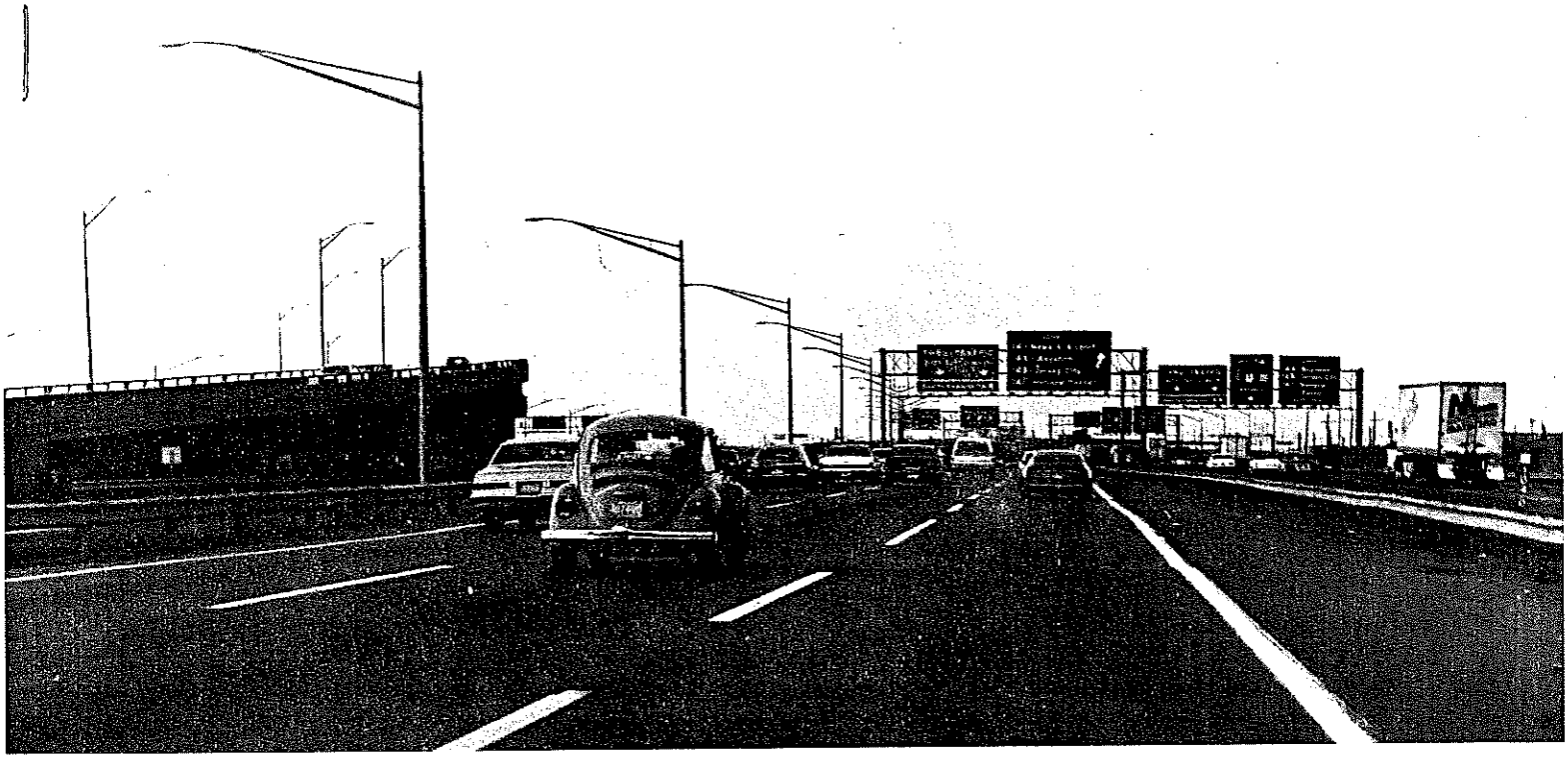
TRANSPORTATION, PLANNING AND CLEAN AIR



A discussion of transferable development rights and similar techniques as air quality planning tools for New Jersey municipalities.

by

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Introduction

New Jersey has done a great deal to reduce air pollution in the past 15 years. Because the state is, however, the most densely populated in the country, air pollution caused by automobiles has been difficult to cure. There are simply too many cars on the road—some 4 million.

