A detailed topographic map of the Hopewell and Pennington regions in Mercer County, New Jersey. The map features contour lines, roads, and various geographical features. The title text is overlaid on the lower right portion of the map.

FINAL MASTER PLAN REPORT  
Hopewell Borough  
Mercer County, New Jersey

**A COMPREHENSIVE DEVELOPMENT PLAN FOR  
THE HOPEWELL - PENNINGTON REGION**  
HOPEWELL TOWNSHIP - HOPEWELL BOROUGH - PENNINGTON BOROUGH  
MERCER COUNTY NEW JERSEY

**CONSULTANTS TO THE PLANNING BOARDS - HERBERT H. SMITH ASSOCIATES**

This report represents the findings of the consultant and was prepared for the information of, and discussion with, the Planning Board. Although commissioned by the Planning Board, nothing contained herein shall be construed to have received Planning Board approval, tacit or otherwise.

# *Hopewell Borough Planning Board*

HOPEWELL, NEW JERSEY 08525

November 17, 1970

Mr. Joseph M. Pierson,  
Hopewell Borough Clerk,  
11 Model Avenue,  
Hopewell, New Jersey

Dear Sir:

The Hopewell Borough Planning Board submits to The Mayor and Council and the citizens of Hopewell the attached report as its approved Master Plan for Hopewell Borough.

Hopewell, in common with other municipalities, has had its "smokestack v.s. geraniums" controversies, its intramural infighting, never totally resolved, about whether its destiny lay with industry or with the gentle updating of its placid past. Fortunately, two factors have helped Hopewell to settle its controversies and obtain, first a revised Zoning Ordinance and now a Master Plan, which will safeguard the future development of the town, protect property rights and preserve its likeable characteristics. The first of these factors is the Hopewell Valley JCs' intensive survey of the needs and desires of the citizens of the Borough. The second is the valuable and much appreciated guidance and assistance of our consultants, Herbert H. Smith Associates.

Our Borough is the smallest municipality in Mercer County and is completely surrounded by Hopewell Township. Your Planning Board acknowledges the fine cooperation it has had in its planning with both the Township and County Planning Boards.

Our Master Plan which is the result of several years of study and analysis envisions the long-range future changes which will result from Federal Highway I-95, the megalopolis spread and the more intensive land use which a sanitary sewerage system will make possible. It will, however, have to be revised from time to time to adjust for future conditions as they develop.

We feel, in submitting this Master Plan, that it will help to guide the orderly development of the Borough, safeguard its desirable features, and protect property values.

The Hopewell Borough Planning Board

J. Russell Riley, Secretary

Mrs. Charles E. Consalus  
Mr. Richard D. Hall  
Mr. Joseph B. Hill, II  
Mr. Samuel K. Hunt  
Mr. Robert J. Pressley  
Mr. J. Russell Riley  
Mr. Douglas S. Terhune



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## INTRODUCTION

### The Master Plan is a Policy Statement

The Master Plan is a statement of policy by the Planning Board containing its recommendations for the future development of the Borough. This policy is expressed in both verbal and graphic terms. It provides a consistent guide and point of reference to the Board, and other public bodies, when taking action on matters brought before it.

In order to be effective, the Master Plan must be:

**LONG-RANGE:** The Master Plan projects the thinking of the Planning Board some twenty years into the future and is therefore an effort to envision The Hopewell Borough of 1990.

**COMPREHENSIVE:** The Master Plan must be comprehensive and include considerations of not only land use and transportation, but public facilities, economics, community appearance, and social values of the residents.

**FLEXIBLE:** The Master Plan must be flexible enough to accommodate new opportunities of changing objectives and at the same time remain rigid enough to provide the needed direction.

The Master Plan which is adopted by the Planning Board can have a substantial role to play in determining the future social, economic, and physical character of the Borough. On the surface, the preceding may appear to be an overstatement since at the present time there appears to be very little land remaining to be developed in the Borough. However, the location of these vacant lands within the Borough coupled with the magnitude and forms of development pressure being exerted on the entire Hopewell Valley Region multiplies the impact that they will have on Hopewell's future.

