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Trends and Patterns of Growth

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The Draft Preliminary
State
Development
AND
Redevelopment
Plan
January 1988

TRENDS AND PATTERNS OF GROWTH

HISTORIC PATTERNS OF GROWTH

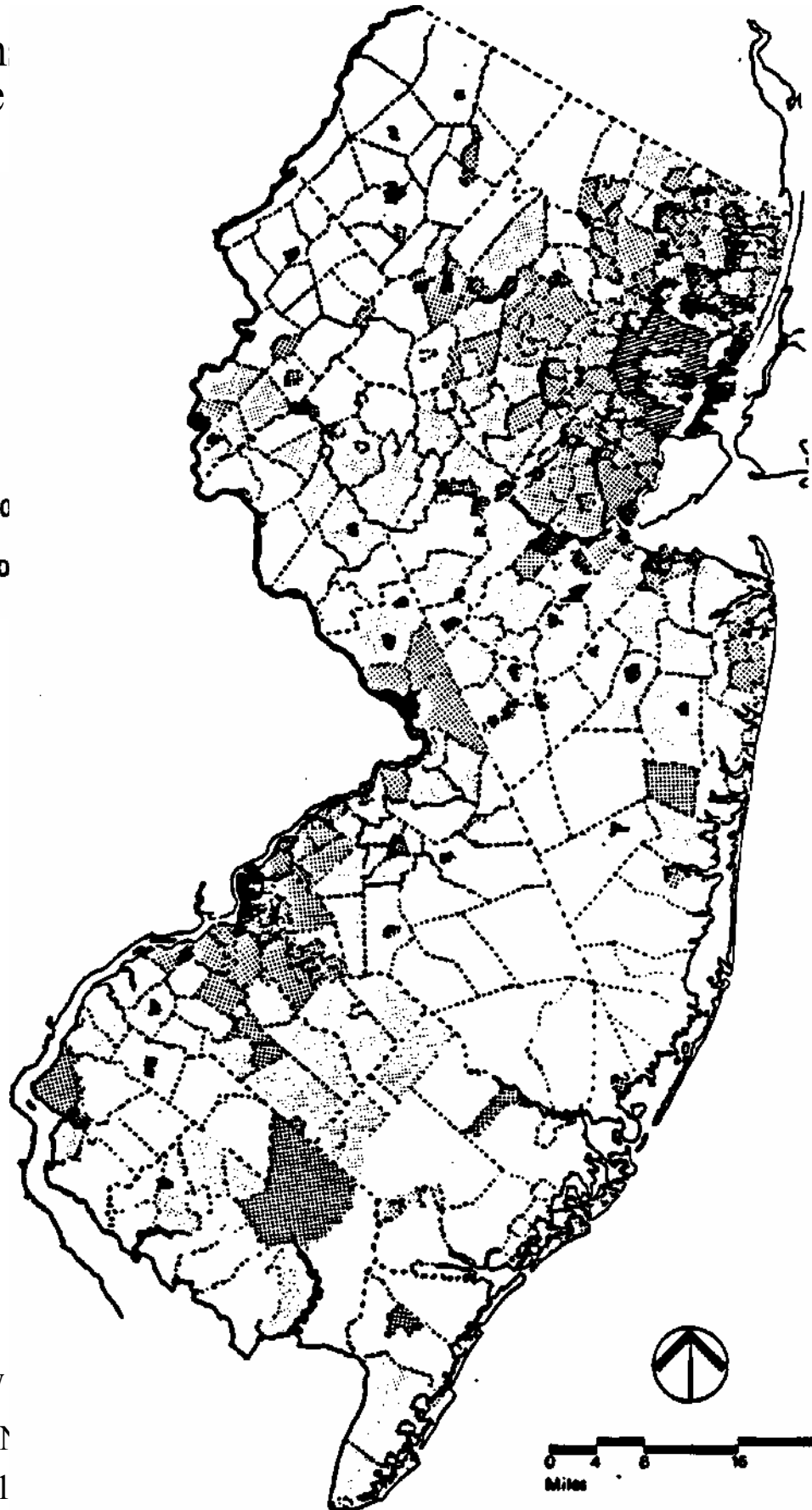
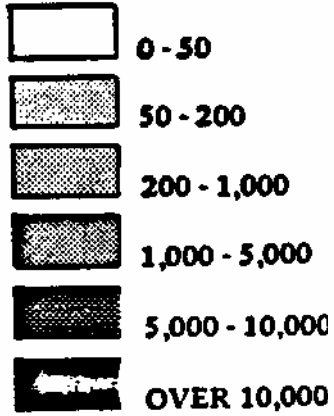
The story of New Jersey's growth and development is closely related to that of the two major cities that lie just beyond its boundaries: to the northeast, New York City and to the west, Philadelphia. Since colonial days these two cities have been among the largest in the country and the world, with Philadelphia leading as the nation's largest city and major port until the early 1800's, when it was overtaken by New York. Today, the two cities rank as first and fifth in size among U.S. cities, and large portions of New Jersey today lie within their ever-extending and overlapping commutersheds. The population of the New York metropolitan area alone outnumbers not only that of the State of New Jersey today, but also that of the State as projected for the year 2010.