Automobiles emit two pollutants of major concern—carbon monoxide and hydrocarbons. Carbon monoxide is absorbed into the bloodstream more readily than oxygen. When this happens, our heart and lungs must work harder to maintain proper levels of oxygen in our bodies. The extra stress can lead to heart attack and stroke. It can also reduce alertness. Have you ever felt drowsy or irritable in heavy traffic?

The case against hydrocarbons is more complex. While they are not, in themselves, particularly harmful at levels found in New Jersey air, they can combine with other pollutants to produce oxidants and smog. Since hydrocarbons are also produced by industry, if we can reduce the amounts automobiles produce, we can make the job of industrial pollution control easier—saving jobs while still keeping hydrocarbons at healthful levels.

Unfortunately, the role of the automobile in causing pollution can sometimes go unrecognized until it is too late. This is because automobile-produced pollution increases dramatically when there is congestion. An example: Suppose a road can easily carry 1,000 vehicles each hour. If an office complex is built nearby, so that 2,000 vehicles try to use the road during, let's say, the evening rush hour, the pollution level will not simply double. It may increase five- or ten-fold, because each car will be sitting on the road longer with its engine running and because stop-and-go traffic causes automobile engines to emit several times more pollution than they would if the car were traveling at uniform speed.

The U.S. Environmental Protection Agency has identified a number of ways to reduce the impact of automobile-produced air pollution and congestion. These include road improvements (to reduce congestion), vehicle inspection programs as we have in New Jersey, encouragement of bicycling and the use of mass transit, and construction of enclosed parking spaces to reduce emissions from automobiles when they are started after a long period of sitting in the cold. All of these things help, but because of the large number of vehicles on the road in New Jersey, they can't do the entire job alone. And, given today's tough budget outlook, we have enough trouble maintaining the roads and mass transit we have now. It's difficult to imagine great amounts of money to widen existing roads, for instance, to accommodate new development.

Solving Problems Before They Happen

Because of the large number of vehicles on the road, and because of the budgetary constraints, your objective as a local official should be to head off these problems *before* they become serious. That way, you'll help keep pollution levels low and save money that would otherwise be needed to improve road networks and other utilities. Coincidently, this is a particularly good time to be looking at your municipality's master plan with air pollution considerations in mind. This is because under the Municipal Land Use Law (NJSA 40:55-D-1 *et seq.*) communities are required to review and update their master plans every five years to reflect changing conditions. These master plan revisions can form the basis for new zoning regulations to be passed by your community's governing body. Because the Municipal Land Use Law required many communities to develop master plans in 1978 (the year after the law was revised), an unusually large number of plans are up for revision in 1982 and 1983.

Chances are that when your *existing* master plan was put together there were two major considerations:

1. Minimizing automobile travel time, or "trip time," to *existing* developments, mainly through roadway improvements, and
2. Creating *new* development zones in such a way that your community's property-tax ratables would be maximized, while minimizing overall environmental impact in your own community.

As a result, areas for new development have tended to be scattered at the boundaries of communities, rather

Despite progress controlling air pollution, problems caused by automobiles have been difficult to solve due to New Jersey's high population.

than at transportation hubs. This situation may no longer be considered "good planning" because of the events that have taken place since the last round of new master plans was required. In fact, the 1977 Municipal Land Use Law itself took notice of some emerging problems in New Jersey. It says that each community's master plan is not supposed to conflict with the plans of neighboring municipalities, the county, or the state. Master plans are also, by law, supposed to "promote conservation and prevent urban sprawl." What *new* conditions must now be considered when your master plan is reviewed?

1. Air pollution. Again, vehicular congestion that produces air pollution in excess of present federal and state standards may harm local health and, by reducing the capacity of the air to absorb pollution from industry, may cut local industrial and residential development potential.
2. Higher fuel costs. Municipalities must plan ahead to assure the *long-term* viability of industrial and office developments within their borders. Isolated developments stand a greater chance of being downgraded or abandoned in the years ahead if workers cannot afford to drive to them and if they are too isolated to support mass transit. On this point, there is a strong commonality of interests between officials and developers.
3. Quality of life. A well-planned community attracts quality development because corporate officers find such communities attractive living sites. This promotes long-term economic development, and helps companies attract good personnel.
4. Budget constraints. The great days of highway and roadbuilding are over in New Jersey. Existing funds will be going increasingly to maintain what we have. In other words: Municipalities can no longer expect state or federal aid in large amounts to fix congestion problems by building new roads or significantly widening existing roadways.

