

Smart Growth in New Jersey



Presented by New Jersey Future



New Jersey Future

- New Jersey Future is a statewide research and policy group advocating a smarter way to grow: one that protects our open lands and natural resources, revitalizes neighborhoods, keeps housing affordable, and provides more transportation choices.



New Jersey Future

- Promotes sensible land-use policies, including:
 - Transit Oriented Development
 - Redevelopment
 - Open Space Preservation
 - Complete Streets

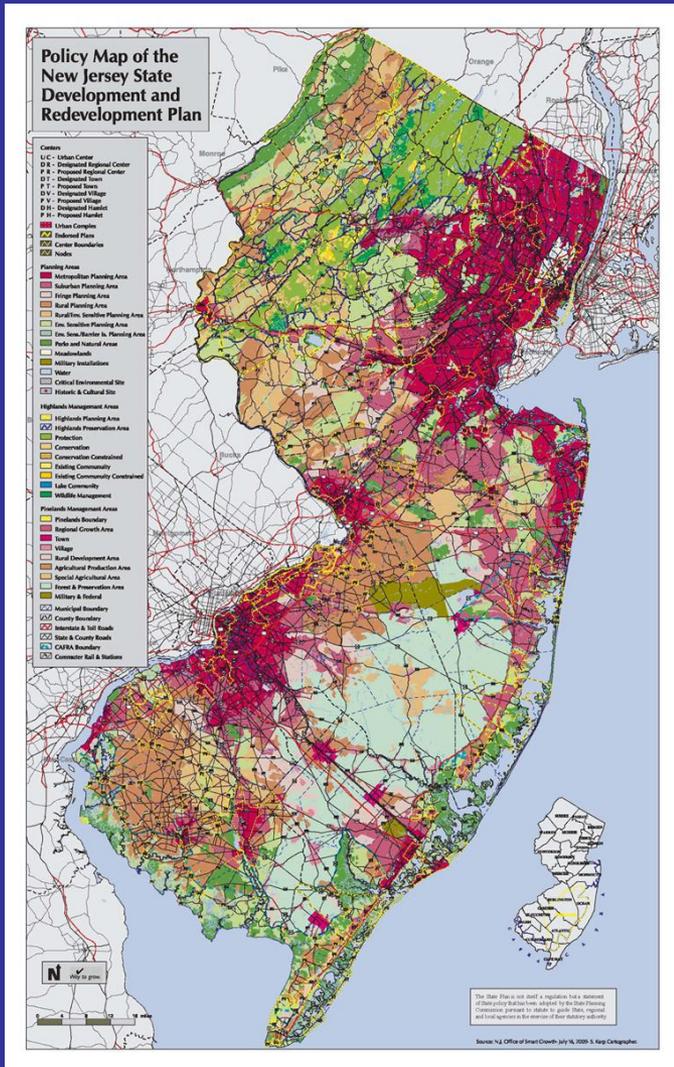


Land-Use in New Jersey: Overview

- New Jersey is the most developed state in the nation and has the highest population density
- New Jersey has the second highest rate of transit ridership in the nation
- New Jersey is unique in that a large portion of its land is either protected open space or falls under the jurisdiction of one of three regional areas
(The Pinelands, Highlands and Meadowlands)



Land-Use in New Jersey: Overview



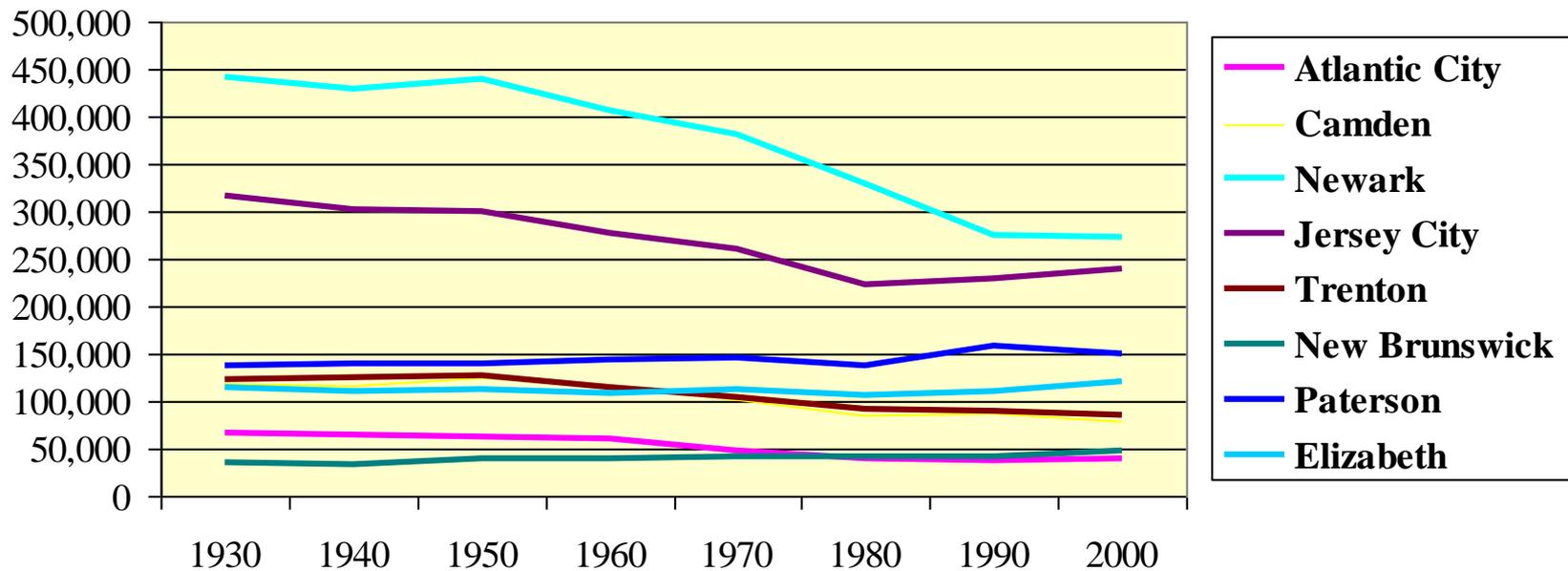
- New Jersey is one of the few states to have a statewide land use plan that shows where growth is desirable and which areas should be preserved
- Divides the state into 5 separate planning areas