The Master Plan, while having a substantial role in shaping the Borough's future, will not itself be a pat answer to Hopewell's future. The degree to which the Plan will be successful in accomplishing the objective set forth will largely be dependent upon the logic upon which it is based today. More substantially, however, its success will hinge upon the people who will have the responsibility of interpreting and implementing the Plan.

For the next few (5-10) years, no dramatic changes are foreseen, however, a number of factors will be affecting the borough in approximately five years: to what degree cannot be measured at this time. Therefore, the Planning Board encourages that the Master Plan be reviewed in approximately five years (1974) when some of the outside influences ✓ have made themselves felt.

## Legal Force of the Master Plan

The Master Plan, upon adoption by the Planning Board, gains certain legal prerogatives set forth in the New Jersey Municipal Planning Enabling Act. They are basically as follows:

The design of new streets created through the subdivision process may be required to conform to provisions of the Master Plan;

Drainage rights-of-ways within new subdivisions may be preserved in accordance with the Master Plan;

The public land acquisition rights for public parks and schools proposed in the Master Plan and within new subdivisions may be reserved for one year after the approval of a final subdivision plat;

The expenditure of public funds by any public agency (Federal, County, municipal school board or authority) incidental to the location, character, or extent of proposals of the Master Plan must be referred to the Planning Board for review and recommendation; and

While not explicitly stated, the courts have become aware of the importance of a future general land use plan as a guiding element for zoning actions, so that the courts may refer to the Master Plan in any decisions where the Borough zoning policy is contested: in this respect, however, the courts have also ruled that zoning is based on a comprehensive plan which need not be formalized, so that the existence of a Master Plan does not commit the Borough to any zoning patterns, but rather points out a long-range development pattern which is a basis for zoning principles.

**THE  
HOPEWELL-PENNINGTON  
REGION**

The following summary of the Hopewell-Pennington planning studies and recommendations was prepared during the Fall of 1965. It constitutes direct reportage of work completed during 1963 and 1964. Revision or updating of these studies at this time would tend to be misleading and may cause the introduction of inaccuracies. Therefore no updating or revision has been attempted.

One item deserves special comment. The Circulation Plan map which appears on page 15 depicts the alignments of Interstate Highways 95 and 295 as originally recommended by Herbert H. Smith Associates in 1964. Since that time, the State Department of Transportation has selected an alignment which they have recommended to the U. S. Bureau of Public Roads for approval. The selected alignment for I-95 is generally to the south and east of Pennington, passing through the Mount Rose area, and skirts the Borough of Hopewell to the south and east before entering Montgomery Township to the east in Somerset County.

The Hopewell Borough Master Plan evolved from a series of basic studies prepared jointly for the three municipalities in the Hopewell-Pennington Region; Hopewell Township, Hopewell Borough and the Borough of Pennington. This portion of the Borough's Master Plan Report is designed to provide a summarized review of the major findings of those studies.

### REGIONAL SETTING

The Hopewell Valley Region falls within what is considered the Transportation corridor between New York City (50 miles to the northeast) and Philadelphia (40 miles to the southeast). Both of these cities exert influence on Hopewell at present, serving as a shopping and employment market for some residents of the Borough.

Growth in the Hopewell Valley Region is starting and is expected to develop at a constantly accelerating rate as the region is one of the last rural areas left in the transportation corridor.

The Reading Railroad which runs through the borough services commuters with a couple of trains a day between New York and Philadelphia. The line also handles some freight. At present, the line cannot be considered to carry very much traffic. With a station in the borough, any increase in service could cause problems, especially in terms of parking at the station and traffic congestion at the Louellen Street grade crossing.

An Interstate highway, I-95, is scheduled for completion around 1975. A major interchange will be constructed approximately three miles southeast of the Borough on Carter Road (Princeton Avenue). Through traffic will be diverted from Hopewell streets offering temporary relief, but the constant increase of local traffic will soon add to an already burdened situation. It is expected that I-95 will have a major impact on Hopewell Valley, opening it up to rapid development.