All well and good. But as local officials know, changing a municipal zoning map is not an easy task. There are a number of competing interests that must be taken into account. They include local residential property owners, who may suddenly find themselves next to a tract slated for high-density development. Objections may also come from developers, who may see the value of their vacant land depreciated if its zoning status is changed. The municipal governing body will of course try to assure the maximum potential for overall development, consistent with other community goals.

As a result, zoning maps tend to change very slowly in New Jersey, despite the demands of changing political, environmental, and energy conditions. One major effort designed to bring change more quickly, while preserving open space, has revolved around the concept of "transfer of development rights" in New Jersey. In fact, our state has been in the forefront of nationwide experiments with this technique.

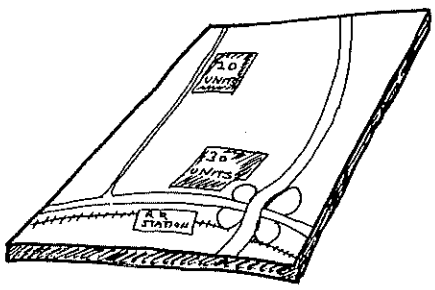
Transfer of Development Rights (TDR)

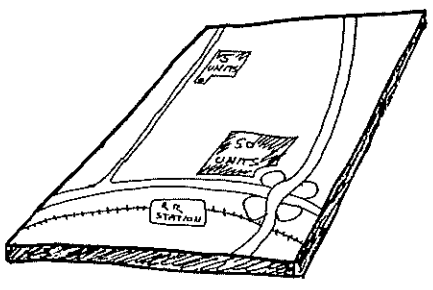
Briefly stated, TDR allows a developer or a community to purchase the zoning rights to develop one parcel of land, and move it to another parcel. For example: A builder holds title to 10 acres in one part of town, upon which he could build 20 dwelling units under current zoning. The same builder owns 15 acres fronting a good road nearby. Upon those 15 acres the builder could erect a maximum of 30 units under current zoning. It may, however, be more desirable for the community to allow the builder to shift some or all of the development rights from the first plot to the second. That way, the builder could erect 40 or 50 units on the plot near the good road, in exchange for leaving the other plot undeveloped or underdeveloped. In fact, it may be acceptable for the community to allow even *more* housing on the second plot since the cost of community services such as roadway maintenance, trash pickup, police and fire protection might be reduced.

The balance of this report deals with the legal underpinnings for TDR, its current status in the New Jersey communities that have tried it, and its application in transfer schemes more complicated than in the simple example given above. Not all communities will find this approach worthwhile. But if you think it *could* be useful to add TDR to your "kit bag of planning approaches," additional sources of information are available (see the end of this report for details).

TDR in New Jersey And Elsewhere

Farmland preservation, not air pollution, has been the primary spur to implementing TDR in New Jersey. The effort grew out of the 1964 Farmland Assessment Act—allowing farmland to be taxed on its "productive" worth, rather than on its worth as building lots. The law has helped reduce economic pressures on New Jersey farmers. It has obviously not stopped the sprawl of development into prime farmland; approximately 8,000 acres are covered by development each year in the state.





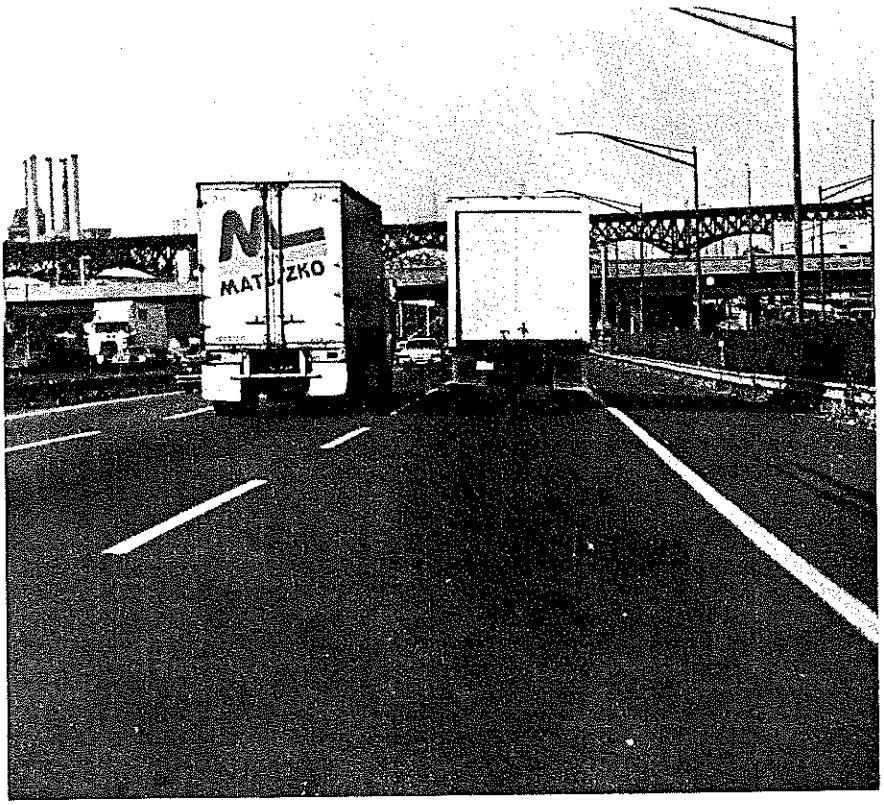
Pollution from automobiles increases dramatically when there is congestion. A doubling of traffic can cause a 10-fold increase in pollution.

