The full plan is also available on CD-ROM or from the Office of State Planning web site—www.njstateplan.com.

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The State Plan

Inspires

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



Leads

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

Balances

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



Coordinates

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



Introduction

In 1985, the Legislature found that New Jersey must plan for its future to preserve and maintain its abundant natural, cultural, economic and social assets and its quality of life. In response it adopted the State Planning Act (N.J.S.A. 52:18A-196 et seq.). The goals of the act are 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...

New Jersey is a state of abundant resources and a high quality of life. It has been blessed with a strong economy, and is well positioned to benefit from national growth and prosperity. However, whether we are in a period of economic recession, as occurred in the late 1980s, or substantial economic growth, as we have seen for most of the 1990s, development, redevelopment and change pose challenges to our communities and quality of life. Whether we are addressing issues of urban decay and rural poverty, or traffic congestion and development on environmentally sensitive lands, the State Plan responds to both of these sets of challenges.

Achieving the goals in this plan will reduce the costs of public services, maintain and improve the vitality of existing communities, provide opportunities for affordable housing, relieve burdens on infrastructure systems, and protect our remaining open lands.

In hundreds of public meetings with thousands of citizens, this plan has been discussed, negotiated and revised. This process of updating and re-adopting the plan is established by the State Planning Act and called Cross-acceptance. It has improved coordination between state, regional and local plans as it re-affirmed the fundamental concepts of the original State Plan adopted in 1992.

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

A major goal of the State Planning Act is to coordinate and integrate planning at all levels of government to increase efficiency, predictability and the optimization of public investments. The endorsement process will ensure that municipal, county and regional plans are recognized in the activities of state agencies and neighboring jurisdictions.



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

Key Concepts of the State Plan

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

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

Planning Process

- I. Planning that is comprehensive, citizen-based, collaborative, coordinated, equitable and based on capacity analysis is essential to achieving the goals of the State Plan, and
 - creates clear intentions and expectations for the future to guide citizens, business and government;
 - allows for harmonizing differing visions for the future held by various individuals and interests;
 - helps ensure that our community, region and state's environmental, infrastructure and fiscal capacities are balanced;
 - allows communities, regions and the state to monitor progress and reassess plans at regular intervals;

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

Planning Outcomes

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



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





- Transit, pedestrian and bicycle systems should maximize access and mobility within and between communities, accommodating, not promoting, the automobile.
 - Access to information can substitute for activities and processes that are more expensive and environmentally harmful (for example, telecommuting versus automobile commuting).
6. The protection, restoration and integration of nature and natural systems enriches our lives, conserves our resources and protects the health of our citizens and biological resources.
- Designing *with* nature and providing Green Infrastructure can reduce the need for more costly conventional infrastructure (for example, river and stream corridors can provide for flood control; constructed wetlands can substitute for capital intensive wastewater systems; trees and solar architecture and design can reduce energy use in cities).
 - Using ecological design principles to guide the development of industrial products and the built environment will reduce environmental damage.
 - Incorporating elements such as solar orientation, deconstruction, demanufacturing and recyclability into our buildings and products will reduce virgin extraction as well as fossil fuel emissions, and nuclear and solid waste.

How the Plan Should Be Used

Citizens of New Jersey

Use the State Plan as a guide for public and private sector investments in New Jersey's future and as an opportunity to participate in the planning process in their communities.

Municipalities

Retain the ability to control land use. The State Plan provides an opportunity for planning at all levels to coordinate with and recognize local planning that meets the goals and objectives of the State Planning Act.

Counties

Play a vital coordination role in Cross-acceptance and the preparation of Urban Complex Strategic Revitalization and Regional Strategic Plans to be endorsed by the State Planning Commission.

Regional Planning Agencies

Are promoted to better coordinate and integrate planning and investments at all levels of government.

Council on Affordable Housing

Coordinates the allocation of affordable housing needs with the State Plan Policy Map, as required by statute, and encourages the location of affordable housing in Centers.

State Agencies

Review and coordinate their plans, programs and regulations to make them consistent with the State Plan and participate in the ongoing statewide planning process established by the State Planning Act.



The Role of the Plan

The State Plan is intended to serve as a guide for public and private sector investment in New Jersey's future.

The State Plan is a policy document for state, regional and local agencies, to guide their functional plans, regulatory processes and investment decisions. The State Plan is different from state agency plans and municipal, county and regional plans. State agencies should review their plans and regulations and make appropriate modifications to reflect the provisions of the State Plan, if such

modifications are within the scope of the agency's authority. If the necessary modifications would exceed the agency's authority, it should seek to obtain the authority through normal legislative or rule-making processes. While the State Plan is voluntary for local communities, when municipal, county and regional plans are updated, they should be modified to reflect the provisions of the State Plan.

The State Plan is also important when the state of New Jersey makes investment decisions. The State Plan guides when and where state funds should be expended to achieve the goals of the State Planning Act. The principal source of this guidance is provided by the State Plan's Statewide Policies, such as the policies on Public Investment Priorities, as they are applied in accordance with the State Plan Policy Map.

Implementation

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

A basic policy in implementation of the State Plan is to achieve the public interest goals of the State Planning Act while protecting and maintaining the equity of all citizens. It is the intent of the State Planning Commission that the benefits and burdens of implementing the State Plan should be equitably distributed among all citizens. Where implementation of the goals, policies and objectives of the State Plan affects the reasonable development expectations of property owners or disproportionately affects the equity of other citizens, agencies at all appropriate levels of government should employ programs that mitigate such impacts.

An important way in which the State Plan can be implemented is through the active participation of state agencies in the ongoing statewide planning process and membership on the State Planning Commission. Many state agencies have incorporated the State Plan in their plans and programs, providing additional priority for communities with plans endorsed by the State Planning Commission. In addition, Implementation Teams have been established at the six agencies represented on the State Planning Commission. These teams work within the departments and with each other to use the State Plan to guide programs and plans, improving consistency between state agencies.

While state agencies are moving to further incorporate the State Plan into their plans, policies, investments and regulatory decisions, a major component of implementing this plan will be the extent to which municipalities, counties and regions make their plans consistent with this plan.

Plan Endorsement

Through a voluntary process called Plan Endorsement, municipalities, counties and regional agencies may bring their plans to the State Planning Commission. Endorsement occurs if the State Planning Commission finds that the plan's provisions are consistent with the State Plan.

Counties and municipalities are strongly encouraged to bring regional plans to the Commission for endorsement. Municipal plans brought to the Commission will be required to take the regional perspective into account, including regional growth projections and capacity analysis.

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

- I. To encourage municipal, county, regional and state agency plans to be coordinated and support each other to achieve the goals of the State Plan;

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

Having a plan endorsed by the State Planning Commission provides the opportunity for a municipality, county or region to qualify for priority for state discretionary funds, as well as expedited permitting and enhanced planning assistance. Even more important, however, are the benefits gained by coordinating their plans and regulations with other levels of government. In this way the State Plan provides the framework to achieve the Goals of the State Planning Act.

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

Plan Structure

Vision Statement

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

Goals and Strategies

Describes the eight Goals that come from the State Planning Act and Strategies for achieving each goal.

Statewide Policies

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

State Plan Policy Map

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

- **Planning Areas**

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

- **Centers and Environs**

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

Monitoring and Evaluation

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



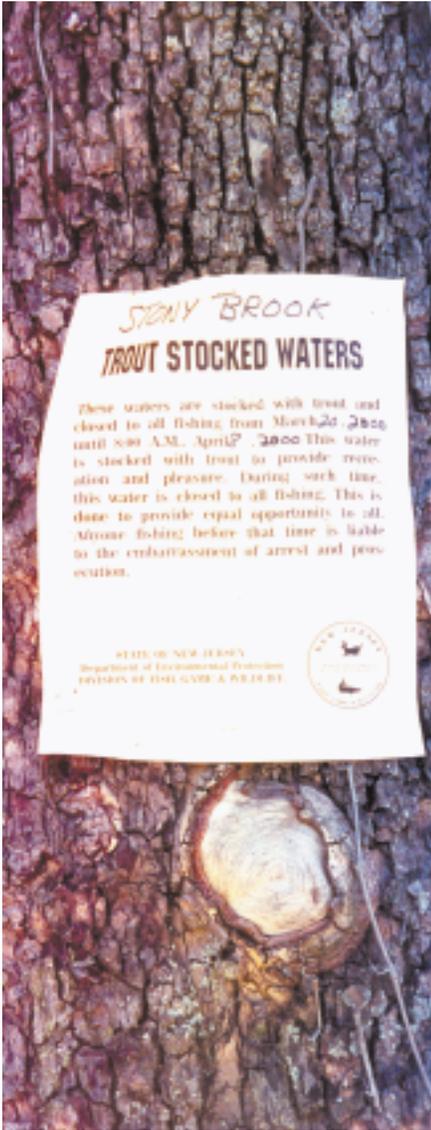
Livable Communities and Natural Landscapes

The Plan has five major components, starting with a *Vision Statement* that translates to specific *Goals and Strategies*, *Statewide Policies*, a *State Plan Policy Map* that includes *Planning Areas* and *Centers and Environs*, and *Monitoring and Evaluation* programs with *Indicators, Targets and Assessments*.

The New Jersey State Development and Redevelopment Plan calls for the redevelopment, maintenance and revitalization of our existing communities and the development of new communities in compact forms with a mix of uses.

To attain this vision, New Jersey's Plan promotes the *location* and *design* of public and private investments that:

- create and maintain beautiful, prosperous and livable cities, towns and communities; and
- preserve our rural landscape, farmlands and environmentally sensitive areas.