Land-Use in New Jersey: Recent History

- Several trends characterizing land-use in New Jersey over the last 50 years:
 - Declining population of urban areas
 - Dispersal of jobs
 - “De-densification”
 - Loss of housing choice

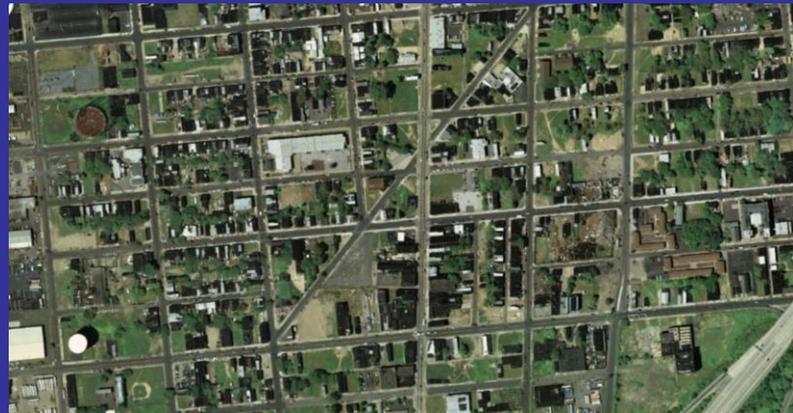
Land Use in New Jersey: Declining Population of Urban Areas

NJ Urban Center Population 1930-2000



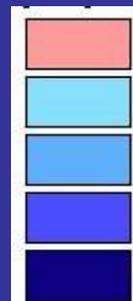
Land Use in New Jersey: Declining Population of Urban Areas

- Between 1950 and 2000, the 8 Urban Centers, as identified by the State Plan, lost a combined **305,000** residents.



Land-Use in New Jersey: Declining Population of Urban Areas

- County population growth 2000-2007



lost population

+ 0 to 5 %

+ 5 to 10 %

+ 10 to 20 %

+ 20 % or more

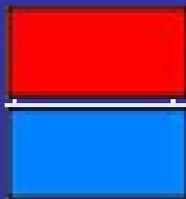
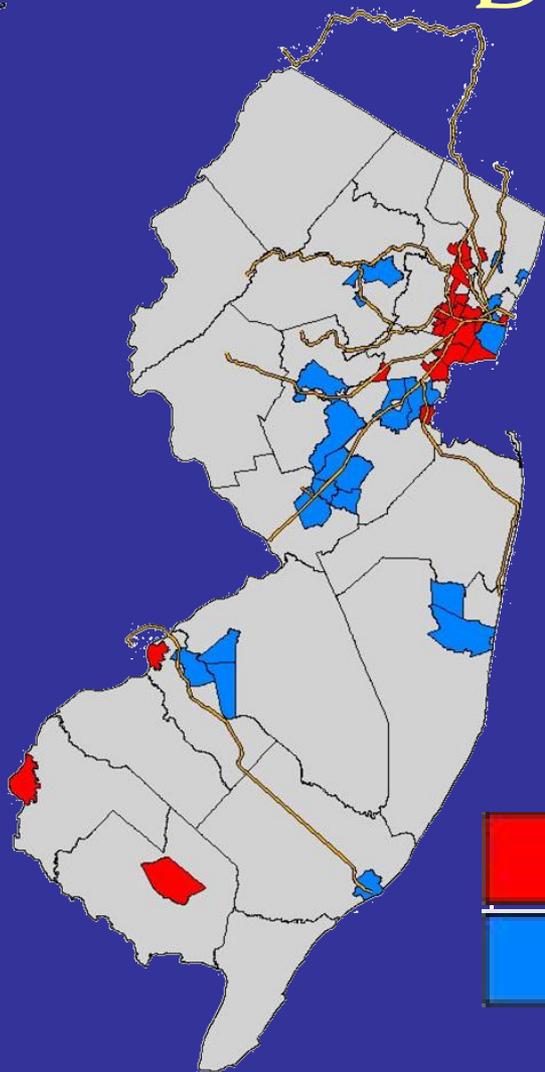
Land Use in New Jersey: Dispersal of Jobs