The law's shortcomings were already apparent in 1973, when the Commission on the Future of New Jersey Agriculture recommended that the state actually *acquire* the development rights to one million acres of New Jersey farmland. The purchases were to be financed by a tax on transfers of real estate. For the first time the "development right" to a piece of property was to be considered as one of a number of separate property rights, "bundled together." These rights could be unbundled and sold separately.

The commission's recommendation was put into effect under the Agricultural Preserve Demonstration Program Act of 1976 (NJSA 4:1B-1 *et seq.*). This was an experimental program, operating in four municipalities in Burlington County. Resident farmers offered to sell their development rights to the state, by bid. Within a year it became evident that the program was not working well. First, the law was unpopular with farm groups within the state. Second, the prices asked by the farmers were too high for the state's budget. The original goal had been to purchase development rights to 5,000 acres at an average price of $1,000 an acre. Some $5 million had been set aside for the purchases from the Green Acres bond issue. Fewer than 2,000 acres were actually offered, however, and the average price was close to $3,000 an acre. Purchase of the 1 million acres statewide would have cost $3 billion—plainly an impossibility.

Instead, New Jersey's efforts have shifted to providing funds for facilitating the *transfer* of development rights, rather than their outright purchase. Using that approach, the state might advance some money to buy development rights to a piece of farmland. The state would then *sell* the rights (that is, allow a higher density elsewhere), recoup the money, and then make another development rights purchase. A $50 million Farmland Preservation Bond Issue that would reserve some money for this purpose will be on the New Jersey ballot in November 1981.

The overall approach could also help remove a major objection to existing state and federal restrictions on the rebuilding of damaged property



within floodplains. The owner of the damaged property is reimbursed by insurance for the value of the old structure, but not for the cost of the land—land that cannot now be built upon. As a result, the state hears numerous "hardship" appeals from people wishing to rebuild flood- or fire-damaged structures in floodplain areas. Pressure on the state could be reduced by allowing the owner of such land to transfer some development rights to another piece of property, outside the flood hazard area. The rights would be worth something, for instance, to a builder who wishes to increase the density of a development beyond current zoning.

Clearly, then, there are a number of reasons why the concept of TDR may be ripe for New Jersey. Nevertheless, there is a nagging legal question about the whole idea. Is the concept of "bundled but separable" property rights valid? In other words, will a court recognize transferred development rights as "property" that can be bought and sold? The answer is probably yes. Although the courts have not decided cases on every possible permutation of the concept, the decisions that have been made around the country have been uniformly favorable. Other parts of the property "bundle," such as the rights to mine subsurface minerals, as well as easements for utilities and even scenic easements, have long been bought and sold. Despite these precedents, the New Jersey legislature could help clarify and define TDRs more precisely.

Air Rights Transfer

The transfer of "air rights," or the right to develop a piece of land to a higher density in exchange for foregoing full development on a nearby lot, is a commonplace occurrence in New York City. Tiffany & Co., for example, sold some of its unused "air rights" to the developer of a structure next door. As a result, the existing structure belonging to Tiffany's did not have to be demolished for the firm to realize the full development potential of its property. The city, on the other hand, sees no difference in average development density: There would have been two medium-size structures built (one on the Tiffany lot, and one next door), or one smaller structure (the existing building) next to a larger one.

Another New York example ex-

Not only air pollution, but also higher gasoline costs, low budgets for rebuilding existing roads, and the general community "quality of life" must be considered when considering revisions in master plans.