Hopewell Borough is the smallest municipality in Mercer County, and is surrounded by Hopewell Township, the largest in square mileage, and is very near both Princeton and Montgomery Townships as well as Hunterdon County. It is very much limited by its size and greatly influenced by outside factors. Pennington, Princeton, Flemington, and Trenton all exert an influence on the lives of the citizens of Hopewell.

Some regionalization has already occurred. The Hopewell Valley Regional School District is a consolidation of the Hopewell Township, Pennington Borough, and Hopewell Borough school systems. The Hopewell Fire Department and First Aid Squad services the area of Hopewell Township surrounding the Borough as well as the Borough itself. A regional recreation committee has recently been established under the auspices of the school board. Hopewell is one of several communities represented by the newly formed Stony-Brook Millstone Regional Sewer Authority.

Municipal Purchasing, library facilities, road maintenance, water, pollution, traffic, recreation, sewerage, planning are some areas which have been, are being, or should be coordinated with the Township and other municipalities.

Only a minimal selection of goods and services is available within the Borough. Its residents must look elsewhere for such things as entertainment, hospitalization and most purchases, including major food and clothing items. To offset the outward flow, there are a number of specialty shops within the Borough which have large drawing radii.

As can be realized by studying the Hopewell Borough Master Plan map (p. 37), several proposals, including recreation areas and a highway by-pass of the Borough fall on the Township land. Hopewell Township and Mercer County have both agreed to the by-pass and will include it on their master plans.

### NATURAL FEATURES

Planning in the Region must give consideration to the capabilities and limitations of its natural resources and environment. Topography, drainage and soil conditions, water availability, and the more tangible aesthetic qualities of the landscape are the principal elements which will form the framework for future planning.

Elevations range from one hundred feet above sea level in the southern portions of the Region to four hundred and seventy-five feet in the northwest. Extreme slopes are found in the vicinities of Baldpate Mountain, Pennington Mountain, and Pheasant Hill. The extensive areas of extreme slopes and its relative remoteness from Trenton and Princeton have held back the development of the northern parts of the Region. Topography has had little effect on the development of Pennington, while the slopes of the Sourland Mountains have concentrated Hopewell Borough's development south of the railroad.

A watershed divide, generally following a line between Coopers Corner and Ewingville, separates drainage into the Delaware River to the west and the Raritan River (via the Stony Brook and Millstone River) to the east. This divide will influence the design and construction of water and sewage utility systems in the Region.

The rolling and hilly nature of the Region's topography provides a good surface drainage system. Internal drainage throughout the Region is considered adequate to sustain moderately dense residential development. Within the two Boroughs, and in the adjacent portions of the Township, it has become evident that the density of development has exceeded the natural capabilities of the land's internal drainage system and sewage collection and treatment systems are a necessity.

Ground water is not overly plentiful in the Region. The geologic formations are not conducive to the storage of ground water. Available drilling and pumping records indicate that a "hit or miss" situation exists whenever new wells are to be drilled. Direct pumping from the Delaware River offers the best source of water for the future development of the Region. The Stony Brook and Bedens Brook offer supplementary sources of usable water if they are incorporated into a water use planning and management program. To some extent the limited availability of water within the Region will limit the overall intensity of development.

The winding valley of the Delaware River, the striking hills and rock formations, and the wooded meandering streams set against a backdrop of rolling landscape are the features of the Region to be preserved and enhanced in its future development.

### LAND USE

The Hopewell-Pennington Region, comprising some 39,700 acres of land, has approximately sixty per cent of its area devoted to agricultural activities. Undeveloped lands account for twelve per cent of the total. The balance of the Region is used for residential purposes with an interspersing of commercial and industrial activities.

Agricultural activity, while occurring throughout the Region, is more prevalent in the central portion of the Region. The steep rocky topography in the north, and the advancement of suburban development in the south, have limited agriculture in these areas of the Township. Farms in the Region vary in size from less than ten acres to more than one hundred acres. Current trends toward larger commercially operated farms suggest that the smaller farms in the Region are very susceptible to pressure for more productive forms of development. Agriculture will undoubtedly decline in importance in the Region's future. While some of the agricultural areas of the Region will give way to suburban development, appropriate land use controls and coordinated planning should be utilized to discourage land speculation.