- Jobs have followed residents to the suburbs



Land Use in New Jersey: Dispersal of Jobs

20 largest
job-gaining and
job-losing
municipalities,
1980-2003



20 largest job losses

20 largest job gains

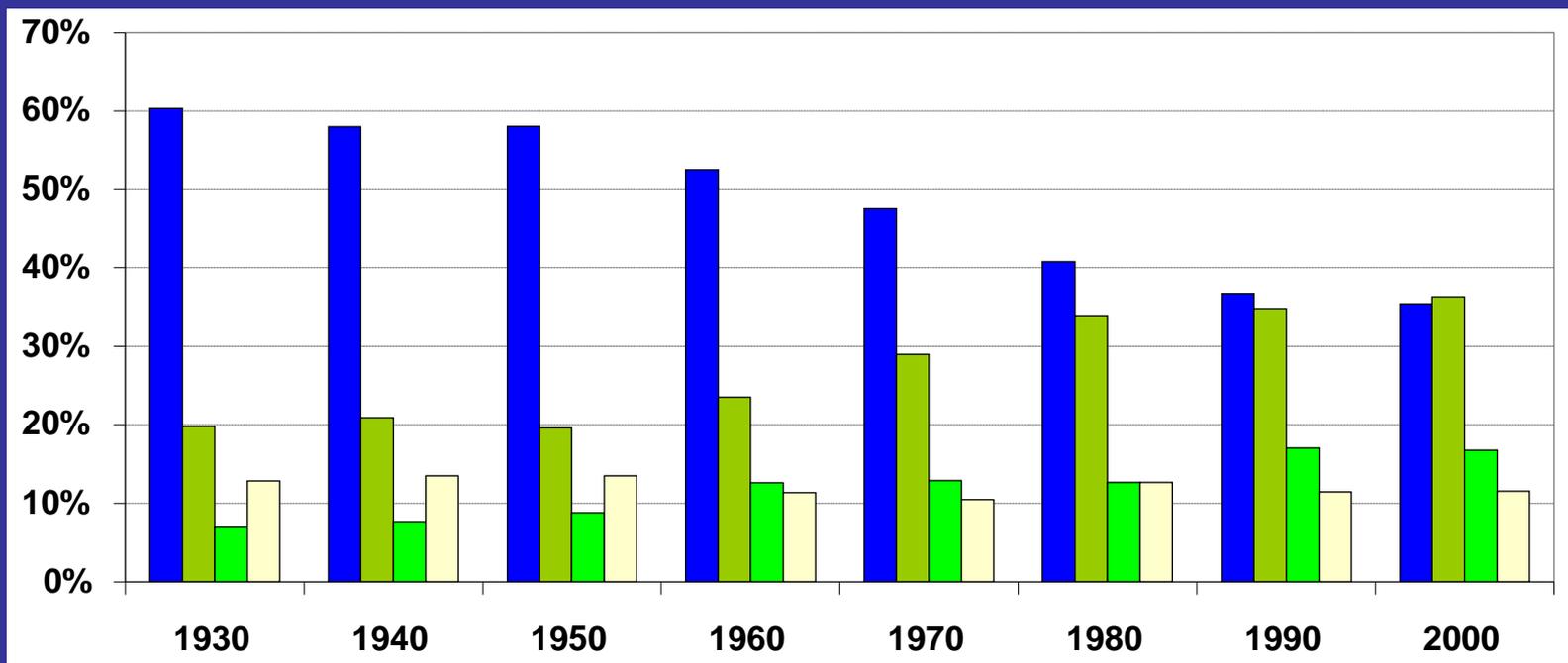
Land-Use in New Jersey: “De-densification”



- Much of that growth has come in the form of low density, auto-dependent sprawl
- Newly-developed acres grew **1.3 times as fast** as population between 1995 and 2002 (down from **2.3 times** as fast between 1986 and 1995)

Land-Use in New Jersey: “De-densification”

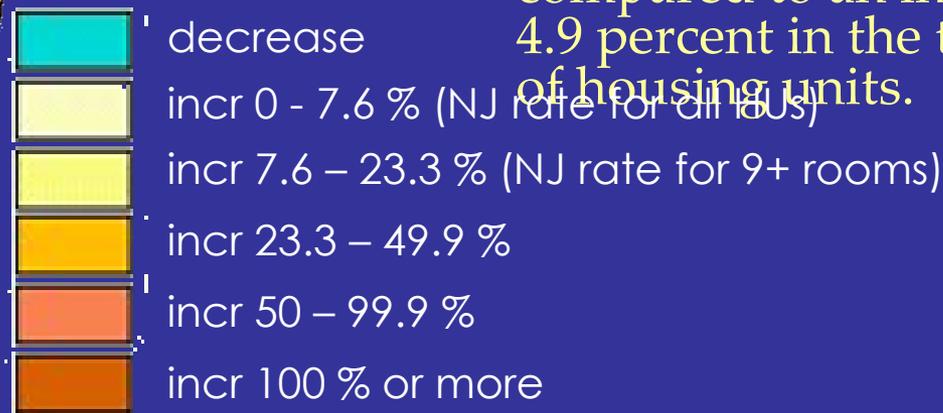
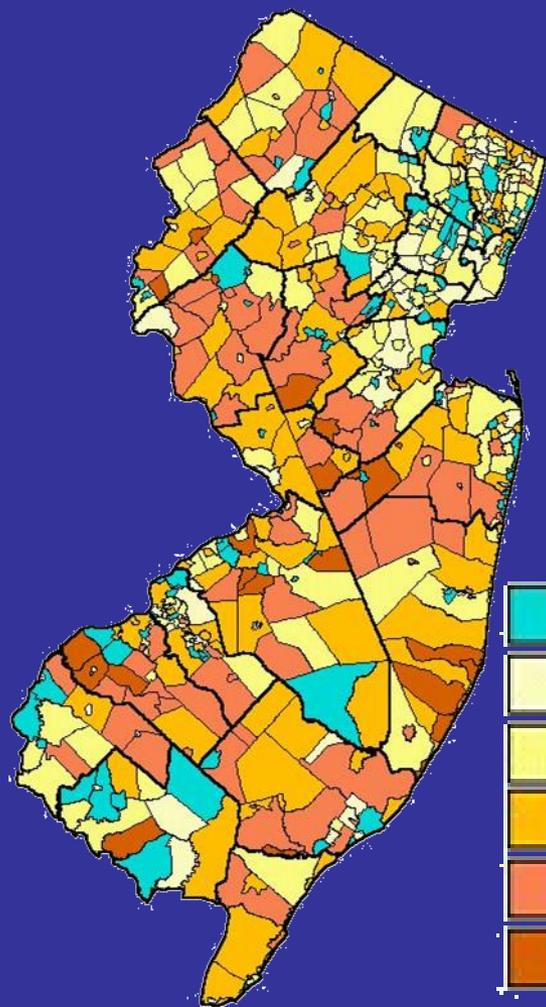
% of NJ's population living at various densities



density (persons per square mile):

- urban/compact (5,000 and up)
- suburban (1,500 - 4,999)
- exurban (500 - 1,499)
- rural (< 500)

Land-Use in New Jersey: Loss of Housing Choice



- Housing production has focused on large-lot, single family homes
- In the 2000s, the supply of units with nine or more rooms has grown more than twice as fast as the overall housing supply – an increase of 11.1 percent between 2000 and 2007, compared to an increase of only 4.9 percent in the total number of housing units.