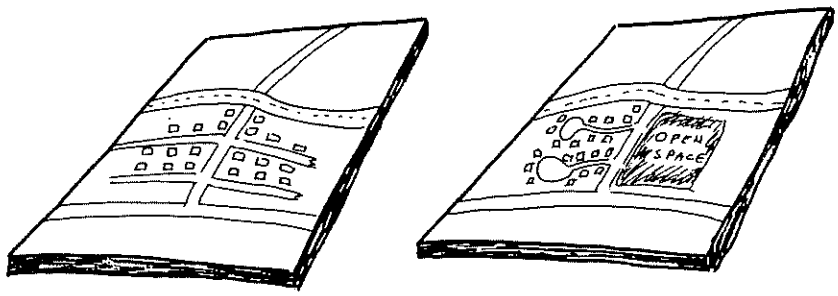
tended the transfer principle. This involved efforts to name Grand Central Terminal a historic landmark, thwarting plans by the railroad to build an office skyscraper over the site. The city, in an effort to ameliorate the economic loss that would be suffered by the Penn Central Railroad, offered to let the railroad "transfer" the development rights it would have had at the terminal, to other sites in Manhattan. The New York State Court of Appeals reversed the trial court and approved this arrangement in *Penn Central Transportation Company v. City of New York* (N.Y. 2d, June 19, 1977). The U.S. Supreme Court later affirmed the Court of Appeals (98 S. Ct. 2646, 1978).

An important part of the Penn Central decision (discussed in candid, lucid terms by Judge Charles Breitel of the New York State Court of Appeals in 30 Land Use Law & Zoning Digest 2, February 1978) is that the court said not all of the terminal property's value was due to the company itself. The public, through such things as providing surrounding streets and subways, also maintained a sort of "sweat equity" in the structure. In other words, in determining the value of a development right to be transferred, the public is entitled to deduct the cost of public facilities (such as a nearby highway or a new sewer line) that makes the development right more valuable to the property owner.

Valuing the Right to Develop

Nevertheless, many New Jersey efforts involving the transfer of development rights have gotten into trouble on this issue: The valuation of the rights to be transferred. Valuation is far more tricky in a small New Jersey community, where there may be few nearby sales to compare prices with, than in midtown Manhattan where many parcels change hands every day.

In 1978 the New Jersey Agricultural Experiment Station of Rutgers University completed a demonstration project on development rights transfer for the township of South Brunswick. The study team, which included Leslie E. Small, Victor Kasper, and Donn A. Derr, wrote a demonstration TDR ordinance. It then analyzed the marketability of the transferred rights, keyed to housing marketability. One conclusion: It may be wise to incorporate market conditions into a pricing formula for the rights. Again, it is difficult to do that in a small community, although it may be possible to provide realistic evaluation if the housing market is assessed for several contiguous municipalities at the same time. (The team's results are summarized in a 63-page report, number 848 from the New Jersey Agricultural Experiment Station, issued in 1978.) No new local law was attempted.



Buckingham Township in Pennsylvania (a Philadelphia suburb) went a step further. After a committee recommended TDR to preserve farmland and to channel development into a more dense zone (in 1974) the township began rewriting its zoning ordinance. Public hearings resulted in major changes in the proposed law, and the township has been struggling with it ever since.

The Buckingham experience was predicted by two University of Massachusetts researchers, Barry C. Field and Jon M. Conrad, writing in *Land Economics* (Nov. 1975, vol. 51, number 4, p. 331). The ten-page paper expressed optimism about TDR, but noted that minor variations in the rules governing such programs can produce "significant differences in their efficiency within a land use planning program and the distribution of costs and benefits within a community."

John C. Keene of the University of Pennsylvania has also noted that TDR has many pitfalls. In part, he says, this is due to overlapping and confusing state and local responsibilities and the Constitutional guarantees of court review in the United States. As a result, using development rights transfer simply for open space preservation is too unwieldy in most circumstances, he says. Nevertheless, the other advantages and uses of TDR, including air pollution control, floodplain planning, and reduction of traffic congestion, have (taken together) spurred some attempts to use the technique in New Jersey.

Development Rights Transfer within a Single Community or a Single Development

The simplest TDR technique is to allow a shifting of lot lines or development densities within a single tract, in a single community. A developer could, for instance, be allowed under current zoning to build 20 homes on half-acre lots in a 13-acre subdivision (with some space, of course, reserved for streets). The community may be willing to allow the same number of homes, but on smaller lots, leaving five acres or more as community open space.