Vision of New Jersey in 2020

Livable Communities Are

Dynamic

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

Diverse

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

Compact

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

Efficient

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

Ecological

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

Healthy

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

What will New Jersey look like and how will it function in 20 years? Creating a plan based on extensive research, sound planning methodologies and engaged public input will assure New Jersey and its people of a positive future, one bright with dynamic economic opportunities, maximized



human potential and healthy environmental, historical and cultural resources. If the goals and strategies of New Jersey's Plan are carried out, this could be a vision for our future:

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

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

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

New Jersey's communities are healthy, active communities where adults and children are living active, healthy lives because exercise and walking are a vital part of their daily lives. Communities are designed to promote walking and cycling for transportation and recreation, and older suburban communities have been redesigned to provide the same advantages. Schools are central features of every community and a majority of children live within walking or cycling distance, and most of them use this opportunity. Through a combination of recreational and utilitarian activities most New Jersey residents meet or exceed recommended levels of physical activity. As a result, they live longer and are healthier; medical costs have declined; and prevalence of obesity and diabetes is declining. Older citizens are more independent and less reliant on automobiles. They are stronger and better able to move about. Because children are walking to school they are healthier, more independent, and more aware of their community and their natural surroundings. Because of reduced automobile use, the air is cleaner and asthma is less common.



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

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

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

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

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

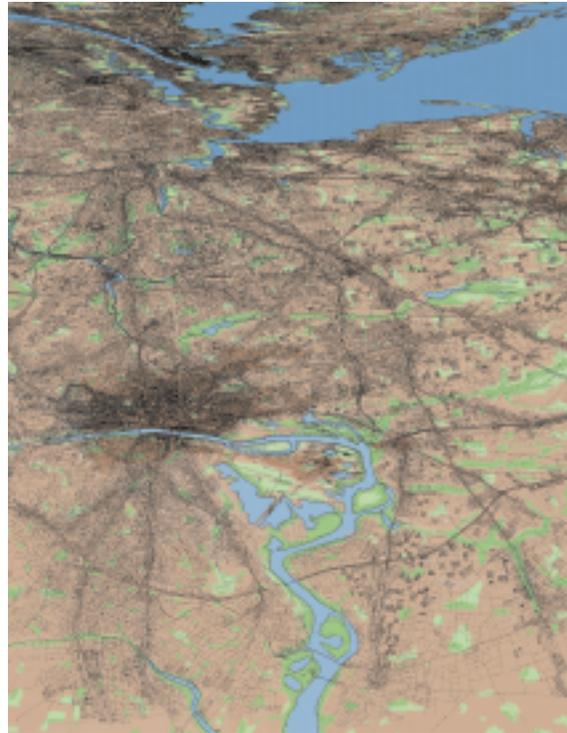
added specialty crops, increased technical assistance, and programs to support farming as a profitable and productive enterprise benefiting all of New Jersey has led to an increase in the number of young farmers and in the cultivation of agricultural lands abandoned in earlier decades. Rural development and redevelopment has been channeled largely to our existing Hamlets, Villages, Towns and Regional Centers while compact, carefully planned and designed new Centers are located in areas that minimize disturbance to agricultural lands and lands with environmentally sensitive resources.



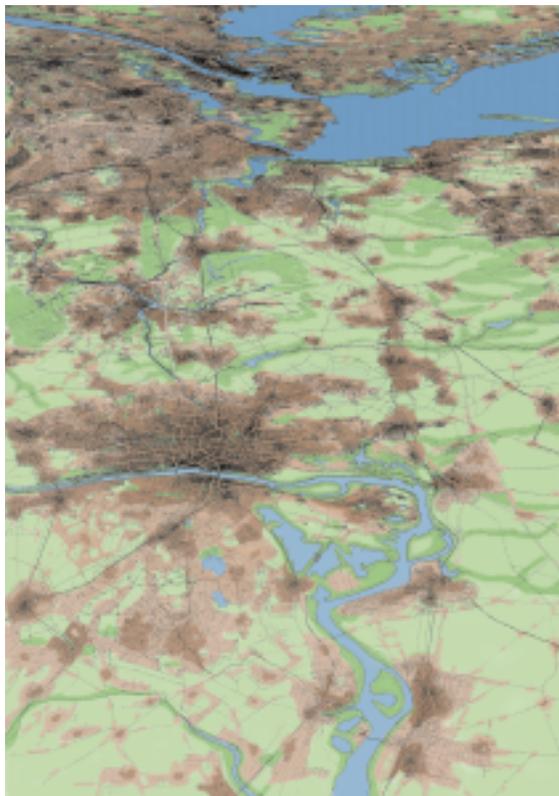
Central New Jersey Region, Looking Northeast



Existing Conditions: A view of the region, stretching from Burlington County, N.J. and Bucks County, Pa., to Hartford and New Haven, Conn., with the Delaware River in the foreground left and Long Island Sound in the upper right.



Trend Development: New development continues to sprawl. Older cities and towns decline further as a result of disinvestment. Farmland, open lands and natural features are lost. The character of existing communities is eroded. The region experiences expansion of low-density, automobile-dependent, single-use development.



Plan Development: The region reinvests in its existing centers and creates new centers with distinct identities and a balance of housing, employment and open space. Farmland, large contiguous areas of open lands and important natural features are protected. Waterfronts are revitalized and accessible to the public. Transit systems are upgraded and extended, increasing ridership and providing a framework for further regional development. The region continues to grow in a healthy and more sustainable pattern while its places retain their character.

Large contiguous areas of farmland and other open lands have been preserved to ensure the future viability of agriculture and maintain a rural environment. Tourism in our farming, Highlands and shore regions has flourished while impacts on our natural landscapes have been minimized through careful design.

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

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

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



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

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

Transit Village Redevelopment



Surface parking lots near active train stations offer significant opportunities for the type of redevelopment that creates quality places while increasing transit ridership. Mixed-use buildings supported by shared parking structures and fronting on quality public spaces help integrate the transit facility into the community fabric and make access to transit a pleasant, seamless experience.



Goals and Strategies

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

I. Revitalize the State's Cities and Towns

Protect, preserve and develop the valuable human and economic assets in cities, towns and other urban areas. Plan to improve their livability and sustainability by investing public resources in accordance with current plans which are consistent with the provisions of the State Plan. Leverage private investments in jobs and housing, provide comprehensive public services at lower costs and higher quality, and improve the natural and built environment. Incorporate ecological design through mechanisms such as solar access for heating and power generation. Level the playing field in such areas as financing services, infrastructure and regulation.

Reduce the barriers which limit mobility and access of city residents, particularly the poor and minorities, to jobs, housing, services and open space within the region. Build on the assets of cities and towns such as their labor force, available land and buildings, strategic location and diverse populations.



Urban Redevelopment: Surface parking lots are a blight to urban areas and a poor use of a scarce resource. Redevelopment of these sites with mixed-use buildings of an appropriate scale and structured parking brings additional life to the city, recreating an urban fabric that will support pedestrian activity as well as transit.



2. Conserve the State’s Natural Resources and Systems

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

3. Promote Beneficial Economic Growth, Development and Renewal for All Residents of New Jersey

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

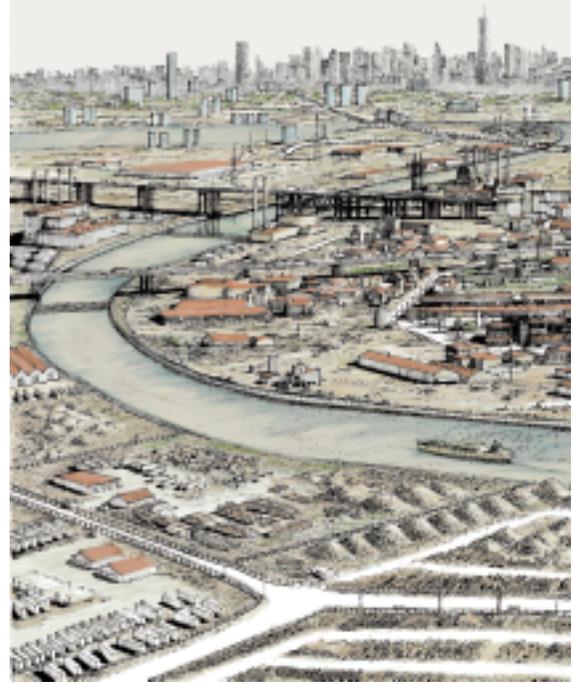
4. Protect the Environment, Prevent and Clean Up Pollution

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

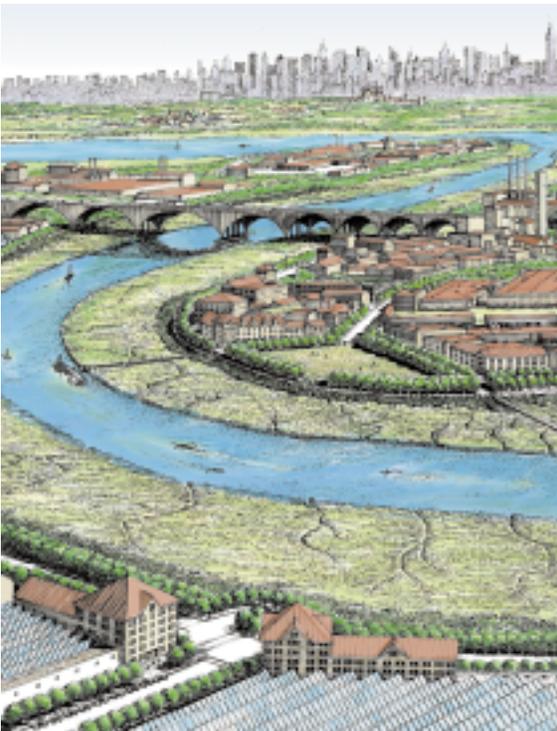
Urban Industrial Riverfront



Existing Conditions: An old industrial waterfront with many abandoned industrial operations. Some of the core industries remain and are still viable. However, industrial pollution and urban runoff have degraded water quality over the years, and the estuarine ecosystem has almost been eliminated. There is no public access to the waterfront. Urban highways mar the landscape and air quality is low due to automobile use and industrial pollution.