Land-Use in New Jersey: Loss of Housing Choice



- On the other hand, the production of multi-family housing has lagged
- Between 2000 and 2008, more than half the towns in NJ issued zero permits for multi-family housing construction
- During that period, four municipalities (Jersey City, Newark, Hoboken and West New York) accounted for $\frac{1}{4}$ of multi-family permits issued

Land Use in New Jersey: Impacts

Land-use patterns over the last have century have had a number of deleterious effects:

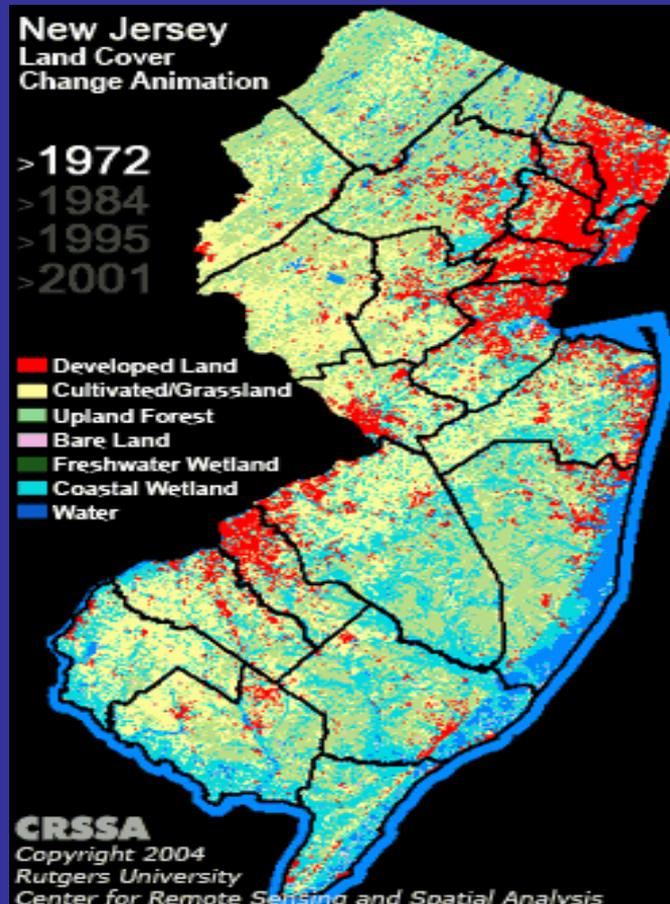
- Rapid loss of open space
- Increasing Vehicle Mile Traveled (VMT)
 - Less active transportation!
- Concentration of poverty
- Increasingly unaffordable housing

Impacts:

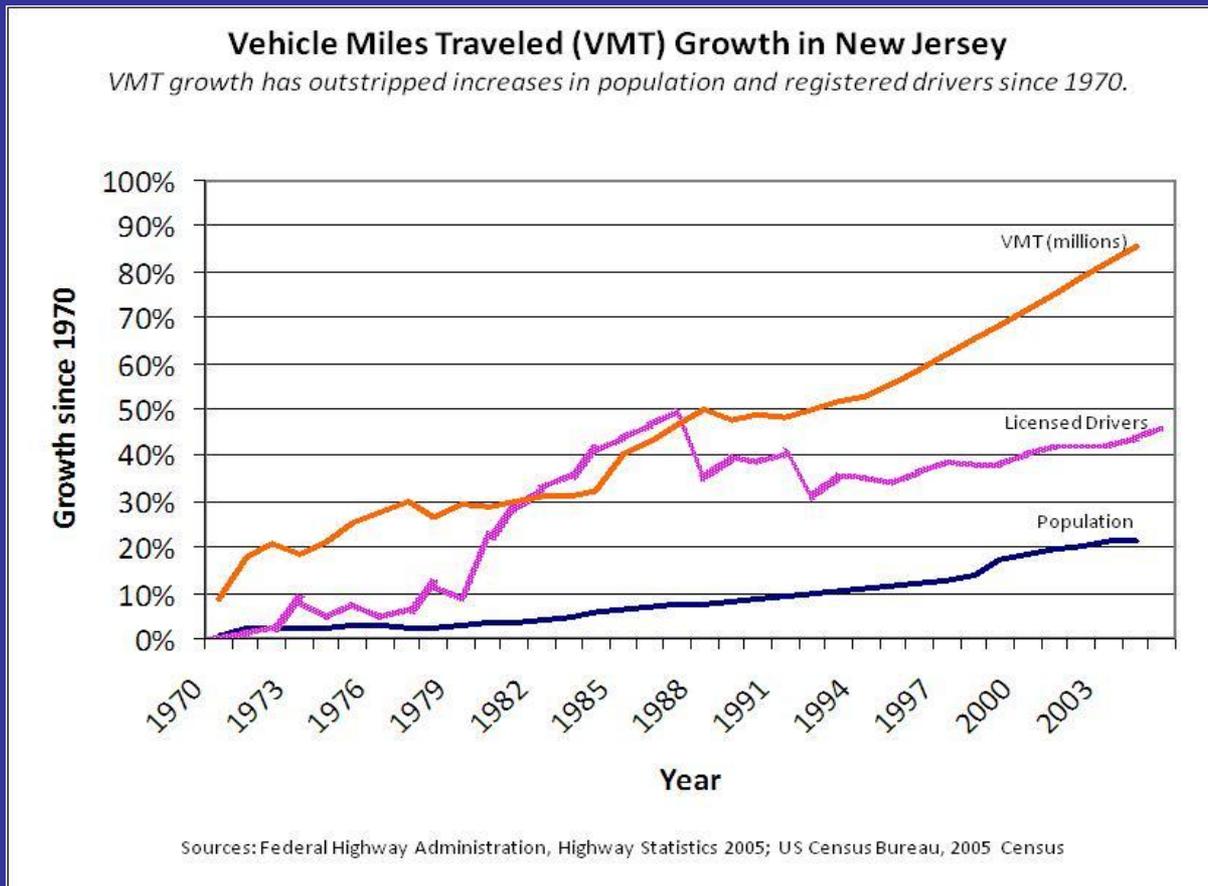
Loss of Open Space

- New Jersey averaged about **14,900 acres** of new development *annually* between 1986 and 1995, increasingly slightly to about **15,100 acres annually** between 1995 and 2002.
- Between 1995 and 2002, **36,000 acres** of agricultural land and **58,000 acres of forest** were converted to urban uses.

