



# REGIONAL PLAN ASSOCIATION, INC.

*... a research and planning agency supported by voluntary membership to promote the coordinated development of the New York-New Jersey-Connecticut Metropolitan Region.*

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## NEWS RELEASE

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**NORTH JERSEY TO GROW FASTER THAN NATION;  
ZONING CALLS FOR URBAN SPREAD BEYOND NINE COUNTIES;  
PUBLIC CONSTRUCTION COSTS TO DOUBLE**

Northern New Jersey's nine counties--Essex, Hudson, Bergen, Middlesex, Morris, Monmouth, Passaic, Somerset and Union--will grow in population faster than the nation as a whole in the next 25 years--far faster than the rest of the metropolitan areas surrounding the Port of New York.

More than 3 million persons will be added to the 4,339,000 recorded in the nine counties in the 1960 census, according to projections by the Regional Plan Association, a nonprofit research organization working for the coordinated development of the New Jersey-New York-Connecticut metropolis. In contrast to the 70.1 per cent growth in North Jersey, the Region as a whole will increase by 37.5 per cent in the next quarter-century.

[November 29]

The projections for 1985 were presented yesterday/at the first New Jersey Conference of Regional Plan Association at the Essex House Hotel, Newark. George F. Smith, former president of Johnson & Johnson, chaired the conference. Cesar J. Bertheau, chairman of the People's Trust Company of Bergen County, heads a New Jersey committee of the Association which sponsored the meeting.

Some 200 leaders of business, education and labor met to hear the projections and identify the problems the Association's New Jersey committee might try to head off in the coming years. A report will be issued by conference leaders next week after they analyze the workshop discussions held by conferees yesterday afternoon.

Transportation throughout the North Jersey area--not just to Manhattan, Newark and the other cities of the Region--was identified as a major problem by Regional Plan. Projections indicate that industry and commerce will spread broadly on the land, according to C. McKim Norton, executive vice president of Regional Plan Association. Unless this spread-city development is thwarted by new policies, a much denser highway network will be needed than we now have, Norton stated. Everyone will be going in different directions from scattered housing to scattered jobs and services.

Other policy questions North Jersey citizens might consider, Norton suggested, are the development of the Meadows--the large marshy tract spreading along the Port of New York, the state and local tax structure which affects the way land is used, the location of a new airport which North Jersey needs and the use of the Green Acres bond money to help shape the Region.

#### All Space Urbanized

All of the nine North Jersey counties will be completely urbanized by 1985 if present municipal zoning ordinances remain in force, and urbanization will spread deeply into Sussex, Hunterdon, Warren, Mercer and Ocean counties, Stanley B. Tankel, Regional Plan Association's planning director, reported.

Present municipal zoning requires an extremely spread residential development, Tankel revealed. Three-quarters of all vacant land in the nine counties is zoned for single-family houses on half-acre lots or more. Ten per cent is zoned for 2-acre lots.

Houses built to conform to present zoning will have lots averaging 25,500 square feet. A half-acre lot is 21,750 square feet. By contrast, the average lot size zoned for residences on the vacant land in the rest of the Region is only 20,000 square feet.

For every lot in this type of spread development, Tankel said, an equal amount of land must be used for roads, shops, schools, churches and other facilities to serve the residents.

### Land Zoned for Industry Inadequate

A great deal of industry will want to move into the areas closest to the port, but not enough land is zoned for industry in the places it is likely to want to go, Tankel added.

Even assuming intensive industrialization of the Meadows, Union, Passaic and Essex counties will not have enough industrially-zoned land to meet expected demand. Bergen County will have enough industrially-zoned land only with widespread use of the Meadows for industry, he reported. It is not unusual, of course, for municipalities to rezone residential areas for industry when an industry wants to come in, Tankel observed.

### Two New Cars for Every Three New Residents

Though more and more jobs will follow residences outside the older cities, journey-to-work problems will continue, Tankel warned. The added population will live primarily in an outer ring--Morris, Monmouth, Somerset, and the outer part of Passaic county--while most of the added jobs will be in the inner counties. Rush-hour travel therefore will increase sharply between the outer and inner counties. Furthermore, commuters to Manhattan probably will be at least as numerous as they are now and they are likely to live further away.

Many more of the trips to work will be by car, Tankel predicted, because the development pattern called for by present zoning is too scattered to provide efficient public transportation. By 1985, the number of cars in the nine-county area will leap by 120 per cent compared to the 70 per cent population rise. Instead of one car for every  $2\frac{1}{2}$  persons, North Jerseyans will have one for every 2 persons in 1985.

### Older Centers Will Weaken

In addition to the gobbling up of open land by new residents, North Jersey will face deteriorating older centers if present trends continue, Tankel went on.

"The present exodus of families with children from the older cities--Newark,

Paterson, Passaic, Jersey City, Hoboken, Elizabeth, etc.--drains them of talent, energy and civic interest as well as numbers, further weakening them in competition with newer areas," Tankel told the conference.

#### Capital Spending to Double

Public capital costs for the swift population growth and the spread-city pattern of development will be twice as great as we are now paying, the Association's economic consultant, Dick Netzer, estimated.

On a per capita basis, government capital spending in the nine North Jersey counties will have to rise nearly one-half over present rates. Government operating costs probably will go up at about the same rate. This includes government spending at all levels--federal (for highways), state, county, school and municipal.

For every new house built under the present spread development pattern, \$18,500 will have to be invested by government, public utility corporations, and such public organizations as churches and hospital associations to build facilities needed by the new residents.

Highway construction will be the greatest cost in the new spread-city, Netzer estimated--even higher than school construction costs.

The older suburbs such as Englewood and Montclair will not be free of major capital expenditures because many of their facilities are wearing out, Netzer warned. But government costs and probably per capita taxes on the soon-to-be urbanized rural lands will be going up much faster, Netzer concluded.

A three-year study of the Region's economic underpinnings just completed for Regional Plan by a Harvard University research team indicates that no market forces will slow the exodus from the older cities nor the spread of new residences and industry outward, the Association's executive director John P. Keith added. Furthermore, present municipal, county, state or federal agencies are not likely to slow the spread unless a well-informed citizen movement supports a workable plan for a different development

pattern, according to Keith.

Amory H. Bradford, vice president of the New York Times and president of Regional Plan Association, explained that the Association is working toward citizen-developed guidelines for the Region's growth.

He reported that nearly everyone who has heard what the Region will look like within 25 years if trends continue wants to do something to change them. The Association, he promised, will present alternatives to current trends and work with citizen groups in identifying preferences and ways to reach preferred goals.

The New Jersey Committee was formed as part of a network for obtaining informed citizen opinions on regional development as well as to study and overcome problems of the New Jersey sector of the Region, Bradford concluded.

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(Note: See November 29 P.M. release--enclosed--for summary of morning session.)