A critical consideration in devising a growth management program for the State is the fact that New Jersey accounts for only one portion of the suburbs of its two metropolitan neighbors. This means that firms and households that wish to move to either the Philadelphia or the New York area have a wide array of locations to choose from and only some of them lie in New Jersey.

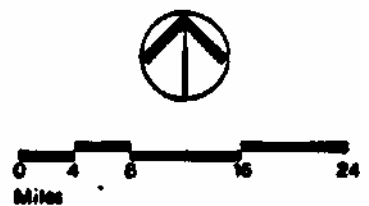
1 The early growth of the State as summarized in Appendix A, Figure A-1, in a series of maps prepared by the University of Delaware for their current study of historic resources in New Jersey, shows increasing definition of the various areas of the State between 1726 and 1850, as the numbers of counties increased from 10 to 20 (Union County was still part of Essex in 1850), and a concentration of population by the 1830's in what are now Essex and Union Counties. As illustrated in Appendix A, Figure A-2, it was the counties closest to these cities, Essex, Hudson, Bergen, Union, and Passaic Counties in the north, and Camden County in the south that experienced significant growth in the nineteenth and early twentieth centuries, setting the pattern for today's development configuration in the State.

New Jersey's growth rate outpaced that of the country as a whole between 1790 and 1850 and during the 1870's, the 1930's and the 1970's, and exceeded that of the Mid-Atlantic States as a whole between 1830 and 1890 and since 1930 (Appendix A, Figures A-3, A-4, A-5). The high growth rates that New Jersey is experiencing today clearly are not new to the State.

Population Den Per Square Mile

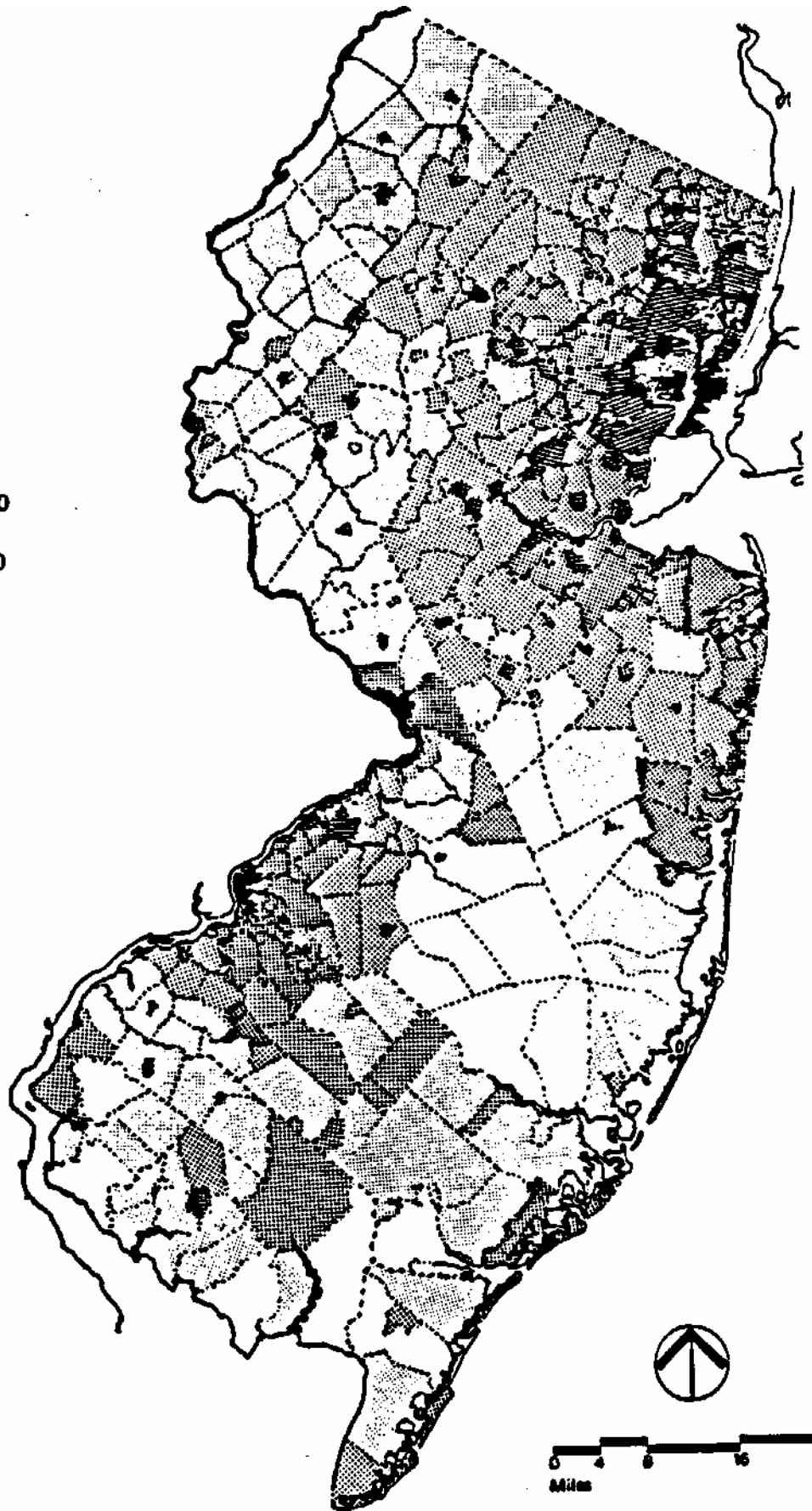
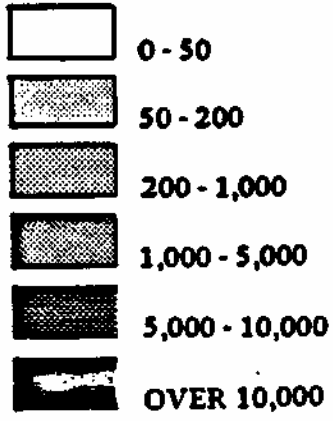