Impacts: Loss of Open Space



Impacts: Increasing VMT

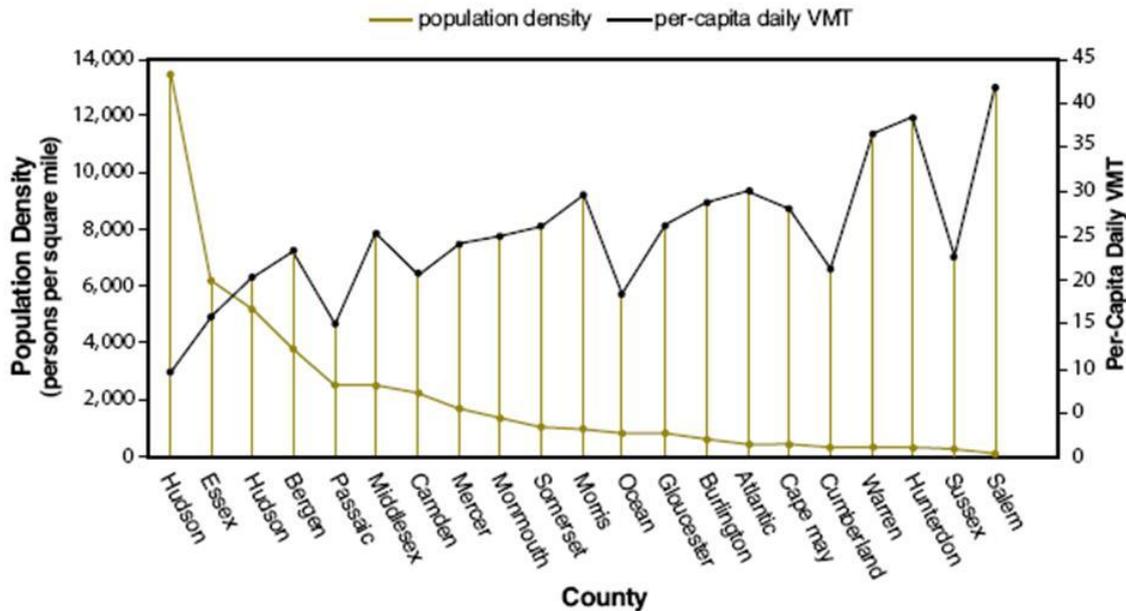


- **Growth in per capita Vehicle Miles Traveled (VMT) over the last 30 years has out-paced both population and the number of registered drivers in New Jersey**

Impacts: Increasing VMT

Population Density vs. Per-Capita Daily Vehicle Miles Traveled (VMT), 2002

Residents in compact areas drive less, thanks to good transportation alternatives.

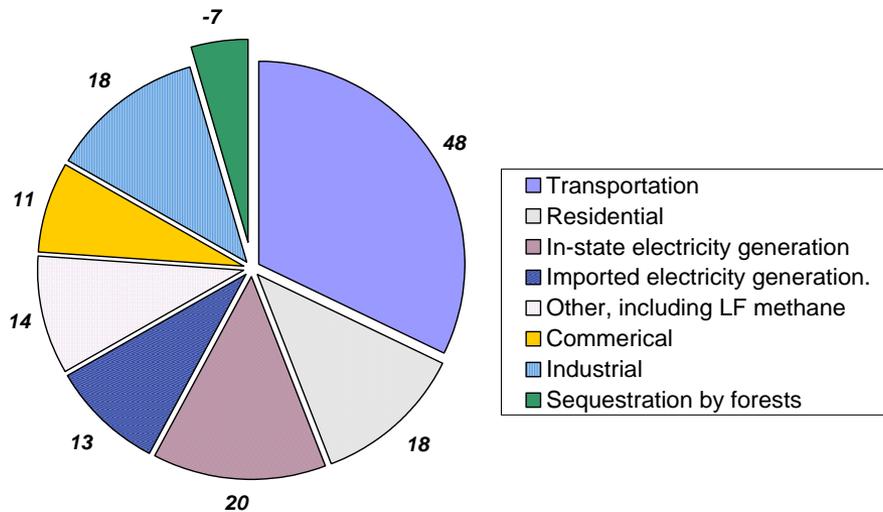


Sources: NJ Department of Transportation (VMT); US Census Bureau (population)

- Lower densities make walking and biking less feasible
- As more jobs move to the suburbs, it becomes harder for people to take transit to work

Impacts: Increased GHG emissions

Greenhouse Gas Emissions by Sector; New Jersey, 2004
Millions of metric tons CO₂ equivalent



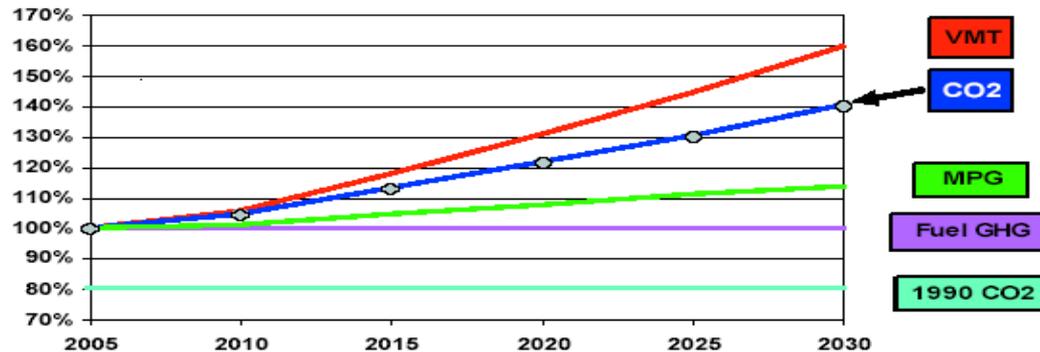
- Transportation makes up the largest, and fastest growing, segment of NJ's carbon footprint
- Transportation accounts for 33% of all emissions in NJ, compared to a national rate of 28%
- Personal vehicles account for the vast majority of transportation emissions