Trend Development: The manufacturing base continues to decline. Without redevelopment, public access to the water remains unfulfilled. Dumping and industrial runoff continue unabated, leading to further declines in water quality. Traditional mixed-use manufacturing neighborhoods continue to decline. New highways and bridge crossings further fracture the area. Air quality deteriorates due to rapid growth in automobile use. The poor quality of life drives away business, industry and residents.



Plan Development: Smart growth incentives attract new green industries to the area. New growth also occurs around the train station and faces internal streets. The stronger local economy spurs demand for additional commercial and residential uses. The estuarine marsh environment and coastline are reclaimed and restored, creating a shoreline greenbelt accessible to the public. Air quality improves due to reduced vehicle use.

5. Provide Adequate Public Facilities and Services at a Reasonable Cost

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

6. Provide Adequate Housing at a Reasonable Cost

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

7. Preserve and Enhance Areas with Historic, Cultural, Scenic, Open Space and Recreational Value

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

8. Ensure Sound and Integrated Planning and Implementation Statewide

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



Statewide Policies

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

1. Equity

A basic policy in implementation of the State Plan is to achieve the public interest goals of the State Planning Act while protecting and maintaining the equity of all citizens. The benefits and burdens of implementing the State Plan should be equitably distributed among all citizens of the state.



Warehouse Area Redevelopment: Rails to trails projects on former freight lines provide opportunities to establish valuable pedestrian and bicycle links between communities.

2. Comprehensive Planning

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



Former industrial buildings are rehabilitated and converted to other uses such as a visitor's center, a café, a bicycle repair shop and creative office space overlooking the greenway.

3. Public Investment Priorities

Designed to guide the distribution of discretionary

funds, the Plan's public investment priorities give higher priority for projects and programs in the following order:

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

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

4. Infrastructure Investments

Provide infrastructure and related services more efficiently by investing in infrastructure to guide growth, managing demand and supply, restoring systems in distressed areas, maintaining existing infrastructure investments, designing multi-use school facilities to serve as centers of community, creating more compact settlement patterns in appropriate locations in suburban and rural areas,

and timing and sequencing the maintenance of capital facilities service levels with development throughout the state.

5. Economic Development

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

6. Urban Revitalization

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

7. Housing

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



8. Transportation

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

9. Historic, Cultural and Scenic Resources

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

10. Air Resources

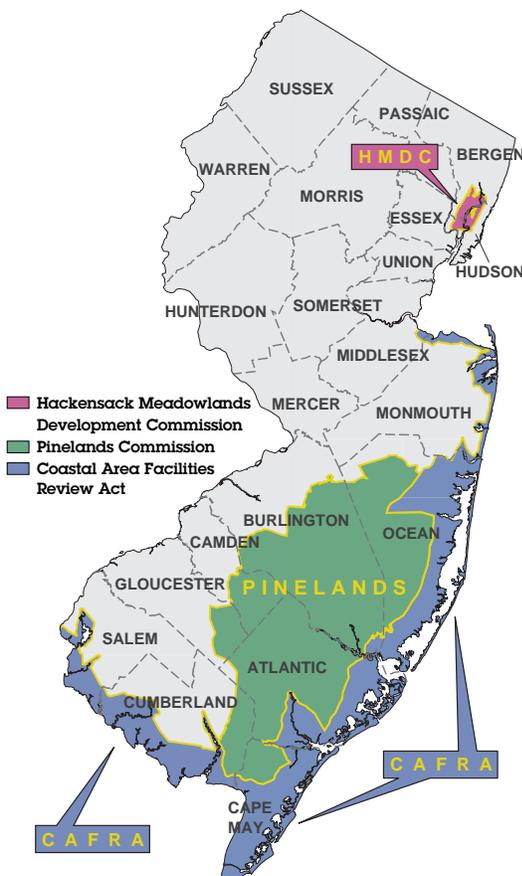
Reduce air pollution by promoting development patterns that reduce both mobile and stationary sources of pollution, promoting the use of alternative modes of transportation, and supporting clean, renewable fuels and efficient transportation systems.

11. Water Resources

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

12. Open Lands and Natural Systems

Protect biological diversity through preservation and restoration of contiguous open spaces and connecting corridors; manage public land and provide incentives for private land management to protect scenic qualities, forests and water resources; and manage the character and nature of development for the protection of wildlife habitat, critical slope areas, water resources, and for the provision of adequate public access to a variety of recreational opportunities.



13. Energy Resources

Ensure adequate energy resources through conservation, facility modernization, renewable energy and cogeneration; to continue economic growth while protecting the environment; and to modify energy consumption patterns to capitalize on renewable, domestic energy supplies rather than virgin extraction and imports.

14. Waste Management, Recycling and Brownfields

Promote recycling and source reduction through product design and materials management and by coordinating and supporting legislative, planning and facility development efforts regarding solid and hazardous waste treatment, storage and disposal. Capitalize on opportunities provided by brownfield sites through coordinated planning, strategic marketing and priority redevelopment of these sites.

The Hackensack Meadowlands and the Pinelands are planning regions established by statute. The State Planning Commission relies on the adopted plans and regulations for these areas. The CAFRA area is within the jurisdiction of the State Planning Commission, under the regulatory authority of the New Jersey Department of Environmental Protection.

15. Agriculture

Promote and preserve the agricultural industry and retain farmland by coordinating planning and innovative land conservation techniques to protect agricultural viability while accommodating beneficial development and economic growth necessary to enhance agricultural vitality and by educating residents on the benefits and the special needs of agriculture.

16. Coastal Resources

Acknowledge the statutory treatment of the coastal area under federal and state legislation, coordinate efforts to establish a comprehensive coastal management program with local planning efforts, undertake a regional capacity analysis, protect vital ecological areas and promote recreational opportunities.

17. Planning Regions Established by Statute

The State Plan acknowledges the special statutory treatment accorded the New Jersey Pinelands under the Pinelands Protection Act, and the Hackensack Meadowlands under the Hackensack Meadowlands Reclamation and Development Act. The State Planning Commission is explicitly directed to “rely on the adopted plans and regulations of these entities in developing the State Plan.” In the State Plan, these areas are considered Planning Regions Established by Statute.

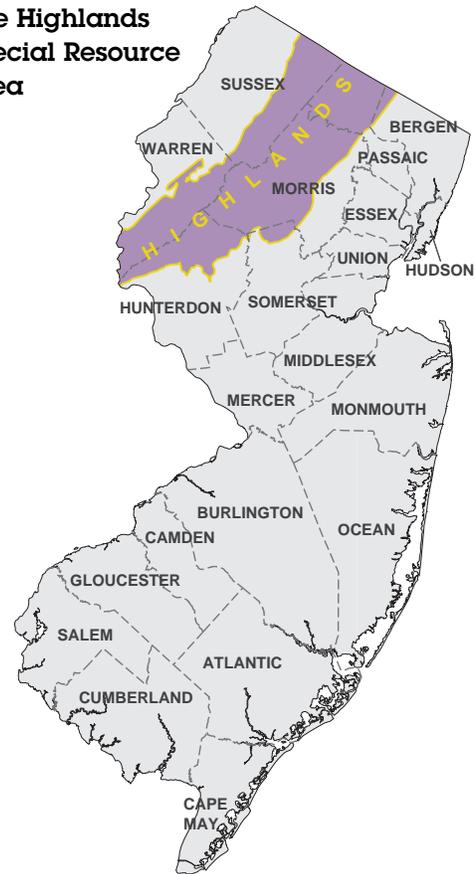
18. Special Resource Areas

Recognize an area or region with unique characteristics or resources of statewide importance and establish a receptive environment for regional planning efforts. The Highlands region has been recognized as the first Special Resource Area in New Jersey.

19. Design

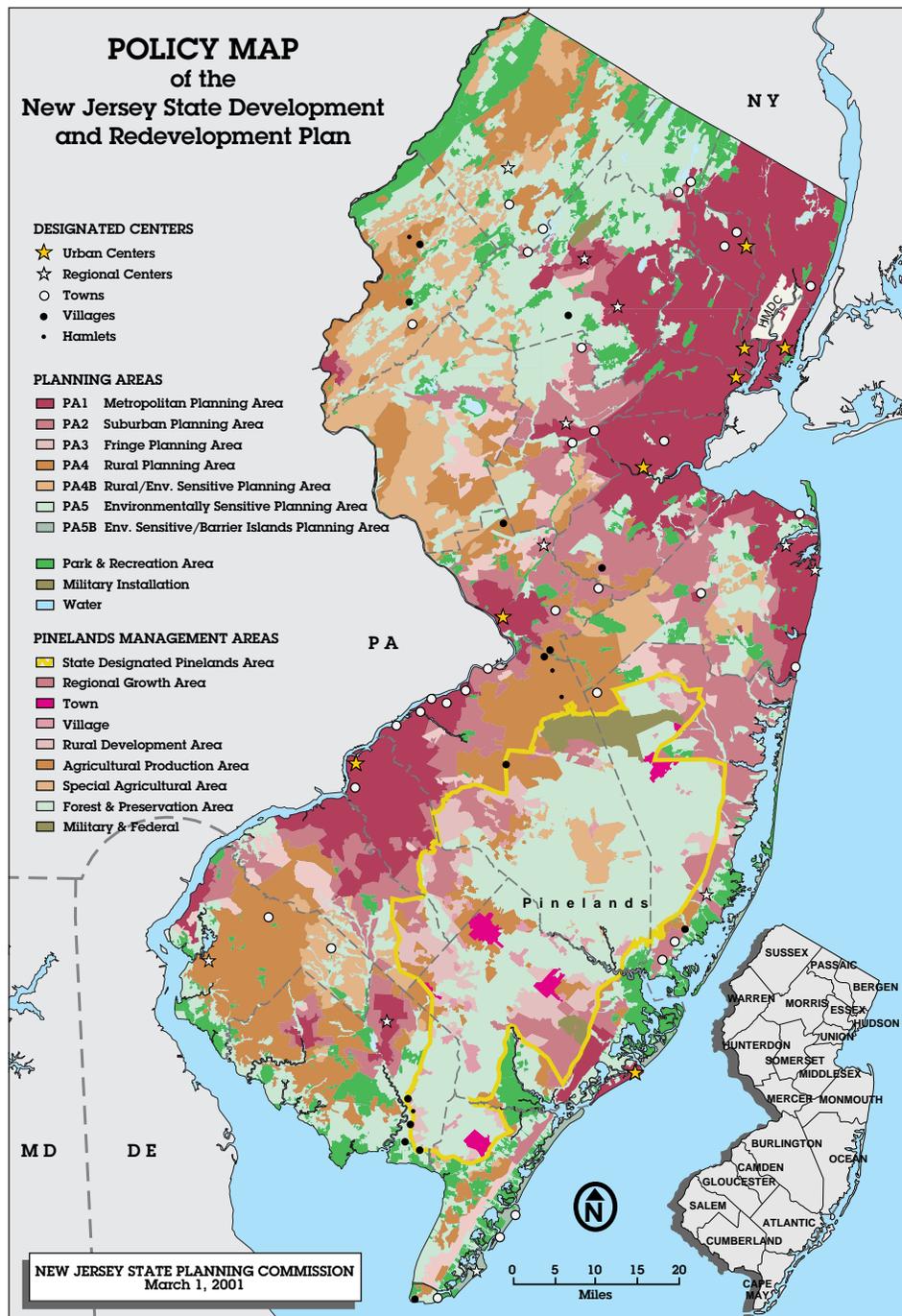
Mix uses and activities as closely and as thoroughly as possible; develop, adopt and implement design guidelines; create spatially defined, visually appealing and functionally efficient places in ways that establish an identity; design circulation systems to promote connectivity; maintain an appropriate scale in the built environment; and redesign areas of sprawl.