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Figure!

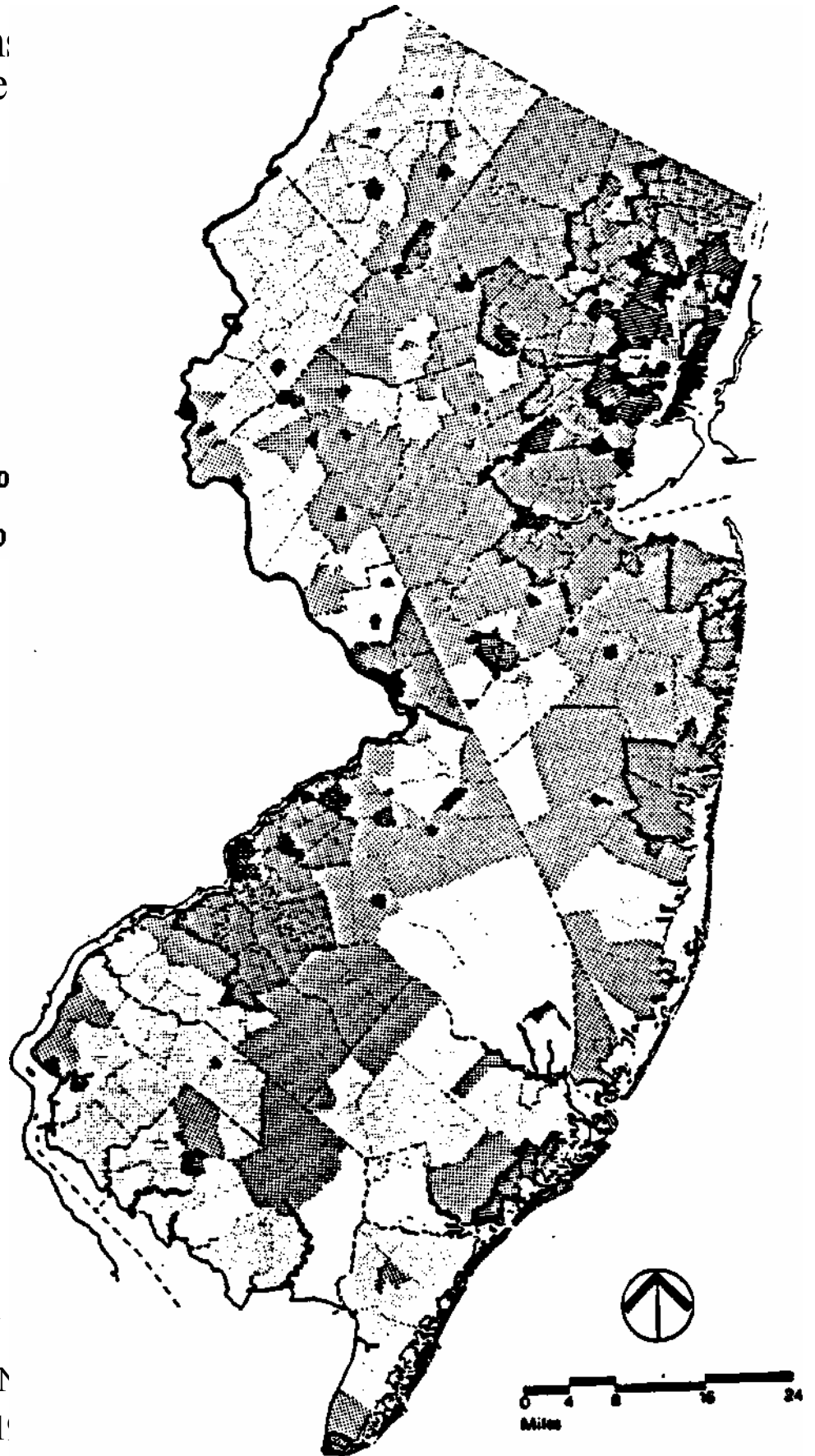
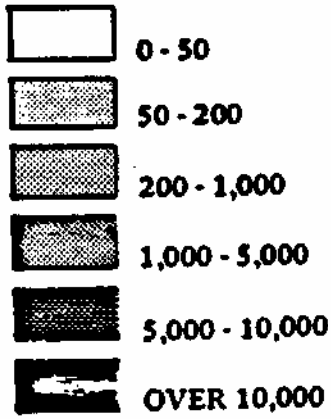
Popula
Per Sq