Residential development within the Region is characterized by detached dwellings scattered throughout the Hopewell Valley. The two Boroughs are, of course, the major concentration of residential land uses. Major concentrations of residential development in the Township are found near the southern boundary and at a number of locations along the major area roads.

The quality of housing throughout the Region is generally good with only two per cent being classified as dilapidated by the U.S. Census of 1960. There is no overall trend toward deterioration. Several small pockets of deteriorating houses are found within the Boroughs. These are not extensive and can probably be improved through code enforcement and the encouragement of conservation and rehabilitation by homeowners.

Within the presently rural areas of the Township residential development has occurred in a strip-like fashion along existing roads. The continued growth of the Township will require that reverse frontage and parallel access roads be incorporated in the planning program to maintain the capability of these roads to carry the increased traffic that will be generated.

Residential development in Pennington is characterized by quiet, stable neighborhoods of suburban dwellings and a core of large old homes of an earlier era. The dispersion of non-residential uses into these neighborhoods is minor. An area of deteriorating housing exists along South Main Street between Delaware Avenue and

Lanning Avenue. The continued use of the older and larger dwelling in the Borough presents a real problem in the face of rising taxes, increasing maintenance costs, and the reduced level of income that comes with retirement of the occupants of these properties.

Residential development in Hopewell Borough is somewhat less dense than in Pennington and is broken by large vacant parcels of land. Multiple-family dwellings are quite prevalent in the central and eastern portions of the Borough. This area is also characterized by the interspersion of non-residential uses.

Commercial development is essentially concentrated within the two Boroughs. Pennington's close proximity to Trenton and Princeton, as well as the regional shopping centers in Ewing and Lawrence, has traditionally been oriented to providing the daily convenience items and services to area residents. Hopewell Borough, being further removed from other shopping areas, functions more as a commercial center for the surrounding rural area and provides a greater variety of basic goods and services than does Pennington. Other shopping areas in the Region are located in Titusville, Washington Crossing and at the Pennington Circle.

Future growth within the Region will be accompanied by a potential for expanded commercial operations. Major shopping areas should be located to efficiently serve the larger population and should be guided into consolidated patterns. Such a location would be the Pennington Circle. Disorganized linear development such as that now on Route 31 should be discouraged. Dispersion of business establishments within the Boroughs should be avoided.

At the present time there is little industrial development in the Region. Western Electric and Socony-Mobil are located in the eastern part of the Township. Rockwell Industries in Hopewell, and Cointreau Ltd. of Pennington, are the only major industries in the Boroughs.

A significant potential exists for the continued development of research and development industries. This potential will be enhanced considerably with the construction of new and improved regional highway facilities connecting New York and Philadelphia. The limited availability of water, particularly in the eastern portion of the Region, will necessarily restrict the development of manufacturing industries. If water can be made available from the Delaware River, limited forms of manufacturing industry could be located in the south-central portion of the Township adjacent to the Railroad and nearby Mercer County Airport.

## POPULATION

The growth of the Hopewell-Pennington Region will directly reflect the growth of the Philadelphia and New York metropolitan areas. The population growth rates in the outlying portions of Mercer County are expected to continue at increasing rates. The Hopewell-Pennington Region is one of the largest areas and can be expected to feel pressures in excess of that projected for the County as a whole.

Population growth within the Boroughs will be determined almost exclusively by the amount of land remaining for development. In Pennington the continuation of present patterns would result in the ultimate development of 250 to 300 new dwelling units. This, combined with the estimated present population, would result in an upper limit of approximately 3,500 persons. Similarly, the continued development of Hopewell Borough at the present densities would double its population to 4,000 persons. The future population growth of the Township will be influenced more by the availability and extent of utility services, the capacity of roads, and the ability of the Township to provide other necessary municipal services than by the land area available. Within the time span of the plan it is anticipated that Hopewell Township will not have exhausted its supply of land. Therefore, estimates of population have been based upon projected rates of growth. A 1970 population of 13,500 persons in the Township can be expected. Further projections result in estimates of 20,000 by 1980 and 30,000 by 1990. All of these projections pre-suppose a continuation of current trends.