**The Highlands
Special Resource
Area**



State Plan Policy Map

The State Plan recognizes that New Jersey requires different approaches in its Metropolitan, Suburban, Fringe, Rural and Environmentally Sensitive Planning Areas. The State Plan Policy Map has two major components: Planning Areas, which identify the unique natural and built infrastructure in specific areas across New Jersey; and Centers and Environs, which identify the scale, location and design of livable communities and natural landscapes.



The State Plan is not itself a regulation but a statement of state policy that has been adopted by the State Planning Commission pursuant to statute to guide state, regional and local agencies in the exercise of their statutory authority.

Planning Areas

Metropolitan

Provide for much of the state's future redevelopment; revitalize cities and towns; promote growth in compact forms; stabilize older suburbs; redesign areas of sprawl; and protect the character of existing stable communities.

Suburban

Provide for much of the state's future development; promote growth in Centers and other compact forms; protect the character of existing stable communities; protect natural resources; redesign areas of sprawl; reverse the current trend toward further sprawl; and revitalize cities and towns.

Fringe

Accommodate growth in Centers; protect the Environs primarily as open lands; revitalize cities and towns; protect the character of existing stable communities; protect natural resources; provide a buffer between more developed Metropolitan and Suburban Planning Areas and less developed Rural and Environmentally Sensitive Planning Areas; and confine programmed sewers and public water services to Centers.

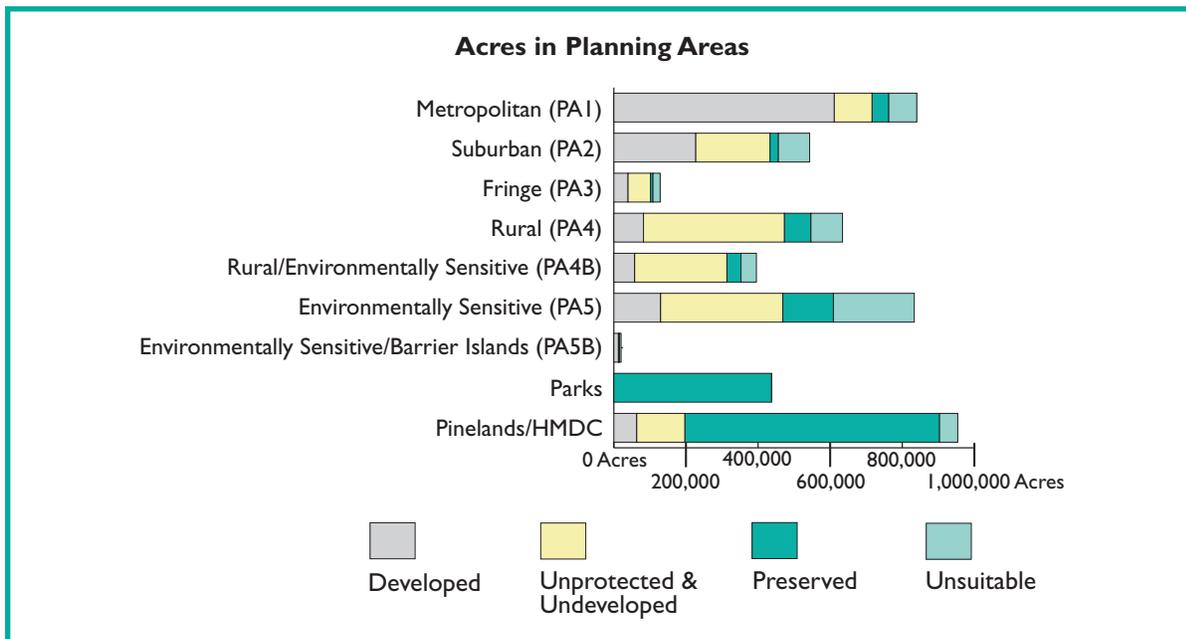
Rural

Maintain the Environs as large contiguous areas of farmland and other lands; revitalize cities and towns; accommodate growth in Centers; promote a viable agricultural industry; protect the character of existing stable communities; and confine programmed sewers and public water services to Centers.

Environmentally Sensitive

Protect environmental resources through the protection of large contiguous areas of land; accommodate growth in Centers; protect the character of existing stable communities; confine programmed sewers and public water services to Centers; and revitalize cities and towns.

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. They serve a pivotal role in the State Plan by setting forth Policy Objectives that guide the application of the State Plan's Statewide Policies. Planning Areas are geographically delineated in the State Plan Policy Map, to reflect the conditions of the area. Because each Planning Area has different characteristics, it is unique and requires a unique set of Policy Objectives. These Policy Objectives assure proper development of Centers and adequate protection of the Environs, all within the context of each Planning Area's unique conditions.



Promoting and Accommodating Growth

Municipalities, counties and state agencies should prepare plans that guide growth in the following order:

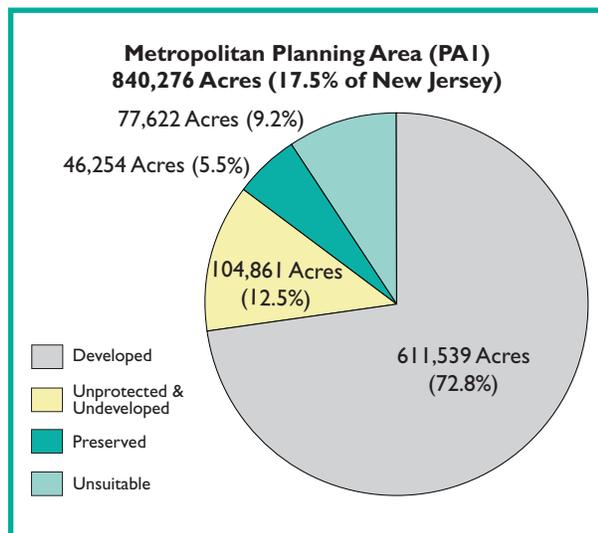
1. Promote growth in Centers and other appropriate areas in the Metropolitan Planning Area;
2. Promote growth in Centers and other appropriate areas in the Suburban Planning Area;
3. Accommodate growth in Centers in the Fringe Planning Area;
4. Accommodate growth in Centers in Rural and Environmentally Sensitive Planning Areas.

The capacities of infrastructure, natural resource and other systems should be major considerations in planning the location and intensity of growth in each Planning Area.

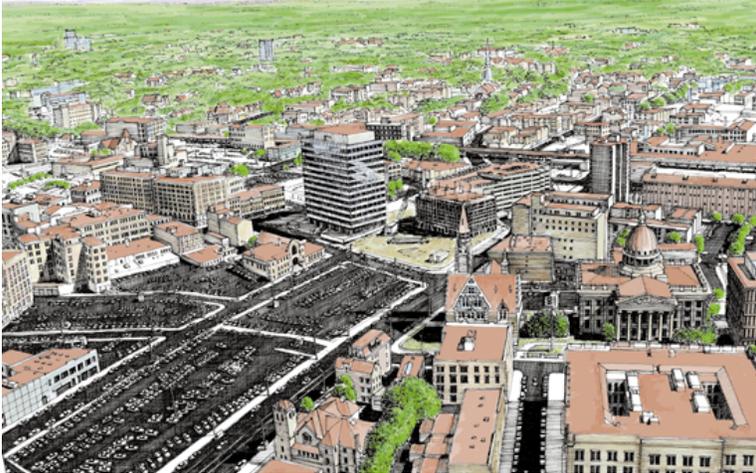
Metropolitan Planning Area

This Planning Area includes a variety of communities that range from large Urban Centers to 19th century towns shaped by commuter rail and post-war suburbs. The communities in this Planning Area often have strong ties to major metropolitan centers—the New York/Newark/Jersey City metropolitan region; the Philadelphia/Camden/Trenton metropolitan region; and on a smaller scale the Easton/Phillipsburg metropolitan region.