Impacts: Increased GHG emissions

- Projected growth in VMT will negate the effect of projected gains in fuel efficiency on GHG emissions

FIGURE O-2

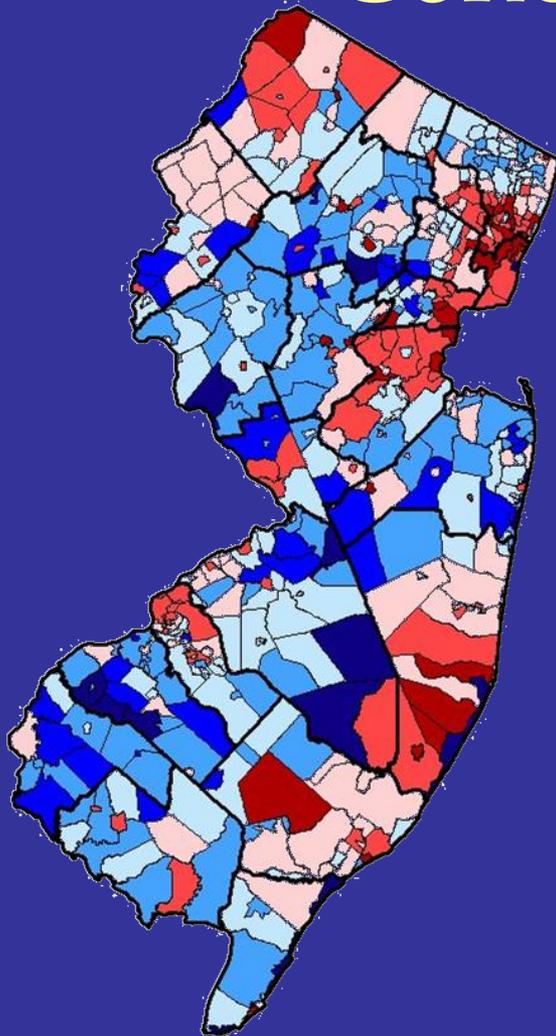
PROJECTED GROWTH IN CO₂ EMISSIONS FROM CARS AND LIGHT TRUCKS



SOURCE: EIA 2007.



Impacts: Concentration of Poverty



- Inflation-adjusted percent change in per-capita property tax base, 1990-2002

Impacts: Concentration of Poverty

- Newark
- Jersey City
- Trenton
- Atlantic City
- Camden
- Paterson
- Hoboken
- East Orange
- Elizabeth
- West New York
- Orange
- North Bergen

- Just **12 municipalities** have 52 percent of the affordable housing units in the state – but only 14 percent of the households.



Impacts: Increasingly Unaffordable Housing

- According to the Brookings Institution in 2004, New Jersey had the 5th least affordable housing in the nation.

Rank	State	Housing price/income ratio
1	California	7.64
2	Hawaii	6.81
3	Massachusetts	5.95
4	Rhode Island	4.93
5	New Jersey	4.75
6	New York	4.67
7	Nevada	4.55
8	Colorado	4.39
9	Oregon	4.34
10	Washington	4.30

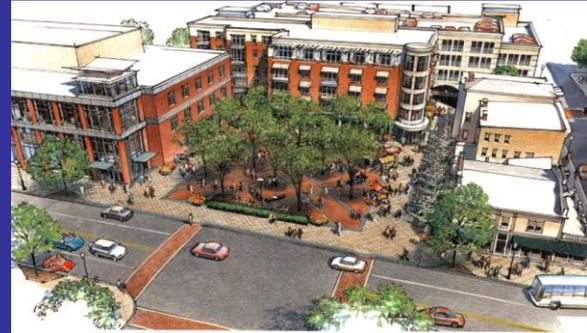
Impacts: Increasingly Unaffordable Housing

Rank	State	2000	1990
1	California	23.4%	21.3%
2	Hawaii	22.3%	14.0%
3	New Jersey	20.7%	18.9%
4	Nevada	20.0%	16.2%
5	New York	19.8%	16.6%
United States		15.9%	13.6%
46	Nebraska	10.6%	8.8%
47	Kansas	10.5%	9.6%
48	South Dakota	10.4%	9.5%
49	North Dakota	9.8%	9.6%
50	Iowa	9.7%	8.4%

- Percent of households spending at least 35% of income on housing costs

New Jersey Future: Smart Growth

- Compact, walkable development with a mix of uses in areas identified by the State Plan as appropriate for growth (with existing infrastructure, near existing development)
- Redevelopment



Benefits of Smart Growth

- Consumes less land than sprawl development, while making use of existing infrastructure
- Leads to lower VMT by placing more destinations within walking and biking distance of one another
- Provides more housing choice than traditional suburban sub-divisions

New Jersey Future: Transit-Oriented Development (TOD)

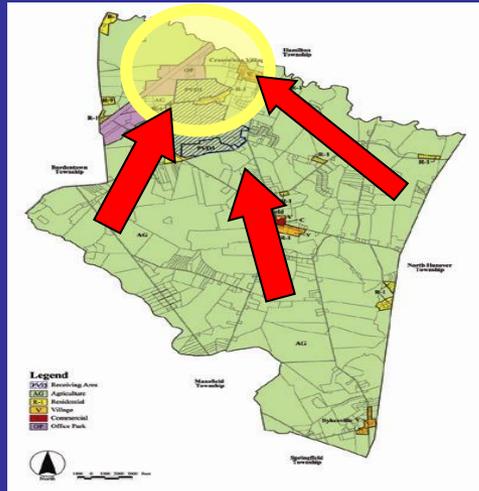


- Dense, mixed-use development or redevelopment near transit (rail, light-rail, major bus centers)
- Designed to encourage transit use (not just transit-adjacent development)

Transit-Oriented Development: Benefits

- Takes advantage of New Jersey's extensive public transportation network
- Reduces VMT by making it possible for more people to take transit
- Satisfies market demand for housing and office space in walkable, transit accessible communities