There are two basic factors which contribute to population growth. Natural increases, resulting from a greater number of births than deaths within a geographic area, is normally the dominant influence in rural areas. This has been true in the Hopewell-Pennington Region in the past. However, migration — the movement of new people into an area — has been dominant in the Region's growth during the past twenty-five years, accounting for more than seventy per cent of the Region's total growth. This trend is expected to continue in the future.

## ECONOMY

The study of the Region's economy embraces two general fields of interest: the economic characteristics of the resident population; and the type of economic activities in the area.

More than one-fourth of the Region's employed workers are engaged in manufacturing. This suggests that a significant proportion of the work force must commute out of the Region since there is no significant manufacturing employment base within the Region. Commercial and business services are the second most important in terms of employment.

Examination of data reveals that the great majority of the Region's work force is occupied in a skilled or "white collar" employment regardless of the industry group with which they are associated. Nearly one-fifth of this occupation group are professional, technical personnel and kindred workers. This orientation to professional and managerial occupations may become increasingly important in determining the quality and variety of housing that will be required as the Region develops.

Seemingly correlated to the occupation of the Region's workers is the fact that the reported median income of families in the Region is \$7,820; considerably higher than that of \$6,788 recorded for the State. This can be translated to terms of the Region's buying power, which in 1960 was computed to be approximately \$25,500,000. This is estimated to be \$33,000,000 at the present time, and is expected to nearly double by 1970. Roughly fifty percent of a family's income may be counted as being available for retail expenditures.

It was estimated that the retail establishments within the Region attracted approximately \$9,500,000 in trade; approximately \$6,000,000 below that which is available for such expenditures. While it would be unlikely to expect the Region to "capture" all of the families' retail dollars, there appears to be an opportunity to expand the variety of retail outlets within the Region. This potential assumes greater importance for the Region when the future increased buying income of the Region's families is considered.

Industrial activity in the Region is somewhat limited at the present time and includes less than ten major industrial establishments. The potential for future industrial development in the Hopewell-Pennington Region will probably be oriented away from large-scale manufacturing activities and develop strongly along the lines of research and development, and specialized light manufacturing operations. Such activities will be attracted to the area by the high proportion of the skilled workers in the area, the availability of space and a relatively clean atmosphere, and, in general, the pleasant environment offered within the Region and near by Princeton.

## CIRCULATION

The Hopewell-Pennington Region is located immediately adjacent to the major transportation corridor between New York and Philadelphia. Present access to the Region from this corridor, located to the south, is Route 31 in the central portion of the Region. Route 29, along the Delaware River, also provides some access to the major flows of traffic between these two metropolitan cities.

Route 31 serves as a major access route to the northwestern part of the State from the Trenton area. More important from a local standpoint is its provision of direct access from the Region to the City of Trenton.

The State Highways in the Region are supplemented by a number of County and municipal roads. These roads are generally oriented in an east-west direction and serve to provide access to the large areas between the highways.

The combined system of State, County and municipal roads in the Region can be effectively utilized as the framework for the major circulation system necessary to carry the increase traffic volumes that will be generated by the growth of the Region and the surrounding area. One problem which is common to both Boroughs in the Region

is the daily commuter traffic on the local street systems. These streets are not fully capable of carrying high volumes of commuter traffic without congestion and hazard. The Region's circulation plan should make provision for the free flow of commuter and other long-distance traffic around the Boroughs without at the same time weakening the access to the central areas of the Boroughs.