These communities have many things in common: mature settlement patterns; infrastructure systems that are approaching their reasonable life expectancy; the need to rehabilitate housing; the recognition that redevelopment will be the predominant form



Urban Center



Existing Conditions: An urban center suffers from disinvestment and inappropriate development. Historic buildings have been compromised. Cars and surface parking have made it difficult to walk and worse to drive within the city. Although the traditional scale remains intact in many areas, as does much of the original fabric of buildings and squares, the traditional diversity of urban functions is slowly disappearing. Transit service links the city with the surrounding region and other cities.



Trend Development: In need of ratables, the urban center accepts suburban-style development. Random placement of high-rise office towers destroys the historic scale. Building location and design have little relationship to local traditions. Single-story fast food franchises and chain stores surrounded by parking further compromise the urban fabric. Historic buildings are demolished for parking, and cars become the central focus of urban life. The city loses its diverse mix of uses and becomes an automobile-oriented urban office park which does not benefit from transit service.

Plan Development: An eclectic blend of new buildings—many incorporating green features—are designed to fit within the traditional urban pattern. Building location and design reflect the traditional character of the city. A public square flanked by a high-rise tower act as focal points for redevelopment. The preservation and restoration of historic buildings, squares and streets is a local priority. Careful design review keeps the visual impacts of the automobile to a minimum. Smaller scale infill development occurs on side streets. Transit-oriented housing and new offices locate around the refurbished train station. New activities draw people and create lively streets.



Suburban Highway and Rail Corridor



Existing Conditions: A historic town center containing a mix of office, retail, institutional and residential uses is still surrounded by large areas of rural countryside. The regional commuter rail is experiencing dramatic increases in ridership at the small congested stations. Office parks and commercial development are beginning to appear along a state highway. Residential subdivisions are replacing farms and forests. Formerly rural roads are increasingly congested with traffic from strip commercial development. Some of the region's best agricultural soils are under imminent threat of development.

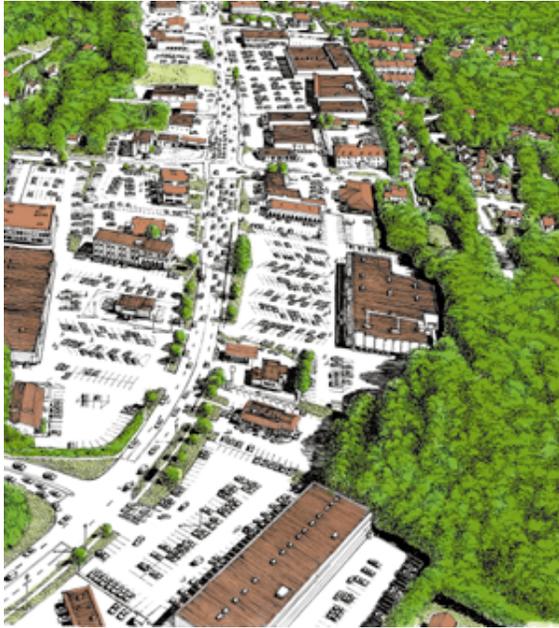


Trend Development: The historic town center loses its role as the commercial and social hub for the surrounding area. The state highway is widened, but becomes even more congested. Increased non-point source pollution leads to a decline in the quality of the river's water. Prime agricultural soils are paved over. Green corridors are fragmented by development and habitat, while trails and aquifer recharge areas are lost. The open countryside defining the historic town center is overwhelmed by development. Air quality declines. Residential subdivisions consume the remainder of the region's rural forests and farmlands.



Plan Development: Balanced infill growth in the town center reinforces the traditional mix of uses, drawing from and enhancing the historic context. The historic center is still surrounded by rural countryside. The river is protected by open space buffers and preservation of water recharge areas. Service on the commuter rail line is expanded. Improved station area facilities include a shared parking deck, and become the focus for new transit-oriented town centers. Access to the state highway is limited and road expansions are unnecessary. Air quality is protected. Residential growth is redirected to existing centers and to new, walkable centers served by transit.

Suburban Commercial Strip



Existing Conditions: A generic suburban commercial strip, where roads and surface parking lots dominate the landscape. Single use, low-density zoning has led to dependence on the automobile, which in turn has resulted in severe peak hour congestion. While the strip is mostly prosperous, some older shopping centers have closed, unable to compete with big box retail. Stormwater runoff from parking and roads is degrading the water quality of a nearby stream. Undeveloped areas along the highway are zoned for additional strip commercial development. While some open space, woodlands and farmland still remain, wildlife habitat is fragmented.



Trend Development: Strip development along the highway has continued, resulting in many miles of highway oriented uses and a cluttered, unappealing environment. A parallel road network has not been created, requiring every trip—even short local trips—to enter the highway. As a result, extreme traffic congestion, safety concerns and conflicts between regional mobility and local access have led to several highway widenings. Older shopping centers have continued to decline due to competition from big box retail. Air quality has declined, and stormwater runoff has seriously degraded the water quality of a nearby stream. Most open space has been consumed, with a concomitant loss of wildlife habitat.



Plan Development: A smart growth approach to the corridor focuses growth in a series of compact centers along the highway, connected by express bus. Infrastructure improvements and other incentives encourage redevelopment of the failed shopping centers with attractive, higher density, mixed-use structures convenient to adjacent structured parking. Well-designed office and higher-density housing are added to the retail and service uses. As part of the redevelopment, a new internal street network creates real places and helps disperse traffic. Congestion has decreased due to reduced automobile use and availability of alternate routes. Another mixed-use area straddling the highway is developed further down the road, separated from the existing area by preserved open space. Air quality has improved. The surrounding dispersed residential areas, along with the woodlands and farmland, are preserved.

of growth; and a growing realization of the need to regionalize services and systems. In addition, the wide and often affordable choice of housing in proximity to New York and Philadelphia has attracted significant immigration, resulting in noticeable changes in demographic characteristics over time.

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

- *provide for much of the state's future redevelopment;*
- *revitalize cities and towns;*
- *promote growth in compact forms;*
- *stabilize older suburbs;*
- *redesign areas of sprawl; and*
- *protect the character of existing stable communities.*

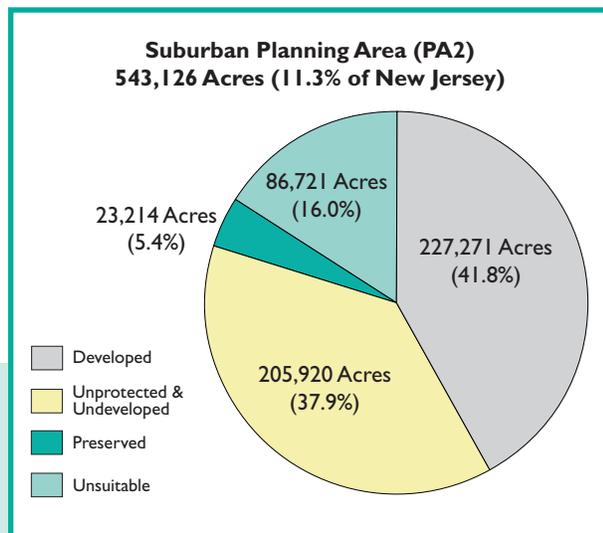
Suburban Planning Area

The Suburban Planning Area is generally located adjacent to the Metropolitan Planning Area, but can be distinguished by a lack of high intensity Centers, by the availability of developable land, and by a more dispersed and fragmented pattern of predominantly low-density development. Suburban Planning Areas are served by regional infrastructure. These areas have generally been designated for growth in municipal master plans.

Current development patterns outside of Centers are almost entirely dependent on the automobile for transportation. Scattered subdivisions and employment centers offer few if any focal points for community interaction—traditional Main Streets and town greens. The effect of local planning efforts has been to isolate land uses from each other, using zoning requirements such as large setbacks or extensive buffers, the location of stormwater detention facilities and unnecessarily wide roads to create physical barriers between land uses and activities. Current trends continue to extend sprawl, focusing primarily on the same single-use or limited use development products, in response to developer and market demand and local zoning requirements.

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

- *provide for much of the state's future development;*
- *promote growth in Centers and other compact forms;*
- *protect the character of existing stable communities.*
- *protect natural resources;*
- *redesign areas of sprawl;*
- *reverse the current trend toward further sprawl; and*
- *revitalize cities and towns.*



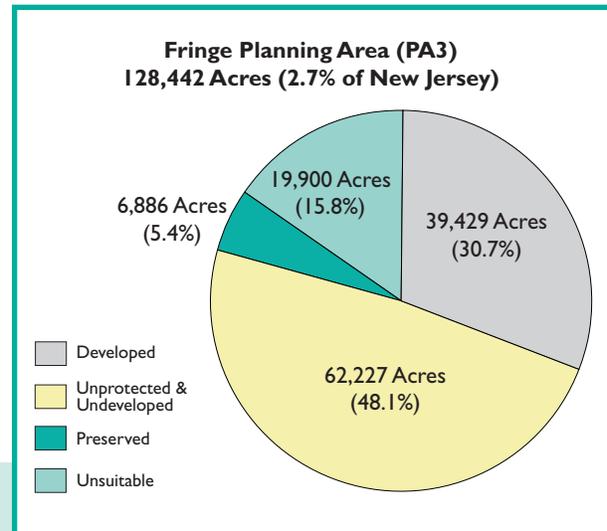
Fringe Planning Area

The Fringe Planning Area is a predominantly rural landscape that is not prime agricultural or environmentally sensitive land, with scattered small communities and freestanding residential, commercial and industrial development. Throughout the Fringe Planning Area are older communities, some of which serve as the seat of county government or have become magnets for specialty shops.

In the Fringe Planning Area large investments in water and sewer and local road networks have not taken place. Circulation is primarily provided by a state and county maintained system of highways supplemented by locally maintained roads. Investments in water and sewer are mainly in existing Centers.