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Figure 2

Population Density Per Square Mile

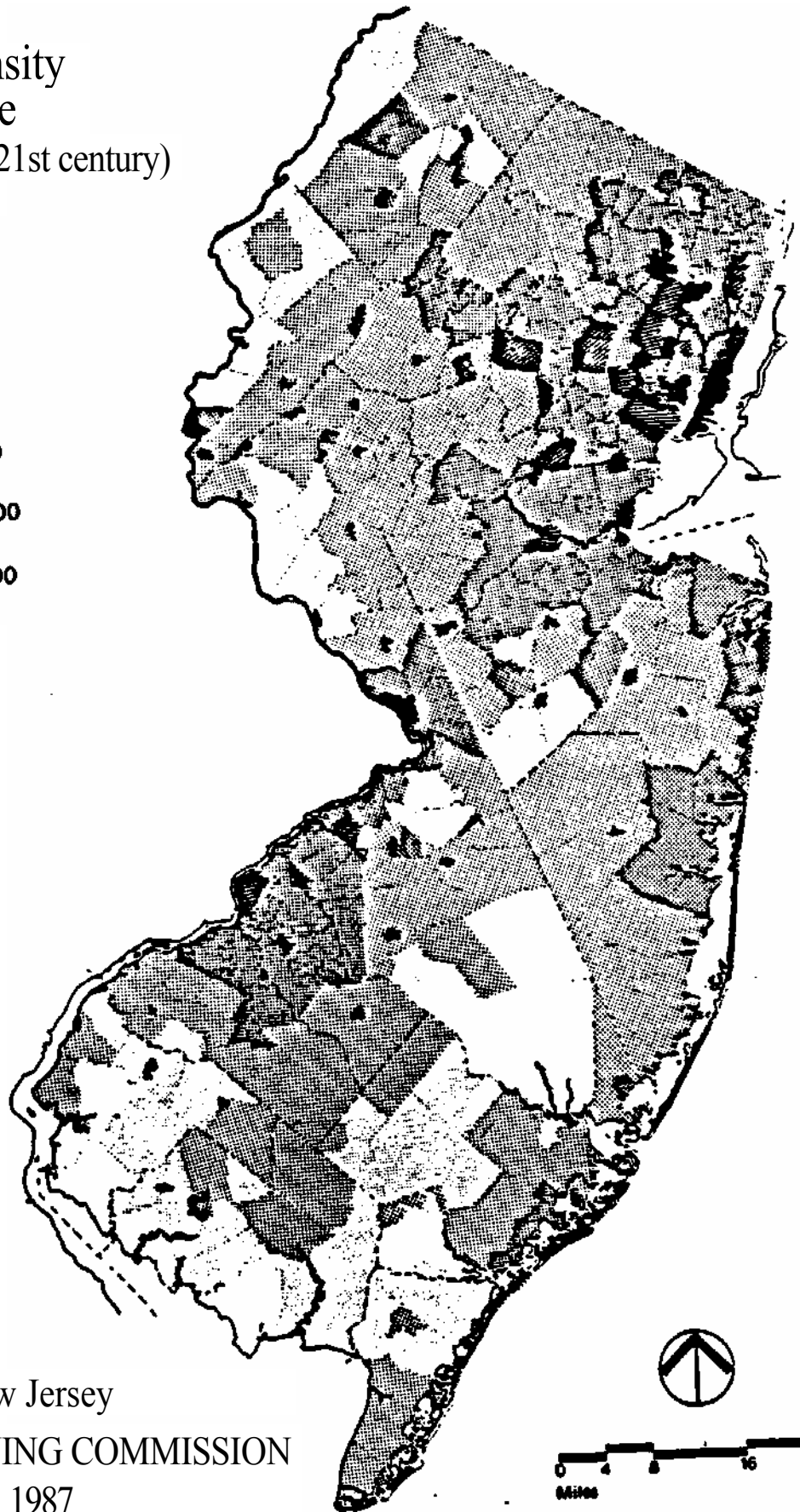
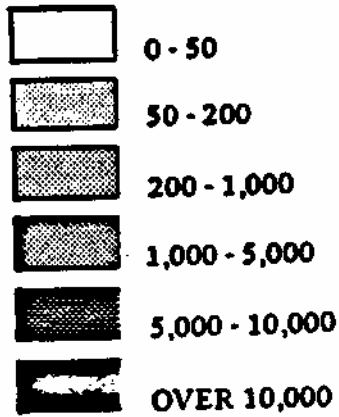