New Jersey Future: Open Space Preservation



- Supported recent bond issue on open space acquisition
- Supports other preservation methods like Transfer of Development Rights (TDR)

Open Space Preservation: Benefits

- Helps maintain New Jersey's agriculture industry
- Provides innumerable environmental benefits (water quality, habitat protection, prevents flood damage)
- Contributes to New Jersey's high quality of life

New Jersey Future: Providing Transportation Choices



- New rail service in Gloucester County
- Bus Rapid Transit on Route 1, Route 18
- Supports “Complete Streets” policies

Providing Transportation Choices: Benefits

- Improves safety. Nearly 200 pedestrians are killed in NJ every year, many on roads that were designed without pedestrians in mind
- Increases mobility for the large population in New Jersey without access to a car (seniors, youth, low-income residents, disabled, etc.)
- Reduces vehicle miles traveled (VMT), and thus greenhouse gas emissions

Land-Use in New Jersey: *More Recent Trends*

- Growth in urban areas
 - In 2007 the 8 urban centers had a combined growth rate nearly equal to the state as a whole
- Reduction in VMT
 - VMT declined 4% in 2008
- Increasing transit ridership
 - NJ Transit ridership reached record levels in the second half of 2007

Issues in Smart Growth Today

- A number of issues confront the implementation of smart growth in New Jersey
 - Property tax/school funding concerns
 - Aversion to higher density development
 - Concerns over eminent domain
 - Lack of state level coordination around land-use policy

Issues:

Property tax/school funding concerns



Cause for concern?

- Municipal officials and residents fear that increased residential development, especially compact and multi-family development, will result in an increase in school funding costs, and thus property taxes
- Many municipalities have responded by using their zoning power to allow only “clean” ratables: Retail/office development, warehouses, hotels, senior housing (no school costs) and large-lot single family homes that will cover any additional costs

Issues:

Property tax/school funding concerns



- Several NJ studies have shown that multi-family housing actually creates fewer school children per unit than single family housing
- To truly address this problem, tax reform is needed to shift the burden away from local governments and to county or state governments

Issues:

Aversion to Density



- Many communities in NJ have fought development proposals that they fear are too dense
- Several transit oriented developments have been thwarted in part because opponents argued the density was too high

Issues:

Aversion to Density



- Much of the impact of higher density development depends on design
- Density has many benefits, including: affordability, energy efficiency and reduced VMT
- Some of the most desirable places in New Jersey have relatively high densities

Issues:

Concerns over Eminent Domain



- Cases like *Kelo* and *Long Branch* have raised awareness about the use of eminent domain for redevelopment projects
- Property owners fear their property will be taken solely for the benefit of a wealthy developer

Issues:

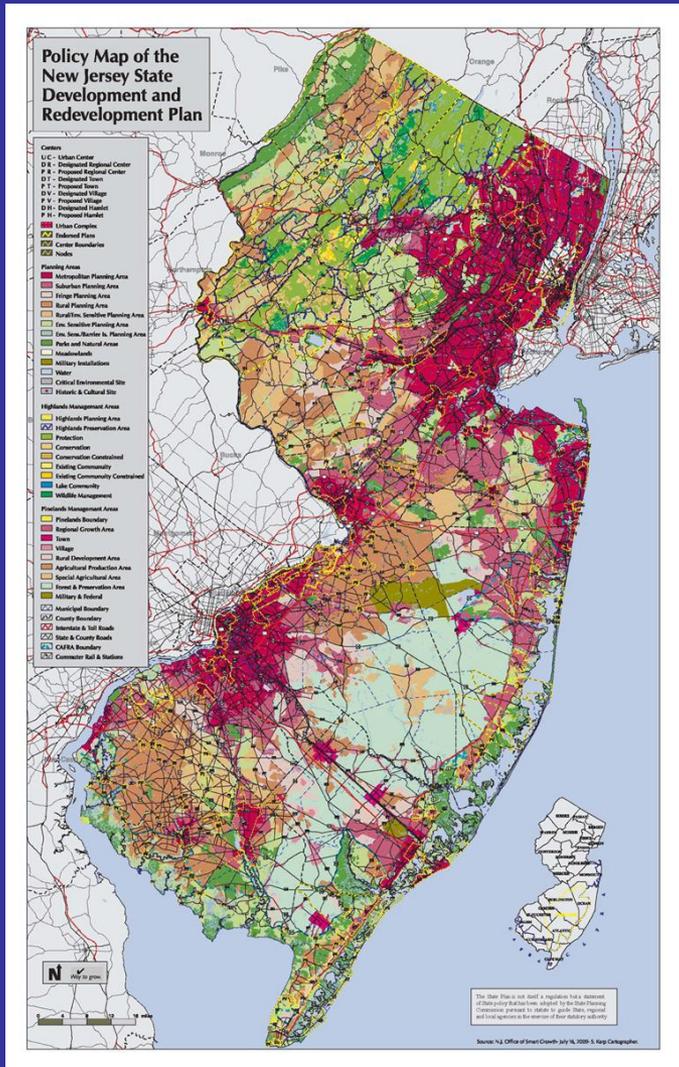
Concerns over Eminent Domain



- Reforms are needed to make the eminent domain process in New Jersey more transparent
- As a tool, eminent domain can play a useful role in redevelopment projects that can have broad benefits for a municipality or region.