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

- *accommodate growth in Centers;*
- *protect the Environs primarily as open lands;*
- *revitalize cities and towns;*
- *protect the character of existing stable communities;*
- *protect natural resources;*
- *provide a buffer between more developed Metropolitan and Suburban Planning Areas and less developed Rural and Environmentally Sensitive Planning Area; and*
- *confine programmed sewers and public water services to Centers.*



Rural Planning Area

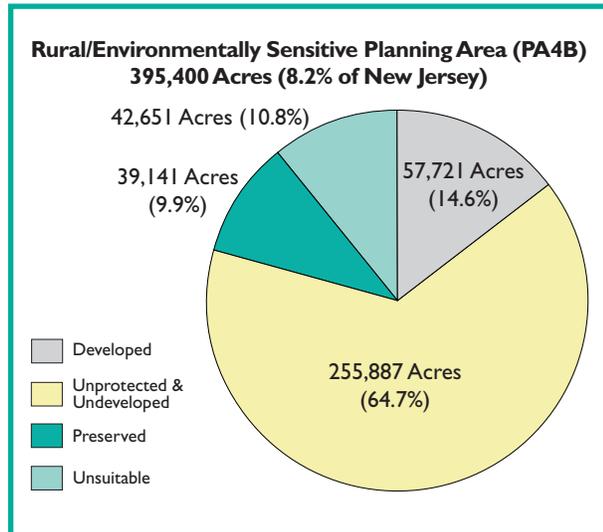
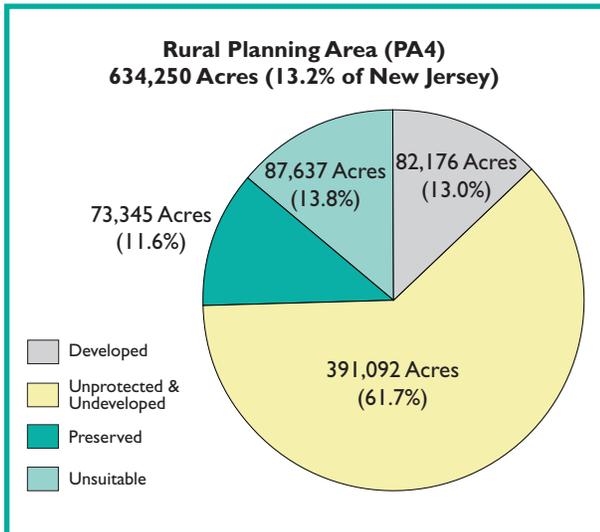
The Rural Planning Area—including the Rural/Environmentally Sensitive Planning Area—comprises much of New Jersey's countryside, where large masses of cultivated or open land surround rural Regional, Town, Village and Hamlet Centers, and distinguish other sparse residential, commercial and industrial sites from typical suburban development.

The open lands of the Rural Planning Area include most of New Jersey's prime farmland, which has the greatest potential of sustaining continued agricultural activities in the future, and wooded tracts. These areas, along with the Environmentally Sensitive Planning Area, serve as the greensward for the larger region and are not currently nor are they intended to be urban or suburban in nature.

This classification also includes a sub-group, the Environmentally Sensitive/Rural Planning Area, whose intent is to support continued agricultural development on lands with environmentally sensitive features.

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

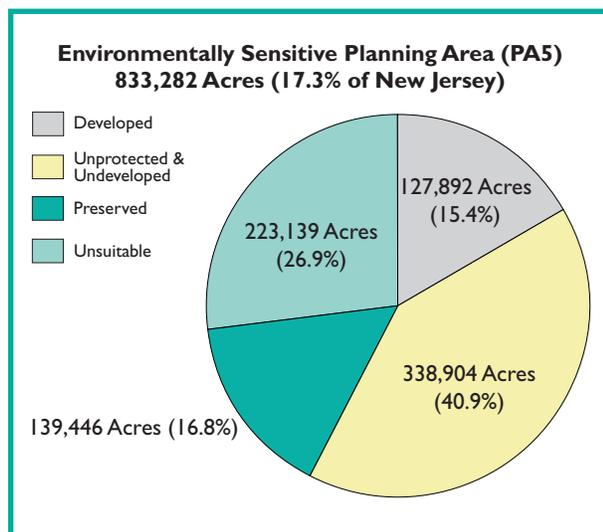
- maintain the Environs as large contiguous areas of farmland and other lands;
- revitalize cities and towns;
- accommodate growth in Centers;
- promote a viable agricultural industry;
- protect the character of existing stable communities; and
- confine programmed sewers and public water services to Centers.



Environmentally Sensitive Planning Area

The Environmentally Sensitive Planning Area contains large contiguous land areas with valuable ecosystems, geological features and wildlife habitats particularly in the Delaware Bay and other estuary areas, the Highlands region, and coastal area. The future environmental and economic integrity of the state rests in the protection of these irreplaceable resources. Environmentally Sensitive Planning Areas are characterized by watersheds of pristine waters, trout streams and drinking water supply reservoirs; recharge areas for potable water aquifers; habitats of endangered and threatened plant and animal species; coastal and freshwater wetlands; prime forested areas; scenic vistas; and other significant topographical, geological or ecological features, particularly coastal barrier spits and islands. These resources are critically important not only for the residents of these areas, but for all New Jersey citizens.

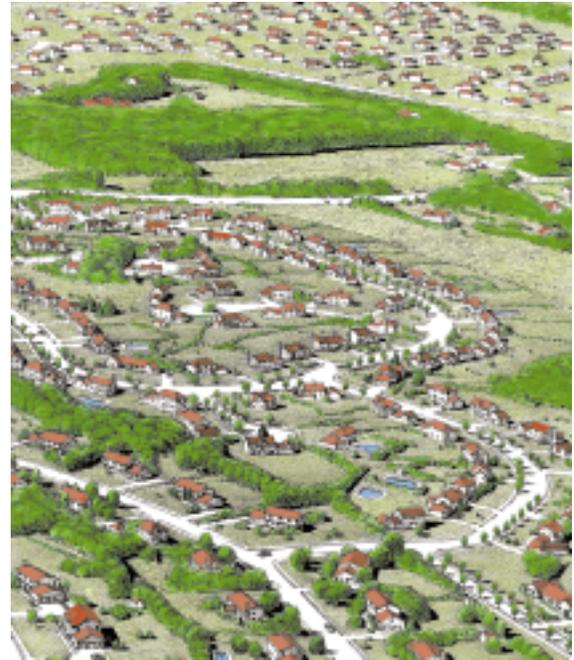
Existing Centers within the Environmentally Sensitive Planning Area have been, and often remain, the focus of residential and commercial growth and public facilities and services for their region, as well as



Rapidly Developing Suburban Fringe



Existing Conditions: The Garden State of New Jersey has some of the nation's best farmland, yet much of this irreplaceable resource is currently zoned for low-density development. The farmland and open space forms a continuous, productive landscape. Woodlands and hedgerows provide important wildlife habitat. Buildings are clustered in farmsteads and hamlets. The local roads are designed for low levels of rural, farm traffic. The beauty of the rural landscape is an important asset for New Jersey.



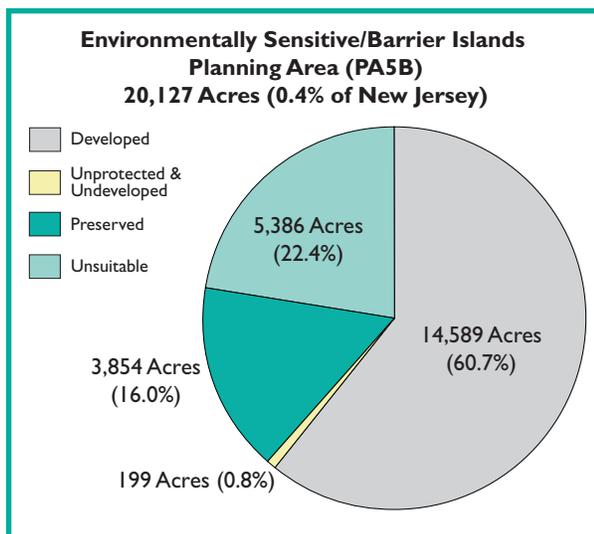
Trend Development: Suburban development overwhelms the farmland, open lands and natural landscape. Rigid zoning codes create homogenous tracts of single-family homes, shopping centers and office parks. Individual septic systems increase chances to pollute groundwater and conflict with wells. Local roads become congested and require widening, destroying the rural character. Conventional development creates visual monotony and clutter that replaces the once scenic landscape.



Plan Development: New development occurs, but inspired by garden city ideals. Higher density uses occur in a new village center, with larger lots on the outskirts. Compact growth preserves working farms, which are separated from the new community by green buffers that reduce conflicts. Natural systems handle wastewater and stormwater. Traffic congestion is limited, due to reduced automobile use. Sensitive design creates attractive new buildings and public spaces.

supporting the recreation and tourism industries. These Centers generally are linked to each other by rural roads and separated from other development by open spaces or linked to the mainland by state highways crossing coastal wetlands and waterways.

This classification also includes a subgroup, the Environmentally Sensitive/Barrier Islands Planning Area, whose intent is to protect and enhance the existing character of Barrier Island communities, minimize the risks of natural hazards, provide public access to coastal resources, and maintain and improve coastal resources.