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Figure 1

Population Density
Per Square Mile
(At the start of the 21st century)



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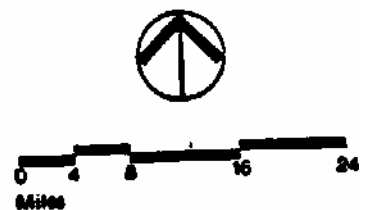
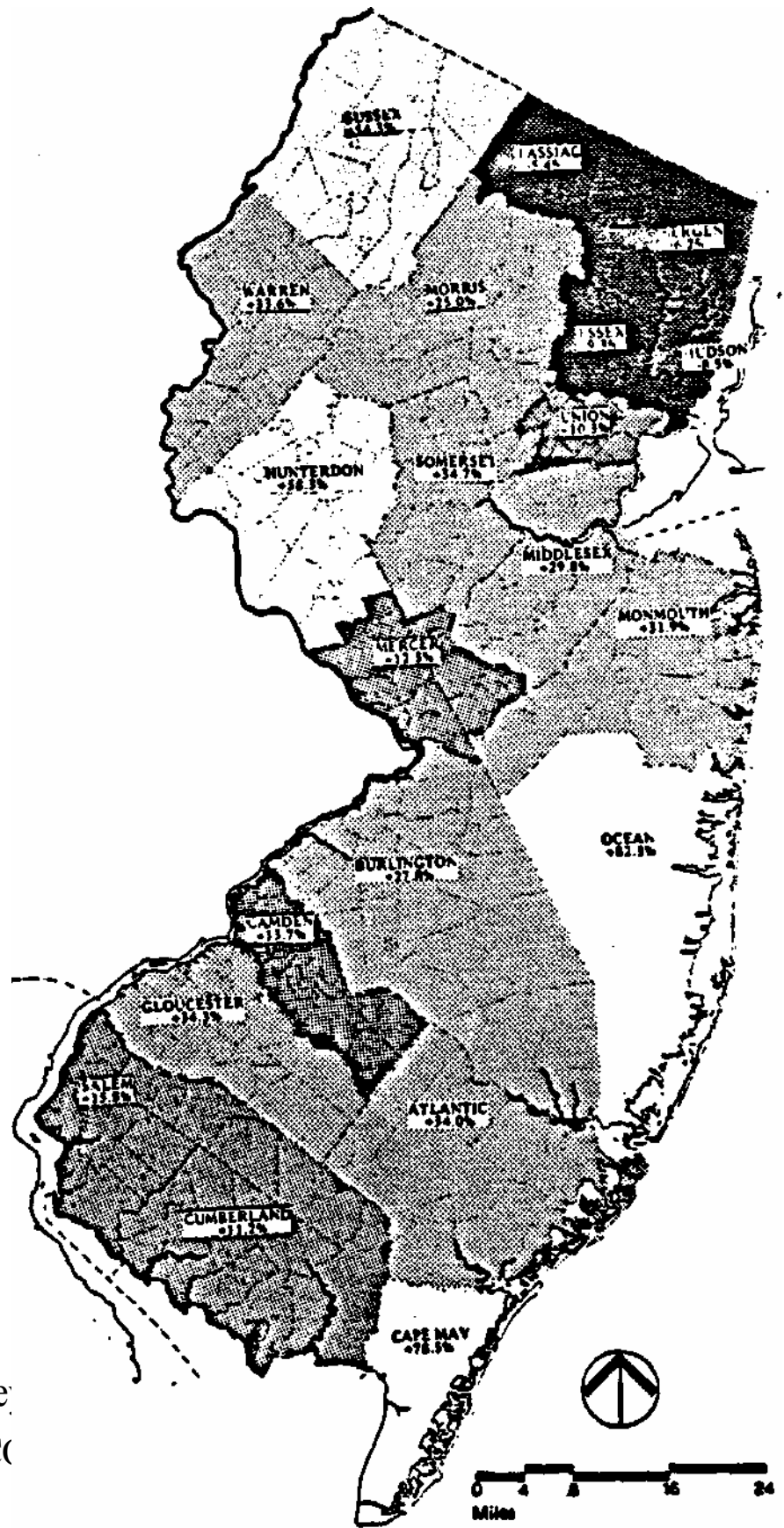
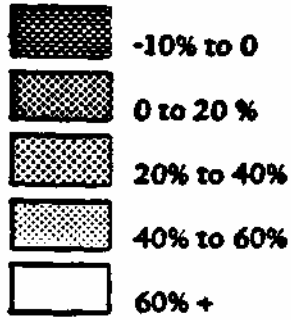