This course of action is specifically recognized by the state of New Jersey. Under Article 6 of the Municipal Land Use Law (Subdivision and Site

Farmland preservation, rather than air pollution, has been the primary spur to implementing Transfer of Development Rights in New Jersey.

Plan Review and Approval), communities are specifically allowed to authorize

> "the planning board to allow for a greater concentration of density, or intensity of land use, within a section or sections of development, whether it be earlier, later, or simultaneous in the development, than in others"

and to set forth

> "any requirement that the approval by the planning board of a greater concentration of density or intensity of land use for any section to be developed be offset by a smaller concentration in any completed prior stage or by an appropriate reservation of common open space on the remaining land by grant of easement or by covenant in favor of the municipality; provided that such reservation shall, as far as practicable, defer the precise location of common open space until an application for final approval is filed, so that flexibility of development can be maintained." (NJSA 40:55D-39)

It is important to note that the state does not *require* municipalities to have such provisions in their zoning ordinaces. Nevertheless, the popularity of these so-called "planned unit developments" has become almost overwhelming throughout the state. Indeed, they have a long history, going back to 1928 and the historic Radburn district of Fair Lawn.

From this type of development, it is only a short jump to allow TDR by a single property owner within a community, even if his or her property is *not* all in one large plot of land. This approach has been translated into TDR ordinances in Hillsborough Township (Somerset County) and the Township of Chesterfield (Burlington County), as well as Article 5, Part 4 of the Implementation Element of the Pinelands Comprehensive Management Plan.

Hillsborough's ordinance was created partly in response to the acute traffic problem along Route 206 from the Bedminster area southward to beyond Princeton. If all communities along the route develop to maximum permitted density under current zoning, the right-of-way would have to be substantially widened. This does not appear financially feasible.

The Hillsborough ordinance, which is currently being revised, allows TDR in both residential and commercial districts, but with a number of limitations. These include:

1. The minimum lot size for the deeded lands for which credit is sought shall be 25 acres, unless the parcel for which credit is sought is to be joined to an already dedicated 25 acre or larger parcel, in which case the additional lot may be as small as five acres.
2. The number of dwelling unit credits to be received for such lands shall be the number of standard units permitted in the district in which the deeded land is located...except critical areas, determined by the natural resource inventory so far as slopes, flood hazard and surface water and utility easement areas are concerned, shall count as one-half credit toward density.
3. Any lot for which credit is being sought shall be owned by the owner of the receiving tract which is under consideration for development and shall be deeded to the township at the time of final approval of the development into which credits are transferred....

Chesterfield's TDR ordinance contains similar provisions. In both towns, transfer is not an automatic right—it must be approved by various other town bodies. Hillsborough specifically requires that the planning board and the township committee agree the swap will "preserve land for public and agricultural purposes," help prevent development on environmentally sensitive land, and aid "in reducing the cost of providing streets, utilities and services in residential development." Developers cannot "bank" credits; each deal involving a transfer of development rights from one parcel to another must be kept separate. This can be a major limitation upon developers in cases where the maximum development density to be allowed on the developed parcel is less than they would otherwise be entittled to by transferring the development credits.

The "maximum density" provision protects the rights of existing property owners near the area to be developed. For example, let's say a parcel could be developed with 50 dwelling units. The developer offers to trade in credits worth another 50 homes by transferring the development rights from another parcel. But if the maximum number of homes that will be allowed on the developed parcel is 75, the developer "loses" credit for the extra ones; the developer cannot place the full 100 homes on the site.

The Chesterfield and Hillsborough ordinances are also limited in their applicability because they do not allow direct transfer of development rights from one person (let's say a farmer) to a developer; the developer must own both parcels totally. Nevertheless, Hillsborough (as already mentioned) is modifying its ordinance at this time and Chesterfield is considering a proposal for a major development that would require TDR. They should be watched as models for action elsewhere in New Jersey.

Transfer of Development Rights between Two or More Communities

With regard to Route 206, the various communities involved have been wrestling with joint development plans under New Jersey Department of Transportation auspices. The goal is to channel the development that *would be permitted anyway* into a pattern that could reduce peak traffic flow—and thus reduce congestion, air pollution, and the expense of major highway modifications.