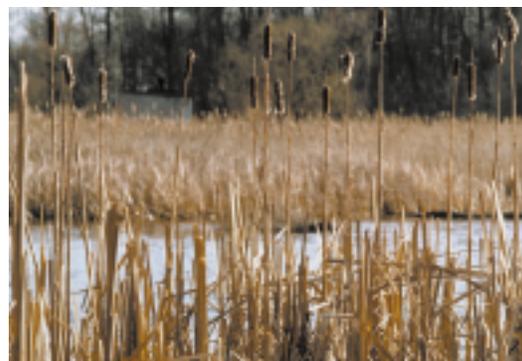


In the Environmentally Sensitive Planning Area, the State Plan's intention is to:

- *protect environmental resources through the protection of large contiguous areas of land;*
- *accommodate growth in Centers;*
- *protect the character of existing stable communities;*
- *confine programmed sewers and public water services to Centers; and*
- *revitalize cities and towns.*

Critical Environmental Sites and Historic and Cultural Sites

The State Plan relies upon the Environmentally Sensitive Planning Area as a primary means of protecting and managing large areas of natural and environmental resources. Yet there are important cultural and environmental resources found throughout the state. The Plan refers to these sites as Historic and Cultural Sites and Critical Environmental Sites. For these designated areas, the Plan applies the intent and relevant provisions of historic, cultural and scenic and environmental Statewide Policies and the Environmentally Sensitive Planning Area.



Centers and Environs

Urban

Generally the largest Centers, offering the most diverse mix of industry, commerce, services, residences and cultural facilities.



Regional

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

Town

Traditional Centers of commerce or government throughout New Jersey, with diverse residential neighborhoods served by a mixed-use core offering locally oriented goods and services.

Village

Primarily residential places that offer a small core with limited public facilities, consumer services and community activities.



Hamlet

Small-scale compact residential settlements organized around a community focal point, such as a house of worship, luncheonette, small park or a civic building.

Environs

The land outside Centers, including farmland, greenbelts, open space and large forest tracts, that are protected from inappropriate development.

Centers

Centers are compact forms of development that, compared to sprawl development, consume less land, deplete fewer natural resources and are more efficient in the delivery of public services. The concept of Centers is the key organizing principle for development and redevelopment in the state.

A key target of the State Plan is to promote and accommodate growth in Centers, rather than continuing to sprawl across our remaining farmlands and open spaces.

Centers are complex, richly textured living communities, where a physical framework of buildings, infrastructure and open spaces actively supports the economy and civil society. Traditional compact communities have evolved (and continue to evolve) over long periods of time, demonstrating a frequently overlooked capacity for adapting to changing, and sometimes adverse circumstances. A community's ability to respond positively to changing conditions is in part attributable to the basic soundness of its *physical framework*, which—unlike the uni-dimensional, single purpose developments typical of suburban sprawl—is designed to support a wide diversity of uses and activities for a wide diversity of users.

As Centers are planned to be the location for much of the growth in New Jersey, it is critical that they be located and designed with the capacity to accommodate desired growth. Promoting redevelopment, in particular, is the key strategy for promoting and accommodating growth in New Jersey. And while specific Centers may not be appropriate for additional growth, in a regional context Centers should have capacity to meet growth projections.

Components of Centers

Centers have three fundamental components: *Center Boundaries*, *Cores*, and *Neighborhoods*.

Center Boundaries

Centers in the Fringe, Rural and Environmentally Sensitive Planning Areas have Center Boundaries delineating the geographic focus of development and redevelopment activities, infrastructure and other investments. The delineation of a Center Boundary is optional for Centers in the Metropolitan and Suburban Planning Areas.

Center Boundaries are delineated to reflect, where possible, physical features such as streets, streams or critical slopes, or changes in the character of development. Center Boundaries can be marked by greenbelts—large tracts of undeveloped or developed open space, including areas under cultivation, areas maintained in a natural state, parks or school playgrounds, and areas with low intensity, land intensive uses such as golf courses or cemeteries. Center Boundaries can also be marked by bluebelts, such as rivers, lakes or the ocean.

Cores

The Core is the commercial, cultural and civic heart of the Center. It is a bustling place which provides a dynamic setting for human interaction. Activities that generate the most pedestrian traffic, such as restaurants, retail and services, should be focused in the Core. Cores can take a variety of physical forms, including Main Streets, organized along one or both sides of a commercial street, and concentrated cores comprising one or more square blocks.

Neighborhoods

Distinct Neighborhoods are the fundamental building blocks of Centers. Neighborhoods are defined by walking distances, and contain a balanced mix of uses and activities or contribute towards such a balance within the overall Center. Neighborhoods exhibit a clear identity and

personality, and this is most commonly achieved by the manipulation of the physical design features, by capitalizing on the presence of dramatic natural features, or by an important local institution.

Types of Centers

Centers are recognized in a range of scales, from small Hamlets to the state's major Urban Centers. The State Plan Policy Map applies different criteria and policies to each type of Center.

Urban Centers

Urban Centers are the largest of the Plan's five types of Centers. These Urban Centers offer the most diverse mix of industry, commerce, residences and cultural facilities of any central place. While New Jersey's Urban Centers have suffered decline, they still contain many jobs and households. They are repositories of large infrastructure systems, industrial jobs, corporate headquarters, medical and research services, universities, government offices, convention centers, museums and other valuable built assets. They are also home to a large pool of skilled and presently unskilled labor that will, with appropriate investment, become among the state's most valuable human resource assets.



The revitalization of older Urban Centers offers considerable opportunities to redress earlier planning mistakes while addressing our current emphasis on quality of life. In addition to providing new jobs and housing, urban redevelopment should contribute to rehabilitating wetlands, urban stream corridors and other natural features, and create quality public and civic spaces.

Regional Centers

In Metropolitan Planning Areas, Regional Centers may include some smaller cities not designated as Urban Centers. In Suburban Planning Areas, they often serve as major employment centers and offer regional services, such as higher education, health and arts/entertainment. In rural areas, they may be population centers and county seats, with small business districts serving residents.

New Regional Centers should be located in the state's major corridors and designed to organize growth that otherwise would sprawl throughout the corridor and create unserviceable demands. They should be compact and contain a mix of residential, commercial and office uses at an intensity that will make a variety of public transportation options feasible as the Centers are built out. New Regional Centers should have a core of commercial activity, and the boundaries of the Centers should be well defined by open space or significant natural features.

Towns

Towns are the traditional centers of commerce or government throughout the state. They are relatively freestanding in terms of their economic, social and cultural functions. They contain several neighborhoods that together provide a highly diverse housing stock in terms of types and price levels. Towns have a compact form of development with a defined central core containing shopping



services, offices and community and governmental facilities.

New Towns should emulate to the extent possible the most cherished features of the traditional New Jersey towns, that is, the comfortable, human scale of blocks, streets and open spaces, the easy walking access to civic and community activities, and a collection of neighborhoods offering a remarkable diversity of housing choice.



Towns offers a variety of choices in housing, goods and services within a pleasant, human scale. The connected street network encourages walking and bicycling through diverse neighborhoods and attractive communities. Towns are in many ways equivalent to large urban neighborhoods.

Villages

Villages are compact, primarily residential communities that offer basic consumer services for their residents and nearby residents and may offer more specialized services to a wider area. Villages are not meant to provide major regional shopping or employment for their regions.

New Villages will comprise a small core and collection of neighborhoods. In the Suburban Planning Area, new Villages are likely to be distinguished from surrounding development only by a more cohesive and structured development form and by greater proximity between residential and nonresidential uses. In Fringe, Rural and Environmentally Sensitive Planning Areas, new Villages

should be surrounded by natural areas, farmland or open lands in the form of a greenbelt and should contain a commercial component in the core capable of offering neighborhood-scale goods and services.

Hamlets

Hamlets are the smallest types of Centers in the State Plan. Existing Hamlets are found primarily in rural areas, often at crossroads. Hamlets are not synonymous with conventional single-use residential subdivisions. Although Hamlets are primarily residential in character, they may have a small, compact core offering limited convenience goods and community activities, such as a multi-purpose community building; a school; a house of worship; a tavern, luncheonette; or a commons or similar land uses. The density of a Hamlet should conform to the carrying capacities of natural and built systems.

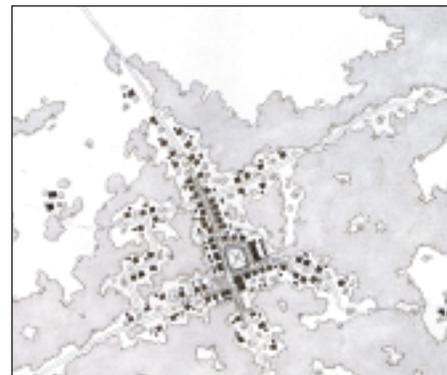


Policies for Centers

The State Plan Policy Map contains policies that address the location and function of Centers. These policies include providing land for growth in Centers, balancing growth between Centers within a region to accommodate projected growth, utilizing capacity information to designate Centers, and designing Centers to make them attractive, livable and compact communities.



Non-residential uses in Hamlets are likely to locate on the green, the civic focal point for these small communities. A bed and breakfast can offer visitors a good meal and a comfortable room in a quiet setting, while creating local jobs. A community building may combine a small library with performance space for regional arts groups.



Environs

Areas outside of Center Boundaries are the Environs. The Environs contain large

Rural Village



Existing Conditions: Parts of New Jersey still exhibit a predominantly rural landscape, with compact towns and village centers surrounded by farms, woodland and rural hamlets. Farmland and open space forms a continuous, productive landscape, with a mosaic of woodlands, hedgerows and small fields providing important wildlife habitat. Buildings are clustered in villages, hamlets and farmsteads with traditional architecture that harmonizes with the natural setting. The character of this rural landscape is an important asset for New Jersey, yet much is currently zoned for large lot suburban sprawl.



Trend Development: Suburban development destroys farmland, open space and natural features. Rigid zoning codes create homogenous tracts of single-family homes on large lots, overwhelming the original village. Individual septic systems are more likely to pollute the groundwater and conflict with wells. Local roads become congested. The traditional, locally based economy withers. The area has lost its rural character.