Figure 4







Percent Change Population Trends Forecast 1985- 2010

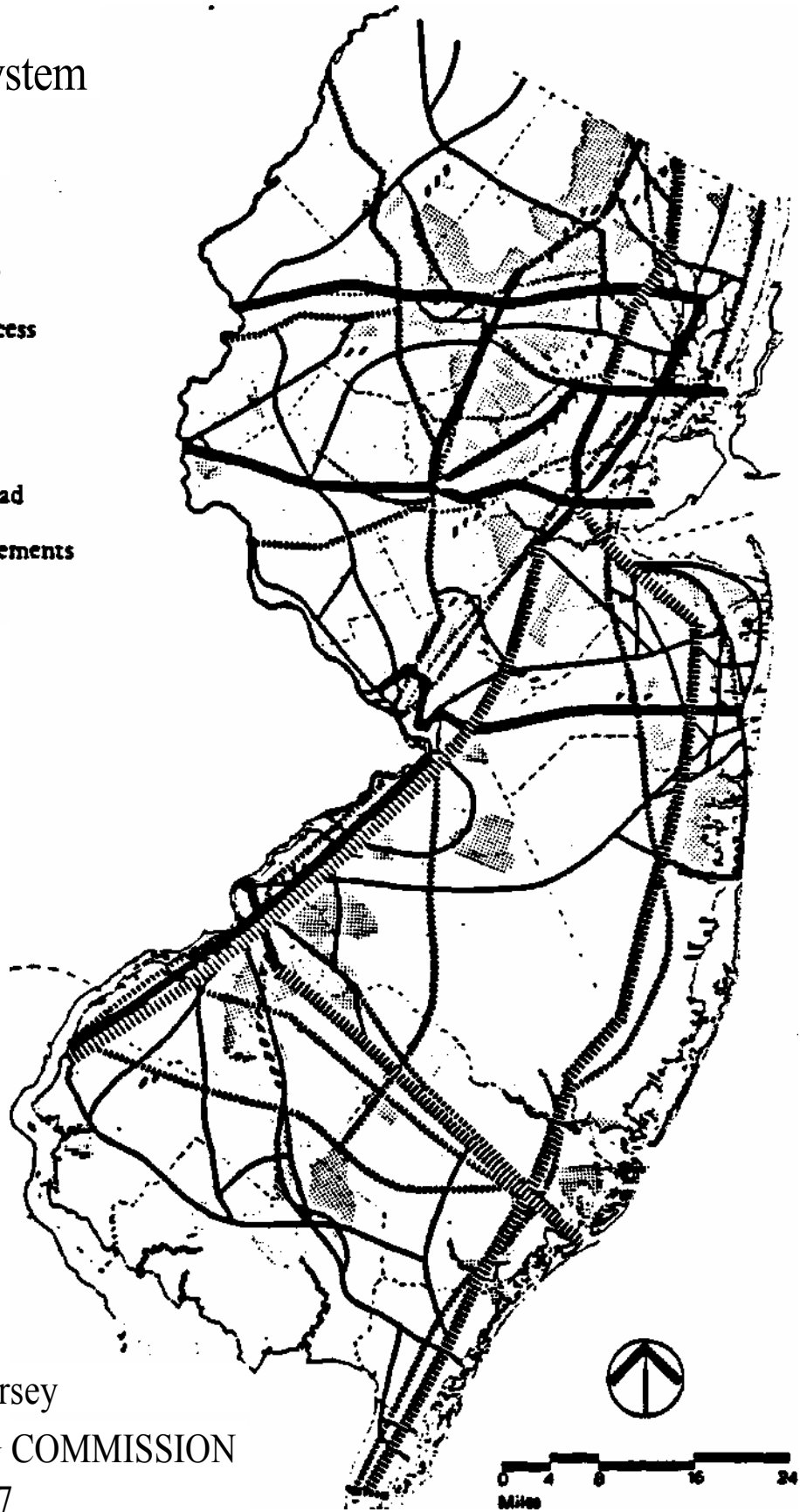


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Figure 5

The Major Transportation System

-  **Federal Interstate**
-  **State Limited Access**
-  **U.S. Highway**
-  **State Highway**
-  **Commuter Railroad**
-  **Roadway Improvements**



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Figure 6

FUTURE GROWTH PATTERNS

Trends **of Dispersal**

Entering the twenty-first century, New Jersey faces a continuation of growth trends that have been in evidence since 'the 1940's, trends of dispersal of population outward from major urban centers of the Philadelphia, Camden, New York, Newark, Elizabeth, and Trenton Metropolitan Areas. Figures 1-4 illustrate population density per square mile by municipality throughout the state for the years 1940, 1970, 1985, and for the beginning of the twenty-first century. The 1985 population estimates are those of the New Jersey Department of Labor and Industry Bureau of Labor Statistics. Projected future densities are based upon trends in municipal population growth between 1960 and 1985 which were assumed to continue until 2010.

Seen as a series, these four maps illustrate dramatically the effects of the move to the suburbs and the corresponding loss of population in the centers of the older urban areas, particularly in the southern portion of the State, in Camden and Atlantic City. Housing demand within commuting distances of Manhattan has blunted this trend somewhat in urban areas in northern New Jersey where growth is likely to increase over the coming decades. Older free-standing boroughs, like Newton in Sussex County, Somerville, and Raritan in Somerset County and Medford lakes in Burlington County are tending to hold their own in terms of density although by the twenty-first century, many will have been engulfed by continuing exurban development.

By 1985, large portions of Morris, Somerset, Burlington, and Atlantic Counties that had densities of fewer than 50 persons per square mile in 1940 had densities well in excess of 1,000 persons per square mile. County-wide population trends shown in Figure 5 confirm the general pattern of dispersal of development. Overall, despite continued growth of certain centers like the Hudson River gold coast, the northern counties, Passaic, Bergen, Essex, and Hudson are projected to lose population. The greatest population growth is projected to occur in what are today among the least developed counties, Ocean county, Hunterdon, and the northern and southern' geographic extremes of the State, Sussex and Cape May Counties.