Unfortunately, possible optimal solutions such as combining the development planned for several towns into one, and then having the two communities share the expenses of servicing the development (and share the tax revenues as well) have come up against several gaps in existing sate laws regulating joint community services. Some of the gaps are highlighted in a more easily summarized example from the northeastern part of the state—joint development proposals for the Englewood Golf Course. This is a 90-acre tract only one mile west of the George Washington

Two New Jersey communities have TDR provisions in their zoning ordinances—Hillsborough Township and the Township of Chesterfield.

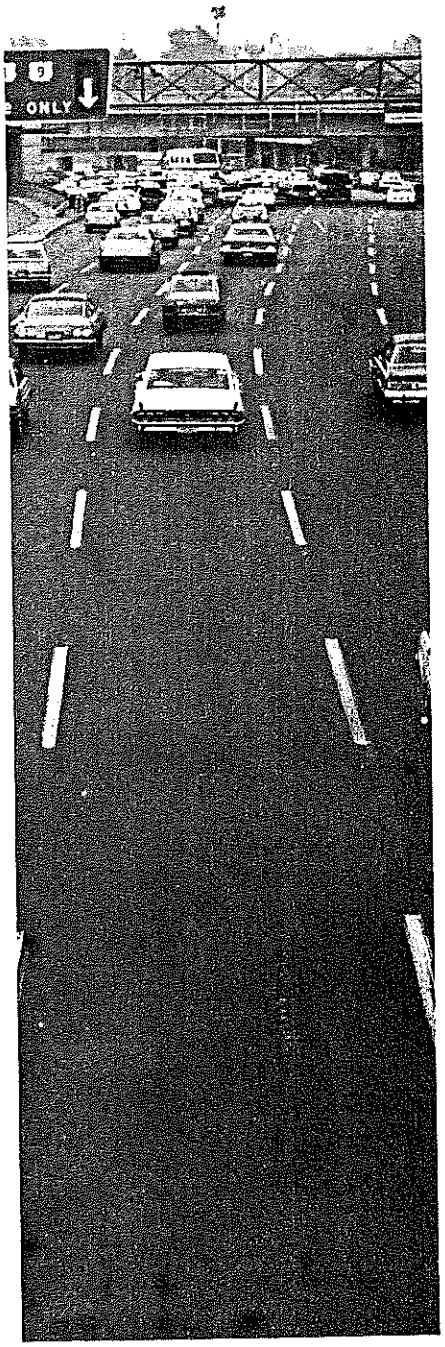
Bridge. Some 35 acres lie within the city of Englewood and 55 acres within the borough of Leonia.

A single developer purchased the entire tract for a reported $5.5 million. Before the purchase plans were finalized, however, officials in Leonia and Englewood explored various alternatives for preserving as much open space as possible. Neither community could afford to purchase the tract for recreation, even with matching funds from Green Acres. One interesting option presented itself: The two communities would create an entity to purchase the property for $5.5 million. The entity—essentially a redevelopment authority—would sell 10 or 20 acres, upon which would be built a high-density development (approximating the overall value of the development proposed for the entire 90 acres). A developer or group of developers would pay roughly $5.5 million for the development rights. The joint authority would then seek Green Acres funding for recreational development of the remaining open space. This might have included funds for "decking over" a section of Route 95, a 12-lane highway that bisects the site. Air rights would have had to be obtained from the state.

The idea was soon dropped, however, after an investigation of the legal problems involved. The developer, working with the two communities, eventually received approval for a planned unit development—actually two PUDs, one in each community. They preserve a significant amount of open space. Nevertheless, a discussion of the problems encountered by Englewood and Leonia at the beginning of the planning process is instructive. It also suggests possible modifications for the Municipal Land Use Law. These modifications would *enable* communities to cooperate better, *on their own initiative,* with no state planning controls imposed from the outside.

Indeed, the state *does* allow joint planning between two or more communities, with or without the intervention of the county governments (NJSA 40:55D-77). Any plans approved by the joint planning board, however, do not have to be reviewed by the individual municipalities. Double review would be burdensome, but lacking this oversight neither Leonia nor Englewood was happy about giving up "control" of development within its borders (NJSA 40:55D-84).

New Jersey also allows cost-sharing of local services. This was important in the Englewood Golf Course situation, because most of the development would have taken place within Englewood's boundaries (to take advantage of existing highway connections and frontages), although both communities would share the overall



environmental impact and the recreational benefits. Unfortunately, the relevant legislation, the Interlocal Services Act of 1973 (NJSA 40:8A 1 to 11) was designed to accommodate agreements where the actual costs are known and understood beforehand, such as in joint refuse collection or snow plowing. As a result, any contract under this law would have been vague—a politically unacceptable situation—or subject to frequent amendment. Subcontracts and amendments would have to be approved by both towns. Alternatively, the redevelopment authority could have handled the contracting. But since the authority's political accountability under current state law would be so poor to the communities involved this, was also considered politically unacceptable. (See especially NJSA 40:8A-9.)