Plan Development: The rural village has grown and prospered, with new mixed-use development occurring in or adjacent to the center. New buildings share or complement the character and appearance of existing structures. New development outside the village occurs in hamlets or in carefully sited estate lots. Extensive areas of farmland and woodlands are maintained. Headwaters and groundwater recharge areas are protected. Natural systems handle wastewater and stormwater. Greenway corridors link communities, providing public access to the countryside. The scenic qualities of a rural community are protected and enhanced, while the local economy is preserved.

contiguous areas of farmland, open space and large forest tracts. Strategies for preserving the Environs include density transfers into Centers, purchasing or donating easements, restricting the extension of capital facilities and adopting ordinances that limit development.

The Metropolitan Planning Area does not generally have Environs in the form of open land separating communities and protecting natural and agricultural resources. In most instances, the large tracts of contiguous farmland, forest and environmentally sensitive lands in Fringe, Rural and Environmentally Sensitive Planning Areas function as the Environs of the Metropolitan Planning Area. In the Suburban Planning Area, the Environs should be established to separate Centers without compromising the area's capacity to absorb projected growth. The policy objectives for the Fringe, Rural and Environmentally Sensitive Planning Areas specifically call for protection of the Environs from development.

Growth otherwise planned for the Environs should be focused in Centers. Development in the Environs should maintain and enhance the farmland, natural resources and character of the area. It should use creative land use and design techniques to ensure that it does not exceed the capacity of natural systems and existing infrastructure and protects areas where public investments in farmland or open land preservation have been made.

Policies for Environs

The State Plan Policy Map prescribes policies for Environs to address their location and function. These policies include protecting the Environs through comprehensive planning and consistent capital investment and regulatory strategies, preserving large contiguous areas, surrounding Centers with greenbelts, ensuring that development and redevelopment in the Environs meets the Intent and Policy Objectives of the relevant Planning Area, and transferring density equitably from the Environs to Centers.



Monitoring and Evaluation

The State Planning Act requires the State Planning Commission to include “the appropriate monitoring variables and plan targets in the economic, environmental, infrastructure, community life and intergovernmental coordination areas to be evaluated on an on-going basis...” In response, the State Plan identifies six critical indicators and targets that relate to these five areas and 27 additional indicators that offer additional monitoring of trends. In addition, the State Plan considers the results of an Infrastructure Needs Assessment and an Impact Assessment Study, both of which are prescribed by the State Planning Act.

Impact Assessment of the New Jersey State Plan

Prior to adoption of the State Plan, a detailed analysis of alternative growth patterns was tested. This analysis, *The Costs and Benefits of Alternative Growth Patterns: Impact Assessment of the New Jersey State Plan*, was performed by the Center for Urban Policy Research at Rutgers University. Two growth scenarios were compared: TREND, a continuation of current development traditions in the absence of the State Plan and PLAN, based on implementation of the State Plan’s strategies and policies.

Based on a quantitative analysis of economic, environmental, infrastructure, community life and intergovernmental coordination implications, the research team concluded that New Jersey would grow by 908,000 people, 462,000 households and 802,500 jobs (not including agricultural jobs or self-employment) over the 20-year period under both scenarios. In both situations, quality of life in the state will continue to increase. However, by following the State Plan, urban communities will see their populations rise by 144,000 more people than under trend development patterns. The plan would also increase jobs and income in New Jersey’s cities, inner suburbs and rural towns, doubling the number of new jobs in urban communities.

With full implementation of the State Plan, the benefits for New Jersey in 2020 will include:

- savings of \$160 million annually to towns, counties and school districts;
- 870 fewer centerline miles of roads and savings of \$870 million in local road costs;
- savings of \$1.45 billion in water and sewer costs;
- a 27,000 increase in work trip transit users;
- 122,000 fewer acres of land (one-third less than current trends) will be converted to development, including 68,000 acres of farmland and 45,000 acres of environmentally fragile land;





- reversal of a projected \$340 million loss in household income in urban communities, to a gain of \$3 billion; and
- improvements in the quantity and quality of intergovernmental contacts and relationships.

Infrastructure Needs Assessment

Infrastructure is the foundation of a sustainable state, supporting a productive economy, a healthy environment and a just society. The State Plan defines infrastructure as those capital facilities and land assets under public ownership, or operated or maintained for public benefit, that are necessary to support development and redevelopment and to protect public health, safety and welfare.

Investment in capital facilities and other infrastructure is one of the most powerful tools available to implement comprehensive plans for development and redevelopment. The New Jersey State Planning Act recognizes the importance of infrastructure by promoting development or redevelopment where infrastructure capacity exists or may be readily provided and discouraging development where capacities are limited.

Key findings of the Infrastructure Needs Assessment include:

- The average New Jerseyan pays \$543 per year for public investments in infrastructure, nearly evenly divided between state and local governments and primarily for highways and education. On a per capita basis, New Jersey now invests more than most of its surrounding states and more than the national average in infrastructure improvements. Nationwide, local governments provide a significantly larger share of capital investments relative to state government.
- The rehabilitation, repair and replacement of existing infrastructure have been increasingly coordinated with the State Plan's priorities for infrastructure for new growth.

| | ESTIMATED PRESENT COSTS | ESTIMATED PROSPECTIVE COSTS | TOTAL ESTIMATED COSTS |
|--|--|--|--------------------------------------|
| Transportation and commerce infrastructure systems <ul style="list-style-type: none"> ● support the economy of New Jersey by helping to produce goods and move goods, people and information ● most costs are for maintaining and upgrading existing systems to correct existing deficiencies or to keep existing infrastructure in service ● for farmland retention and public transportation, costs for future needs are greater than costs to meet existing needs | \$50.9 billion | \$20.6 billion | \$71.5 billion (63%) |
| Public health and environment infrastructure systems <ul style="list-style-type: none"> ● include water supply, wastewater disposal and other systems that protect public health and environmental quality ● costs for existing and future needs evenly divided overall ● greatest share of future needs are for wastewater disposal and water supply | \$15.4 billion | \$12.4 billion | \$27.8 billion (24%) |
| Public safety and welfare infrastructure systems <ul style="list-style-type: none"> ● help create and maintain a just society ● most documented costs are associated with existing needs | \$11.7 billion | \$3.4 billion | \$15.1 billion (13%) |
| Estimated infrastructure costs through 2020 | \$78.0 billion (68%) | \$36.4 billion (32%) | \$114.4 billion |

- Strategic plans are now being developed and applied by state agencies to guide public investments in economic development, transportation, energy, water supply, open space, higher education, affordable housing, the arts and other key infrastructure components. The importance of long range capital improvement planning as a management and fiscal planning tool to help state and local governments finance and build infrastructure is being increasingly highlighted, and is now part of Generally Accepted Accounting Principles for public agencies.

Key Indicators and Targets

The State Planning Act requires the State Planning Commission to include “the appropriate monitoring variables and plan targets in the economic, environmental, infrastructure, community life and intergovernmental coordination areas to be evaluated on an on-going basis...”

In response, the State Plan identifies six key indicators and targets and 27 additional indicators and targets that relate to these five areas.

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

AREA TO BE EVALUATED

STATE PLAN INDICATORS AND TARGETS (continued)

INFRASTRUCTURE

Key Indicator:

Meet present and prospective needs for public infrastructure systems.

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

Additional Indicators

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

COMMUNITY LIFE

Key Indicator:

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

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

Additional Indicators

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

INTERGOVERNMENTAL COORDINATION

Key Indicator:

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

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

Additional Indicators

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

Plan Adoption and Revision

Cross-acceptance

Comparison Phase

Counties and municipalities compare their policies and regulations with the Preliminary Plan and identify inconsistencies. Each county issues a report on their findings and recommendations.

Negotiation Phase

The State Planning Commission reviews reports and mapping revisions and negotiates changes to the Preliminary Plan with counties and municipalities at public sessions. An Interim Plan is approved, based on the results of these negotiations.

Impact Assessment

An independent Impact Assessment is conducted on the Interim Plan, to examine the economic, environmental, infrastructure, community life and intergovernmental coordination impacts of the Plan.

Final Review Phase

The State Planning Commission conducts 21 public hearings on the Plan, Impact Assessment and other related documents. Thirty days after the last of these hearings, the Cross-acceptance process ends.

Adoption of the Plan

The Commission considers revisions to the Interim Plan and then adopts the new State Development and Redevelopment Plan.



The Plan Adoption and Revision Process

The 2001 State Development and Redevelopment Plan was developed through a statewide planning process, called Cross-acceptance, to ensure that governments at all levels and the public participated in preparing the State Plan. The State Planning Act describes Cross-acceptance as:

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

Cross-acceptance follows the prescribed steps above, including negotiations, public hearings, and the commissioning of an independent assessment to examine the economic, environmental, infrastructure, community life and intergovernmental coordination impacts of the plan. This process is unique in the country, and provides enormous opportunity for public participation and involvement.

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|--------|--|---------|--|
| Page 1 | RPP, RPP, RPP (Pete Taft, middle and bottom) | Page 26 | The State Plan Policy Map in this publication is a generalization of maps developed at 1:24,000 scale on file at the Office of State Planning. This map was developed, in part, using geographic information system digital data from the New Jersey Department of Environmental Protection and the New Jersey Pinelands Commission. |
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| 10 | Ellen Shoshkes, Kathleen Bird, Ellen Shoshkes | 49 | Trenton Mayor Douglas H. Palmer, Dianne Brake, Margaret Nordstrom and Spotswood Mayor Barry Zagnit, March 1, 2001 (Holly Marvin) |
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Visual simulations of development patterns for OSP by Dodson Associates, Ltd./Regional Plan Association, pages 14, 19, 29, 30, 31, 35 and 42.

Examples of Center types and plans for OSP by Torti Gallas/CHK Architects, pages 37, 39, 40 and 41.

Visual simulations of before and after images for OSP by Juan Ayala, Invisioneering, pages 2, 16, 17 and 21.

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Cover design by Princeton Partners, Inc.

Layout by Backes Graphic Productions

Printing by Parker Communications Group

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