Growth has historically occurred and will be likely to continue to occur in the future along major transportation corridors, illustrated in Figure 6, which shows major elements of the existing transportation system and new facilities and extensions of existing facilities programmed for construction in the 1984 New Jersey Transportation Plan.

The Interstate and limited access highway connections between the western and southwestern portions of the State and northeastern Jersey are particularly strong, but key links have yet to be completed. Construction of these links, completion of Interstate •78 in Union County, Interstate 287 in Bergen' and Passaic Counties, Interstate 95 in Mercer County and 295 in Gloucester and Burlington County will be a mixed blessing. While they will facilitate commerce and overall vehicular movement patterns. in the State and between points within the State and beyond, they will also provide further stimulus for the dispersal of population and associated encroachment on sensitive natural areas and environmental resources: the Skylands, the Pinelands Protection and Preservation Areas and the State's major agricultural areas.

"PIPELINE" DEVELOPMENT; ALREADY APPROVED, BUT NOT YET BUILT

Data Availability

In carrying put their charge of preparing a plan for the management of New Jersey's future growth, the New Jersey State Planning Commission and the Office of State Planning must take into account the portion of future growth that has already been approved for development, but that has not yet been built. Frequently, such development has been approved in a form or at a density that contradicts current goals and policies. A preliminary approval assures the applicant of the right to develop, however, as long as development conforms to the approved preliminary plan and development schedule. Clearly, depending upon the-amount of it that has been approved, such development can significantly influence the nature of future growth, until such time as current goals and policies have been integrated into the development approval process.