Issues:

Lack of State Level Coordination



- Various state level land-use initiatives, including COAH, DEP's sewer service planning, the State Plan, and transportation investment decisions have come in conflict with one another in recent years

Issues:

Lack of State Level Coordination



- More coordination between state agencies is needed
- The State Planning Commission should be the arbiter of conflicts between state agency rules related to land-use

New Jersey Future: Specific Initiatives

- Reform of the State Planning Act
- Improving the TDR process
- Linking GHG reduction to land use
- Sustainable Transportation Policy
- Complete Streets

Specific Initiatives:

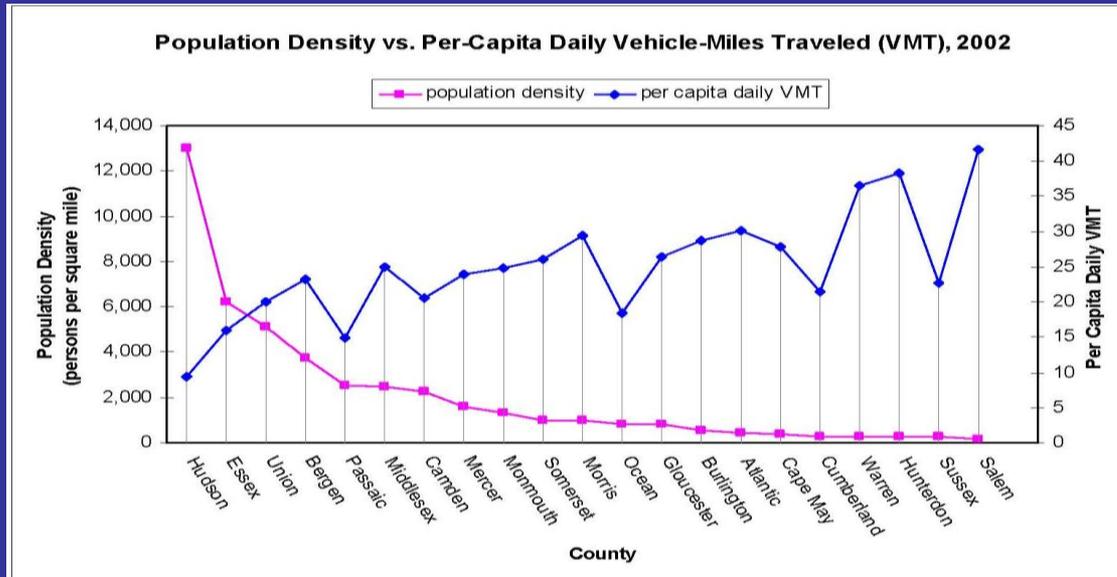
Improving the TDR process



- Current program is daunting for municipalities
- No successes since statewide law has passed
- Costs must be controlled while still preserving land-owner equity

Specific Initiatives:

Linking GHG reduction to land use



- Working with the DEP to integrate land-use solutions into their greenhouse gas reduction plan
- Providing grants to municipalities to change their land-use policies in a way that will lead to reductions in ghg emissions

Specific Initiatives: Sustainable Transportation Policy



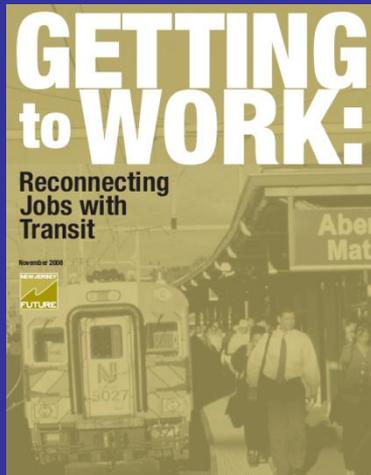
- The Transportation Trust Fund is nearly out of money
- Long-term, responsible funding sources must be found
- More support for transit, link transportation investments to GHG goals, increased safety

Specific Initiatives: Complete Streets

- Require any new or repaired road to be designed with the needs of all users in mind, not just drivers
- NJ Future worked with the Tri-State Transportation Campaign, the AARP, Disability Rights NJ, Environment NJ and others to push for a statewide Complete Streets policy in NJ, which was implemented in 2009



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NEW JERSEY FUTURE
Climate Change & Land Use
Smart Growth Recommendations from New Jersey Future
October 2008

Connecting Climate Change and Land Use
There is growing recognition, in New Jersey and across the world, that climate warming is a serious problem that will require action in the coming years and decades. Add to that the recent spike in fuel prices, and more and more people are talking seriously about hybrid cars, more fuel-efficient cars, green building technology, and other ways to reduce greenhouse gases and curb air energy costs. These actions make sense in the long run, however, that it often makes little sense to invest in energy-efficient technologies if the decisions we make about where and how to develop—such as a professional and thriving office or city—prevents a gas-efficient car or an appliance, which can be replaced every five years of a more, more-efficient model comes along, the decisions we make about how to develop, and the impact those decisions have on our carbon footprint, will be with us for generations. Poor land-use decisions not only lead to higher emissions, but they also limit our ability to reduce those emissions over the long run.

Recommendations in Brief

- 1) Establish a statewide target for reduction in vehicle miles traveled (VMT).
- 2) Develop state and local land-use strategies to reach states or goals.
- 3) Align state rules, regulations and infrastructure investments in combination with the land-use strategies, including prioritized investments in the transit system. Call on local governments to create state and zoning regulations that foster development in areas appropriate for growth and discourage sprawling development patterns.
- 4) Provide local governments with financial incentives to change their land-use plans and zoning ordinances to support walkable, mixed-use development where appropriate.
- 5) Develop plans that are friendly to multiple modes of transportation, including biking, walking, transit and automobiles.

Transportation Sector is Dominant Source of Carbon Emissions in New Jersey
Land use plays a critically important role in climate change because it directly affects emissions from the transportation sector. In New Jersey, transportation accounts for the largest single sector of our carbon footprint, representing 37 percent of our emissions. (See Figure 3.) It is also projected to be the fastest-growing sector for the foreseeable future. The rest accounts for 19 percent of emissions from the transportation sector are attributable to gasoline burned by private motor vehicles.

These main factors determine the emissions rate from the transportation sector:

- 1) Vehicle miles traveled (VMT), or the amount each person drives.
- 2) Fuel efficiency, or how many miles per gallon (MPG) a car gets, and
- 3) The carbon content of gasoline, calculated as emissions per gallon, which influences how much carbon dioxide is released for each gallon of gasoline burned.

Planning for Smarter Growth: More Livable Places and Open Spaces

Sector	Percentage
Industrial and Manufacturing	38%
Residential	24%
Commercial	24%
Transportation	14%

