

Public Hearing
Draft Final SDRP
Virtual Hearing #1 – Tuesday, October 14, 2025 – 6:00 PM

START: 6:00 PM

INTRODUCTORY REMARKS:

Walter C. Lane, Acting Executive Director, OPA

- Acting Executive Director Lane, on behalf of the State Planning Commission (SPC) and the Office of Planning Advocacy (OPA) staff, thanked everyone for attending this Public Hearing. These hearings are an important part of the process to adopt a new State Development and Redevelopment Plan (SDRP).
- Attendees will be given a brief presentation about the process to develop the draft Final State Development and Redevelopment Plan. After the presentation, attendees will have the opportunity to provide comments on the Draft Final State Development and Redevelopment Plan and the draft Infrastructure Needs Assessment. Comments will be limited to five (5) minutes per speaker to ensure everyone has a chance to speak.

PREPARED REMARKS:

Walter C. Lane, Acting Executive Director, OPA

- The Office of Planning Advocacy is located within the NJ Business Action Center (BAC). We provide support services to businesses and local governments.
- The SDRP came about as result of legislation in the 1980s that established the SPC and their mandate to periodically adopt a plan for the orderly use of land and resources throughout the state. OPA functions as the staff support to the SPC.
- The SDRP is a guidance document intended to be used by various levels of government to ensure consistency in planning and implementation across all levels of government in the state.
- The State Planning Rules also establish a process for the periodic adoption of new State Plans, and this process is known as Cross Acceptance. It is a collaborative process that solicits feedback from members of the public, local governments, and other state agencies for the purposes of developing a State Plan that reflects the needs, values, and objectives of all New Jerseyans.
- The current version of the new State Plan, referred to as the draft Final SDRP, contains ten (10) goals as well as numerous policy proposals to facilitate their realization. The draft Final SDRP has been out for comment since September 19, 2025.
- The State Plan Policy Map (SPPM) is a geographic representation of the SDRP. The draft Final SDRP is not proposing any changes to the SPPM, but it does propose changes to the criteria and concepts that shape the SPPM. Some of these changes include the reincorporation of Cores, additional flexibility in the size and location criteria for planning areas, new planning areas for developed areas at risk of sea level rise, and the mapping of Special Resource Areas (SRAs). After the SDRP is adopted, we will revisit the mapping change requests that we received throughout Cross Acceptance.
- Cross Acceptance itself consisted of multiple phases, in which local and state plans were compared, and in which points of potential disagreement were negotiated with various jurisdictions.

- Cross Acceptance also yielded other deliverables, such as the Impact Assessment (IA). This featured qualitative and quantitative analyses of long-term projected trends with and without the new State Plan as drafted.
- Also, a draft Infrastructure Needs Assessment was prepared. This considered the costs associated with infrastructure improvements that will be necessary for the new SDRP to be effectively implemented.
- Comments on the IA, the draft INA, and the draft Final SDRP can be submitted to OPA through December 3, 2025. Commenters can make use of our dedicated email address, our online survey, or contact the office directly.
- At present, OPA intends to bring the new SDRP before the SPC for their approval on December 17, 2025.

QUESTION AND ANSWER PERIOD:

Summary of **Questions** and *OPA Responses*

The State Plan should call for more help to be rendered to municipalities navigating New Jersey's regulatory environment. When a municipality desires to make aesthetic improvements to its developed areas, it is often unclear how to obtain the proper permits. When a municipality desires to make improvements in highway corridors, particularly for community revitalization purposes, it is unclear which agencies should be involved. When a municipality desires to make improvements on a district-wide scale, it is unclear how to secure sufficient grant support. When a municipality desires to address pollution, it is difficult to discern how to best negotiate the various levels of government. In all cases, greater alignment and streamlining is preferred.

We appreciate your comments.

END: 6:36 PM