Information regarding "pipeline" development is not presently maintained by any state agency. .While building permits are recorded and tabulated monthly by the New Jersey Department of Labor and Industry Division of Planning and Research, by the time building permits have been issued, construction is imminent. For long-range planning and growth management purposes, it is necessary to obtain information about committed development at ah earlier stage in the development process, if possible, as soon as it is approved. Since large-scale projects are often built: out •over a number of years, such information characterizes what the future will hold for several years for the state in the form of growth. Regular and systematic monitoring of such "pipeline" data will permit the Office of State Planning and the State Planning Commission to make more detailed assessments of trends and of the effects of the Development and Redevelopment Plan, and on the basis of these assessments, to make more specific and

targeted recommendations in their Annual Report to the Governor.

This "pipeline"¹¹ information could be supplied regularly to the Office of State Planning with relatively minor changes in the existing development approval process. At present, copies of plans for all major subdivisions and development projects are required by law to be sent to the County in which a project is to be located. Some counties like Bergen summarize and record information regarding the type, size, location, and approval status (preliminary and final) for all major subdivisions in considerable detail. Others simply file the information in systems that do not necessarily permit ready retrieval. With minor modifications, Bergen County's recording system for "pipeline" development could serve as a model for other counties. Monthly or quarterly transmittal of this data by each County to the Office of State Planning would substantially enhance OSP'S ability to monitor growth and development in the State.

In the absence of any central clearing-house for such information at present, WRT and RGH attempted to obtain these data during interviews with staff of each of the 21 counties. A summary of the findings of these interviews is presented in Appendix B to this report. Data were available for 165 municipalities in 7 counties, (29% of the State's 567 municipalities) regarding "pipeline" residential development and for 290 municipalities in 11 counties (51% of New Jersey municipalities) regarding "pipeline" non-residential development. Variations in the form of the data presently available prevented the establishment of a definitive "pipeline" file that would track all major developments that are pending through the preliminary and final approval steps for this study, even for those municipalities for which information is available. Establishment of an appropriate format for County reporting to the Office of State Planning will make such development tracking possible and will permit OSP to monitor variations in density, housing mix, use mix, FAR, size of projects, etc. by municipality, county and growth tier, for all major projects to be developed during the subsequent several years. Inclusion of the required proposed development schedules will allow close monitoring of the pace of such growth, and inclusion of a county map showing locations of proposed projects will allow a detailed determination of tier location. :

With no- such format-consistently in use at present, Wallace Roberts & Todd limited the "pipeline" analysis for this study to development -that has received preliminary approval since January 1, 1986. While some development that has received preliminary approval will probably never proceed further, other development that received preliminary approval before January 1, 1986 has still undoubtedly not been completed. Thus, the data analyzed are considered to represent a reasonable estimate of committed

growth for those areas for which data are available. The available information represents areas in North, Central, and South Jersey and all eight growth "tiers." Data analyzed are presented in Appendices C and D.

Ratio of "Pipeline" Development to Trend Growth to 2010

In determining the degree to which the Development and Redevelopment Plan can be expected to result in a departure from a continuation of past trends, it is useful to consider the amount of the development that would occur under a continuation of trends that are already committed. Because information is not available for all municipalities throughout the State, it is not possible to make this assessment on a tier-by-tier basis. With regular reporting of data regarding "pipeline" development by Counties to the Office of State Planning, such tier-wide monitoring will be possible on a monthly or quarterly basis. Given existing data availability, it was possible to estimate that:

- . The percent of 2010 "Trend" dwelling units already in the "pipeline" ranges from 6% to 16% for the Counties for which information was available (Morris, 6%, Ocean, 12%, Warren, 10% Somerset, 6%, and Sussex 16%.)

The percent of 2010 "Trend" non-residential acres of development in the "pipeline" ranges from 7% to 70% in Counties-where usable data was available (Bergen, 7%, Gloucester, 12%, Morris, 11%, Ocean, 20%, Hunterdon, 70%, Mercer, 17%_r and Middlesex, 17%.)

Given that those dwelling units in minor subdivisions in rural areas are not reported in this system, the data clearly suggest that as much as 15-20% of total growth in the State through 2010 may already be committed in location, density, and type of development. Analyses that provided the basis for these estimates are presented in Appendices E and F.