When some officials in Englewood and Leonia looked for state aid to research and draft a bill for the New Jersey Legislature, their eyes fell upon the Interlocal Services Aid Act of 1973 (NJSA 40:8B 1 to 9). The law allows grants for joint "community development" among other functions (40:8B-2(d)). Unfortunately, getting a grant, drafting a special bill and implementing its provisions might have taken two years or more. The developer, as might be expected, didn't want to wait.

There were also legal reservations as to whether a redevelopment authority formed by two communities jointly could legally enter into the financial markets. The reason: How would bondholders be repaid if something went wrong with the resale of the land to a developer? Would both communities be liable? To what extent and in what proportion? Here, too, clarifying legislation on the part of the state could have smoothed the path.

Suggestions for Further Action

Each year the legislature considers several bills involving TDR. Copies of some of these bills are in the special information packet that is available for those who wish to act on some of the ideas contained in this report. Aside from legislation authorizing Pine-

If a community has a well thought out master plan and good data on traffic and existing air quality, it may be willing to allow a developer a density bonus for shifting construction through TDR. Everybody wins: A property tax ratable with low environmental and servicing costs.

lands preservation, however, no state law specifically authorizing TDR between communities has been passed in New Jersey. It seems that communities are interested in such legislation only in response to specific developer pressures. By then, however, it is too late—it takes too long to pass legislation that may benefit *both* the developer *and* the community.

This year, two pending bills could be possibly strengthened with TDR provisions. These are: S642, the proposed State Highway Land Use Review Act (Senators Merlino, Parker, Dwyer) and A1803, the Enterprise Zone Act (by members of the assembly Bassano, Burgio, Cardinale, Dowd, Edwards, D. Gallo, Gluck, Hardwick, Kavanaugh, Kern, Markert, Saxton, Smith and Weidel).

The assembly bill would set standards for "enterprise zones" within depressed communities, upon receipt of an application from such communities. Zones could qualify for reduced property taxes for five years. Enterprise zones might prove more attractive when shared by several towns. TDR could make that easier to achieve and would help avoid the scattering of such sites throughout a depressed area in such a way as to frustrate mass transit planning or to produce traffic congestion.

The senate bill would set up state review for any municipal land use decisions within 660 feet of a state highway. TDR could allow greater flexibility in state action under this bill, coordinating planning among several towns bordering a state highway. It might be possible, ultimately, to develop industry along a state highway in clusters rather than in strip developments as we have today. This could create opportunities for *more* development with less overall environmental impact. Without TDR, however, this bill could lead to faster strip development as each community along a given stretch of state highway hurries to gain approval before all of the road's carrying capacity is used by developments in neighboring towns.

With TDR, a ccommunity could share the benefits of a development "down the road," even as it now must share the traffic. This would be done by transferring some of the first community's development rights to the second town. Owners of property in the first community would be allowed to develop property in the second, or sell development rights there. The first community would receive a share of the property taxes raised by the second. The illustration shows how it might work.

Finally, a nationwide review of TDR shows a disporportionate amount of time and regulatory effort spent in trying to "exactly" balance the values of a transferred right in environmental and monetary terms. It seems that few are willing to "overcompensate" a developer for delays in construction that are part of most TDR deals. (Summaries of reports from other states are included in the special information package.)

If—and it is a big "if"—a community has a well-founded master plan and good data on its existing air quality and traffic capacity, it may be willing in at least some instances to allow a developer a *bonus* for shifting construction to parts of a region most capable of handling extra traffic or of providing mass transportation.

Everybody can win: The developer, who gets to build a larger project than would otherwise be possible; the community, which gets a high property tax ratable at the least environmental cost and lowest servicing cost; and the state, which could find itself with reduced pressures for funding highway improvements.

Additional Information

A package is available free from ANJEC, or the New Jersey Environmental Lobby, P.O. Box 605, Teaneck, NJ 07666. It includes:

Summaries of 60 TDR reports from around the country (compiled with the aid of the ENVIROLINE environmental database).

Copies of the Hillsborough and Chesterfield zoning ordinances and maps.

Copies of relevant and pending bills in the New Jersey legislature.