There are several significant highway improvement projects included in the long range plans of the New Jersey State Highway Department. While the precise alignment of Interstate Highway 95 is not yet designed, its construction through the Region will have far reaching effects on the future development rate of the three municipalities. It will also bring to the Region new impetus for the establishment of highway oriented industries. It will also reduce commutation time from the Region to New York and Philadelphia and will thus spur additional residential construction. Routes 31 and 29 are also to be improved and widened through the Region. The combined effect of the highway improvements will greatly expand the Region's consumer market area and make possible not only an increased retail sales volume in the Region but will also permit the central business areas in the Boroughs to give greater importance to specialty shops and let the mass consumer centers move to the shopping centers where the highway facilities will be better able to handle the traffic volumes generated.

#### DEVELOPMENT CAPABILITIES

The findings of the preceding studies were re-analyzed to provide a rough indication of the composite development capabilities of the various areas within the Region. It was found that a major portion of the Region, located west of Route 69 and north of the Pennington-Titusville Road, possessed a very limited capability to support development; rural areas and estate development. Two other areas with similar characteristics are found to the north of Hopewell Borough near the East Amwell boundary and in the southeastern part of the Township in the vicinity of Western Electric.

In terms of area included, the balance of the Region is almost equally divided between limited and moderate suburban residential development capabilities. Areas with a capability to support moderate suburban residential development generally surround Pennington Borough and extend westward across the southern part of the Township to the Delaware. Also included in this category is the Borough of Hopewell and a contiguous area south of the Borough and east of the Princeton Road.

It is presumed that commercial development could safely locate in all areas in the Region which possess capabilities to support suburban development.

There are two major areas in the Region which were "rated" incapable of supporting industrial development. These are in the northwestern and extreme northeastern portions of the Township where the extreme slopes preclude buildings of a reasonable size and make the construction of adequate service roads questionable. The balance of the Region can support limited forms of industrial development and research and development activities.

This analysis provided the framework for the future development plan for the Region. It was used as an expression of relative development capabilities and not an exact delineation of development patterns.

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The Comprehensive Plan which was established for the Hopewell-Pennington Region by its three constituent municipalities can have a substantial role to play in determining its future physical character. The Region still has over seventy per cent of its land area to be developed. Yet it is obviously on the threshold of an era in which the pressures for intensive development of all forms will steadily mount. The Comprehensive Plan is the major tool which the Region will have to shape this development into a desired and predetermined form.

### GOALS AND OBJECTIVES OF THE COMPREHENSIVE PLAN

Within an area as large as the Hopewell-Pennington Region, there are many alternative forms and concepts which might provide the basis for future development. It is necessary to formulate a definite set of objectives in order for the Region to direct itself toward the desired goal. These objectives, therefore, represent a definition of the manner in which the communities of the Region desire to see development directed. In future years, it may become desirable to modify these objectives to one degree or another. Should this occur, the Comprehensive Plan would also require re-examination and revision, as necessary, to properly reflect such new objectives.

- o The formulation of a Plan to guide and direct the development of the foreseeable future into desirable forms and patterns. The time span with which the Plan attempts to deal is the forthcoming twenty-five years. The Plan is, therefore, an effort to envision the most desirable forms of development in the Region as of 1990.
- o The recognition of the reciprocal relationship and interdependence which exists between the three municipalities of the Region, and the fact that success of comprehensive planning will be very much dependent upon a coordinated approach to the present and future problems of the Region. ✓
- o The preservation of the overall rural character of the Region with emphasis on the retention of the area's desirable characteristics, natural beauty and similar aesthetic qualities.
- o The preservation and acquisition of a substantial quantity of natural open space through the encouragement of the continuance of agricultural activities, very low density rural residential development, preservation of natural features in areas of more intensive development and public acquisition of open space for conservation and recreational purposes.

- o The recognition of the social and economic pressures for more intensive development, but at the same time the inherent right of the community to guide this development, in form and location, into the most desirable and advantageous channels.
- o The relating of future land use patterns to land capabilities, including water bearing capacity and drainage, and the ability to provide public facilities and services.
- o The limitation of intensive development to areas which are related to existing concentrations of such development in the Pennington and Hopewell Borough areas.
- o The preservation and enhancement of existing community shopping facilities, and the provision of neighborhood shopping facilities, and the discouragement of commercial dispersion.
- o The attraction of industrial development of a type suited to the essential character of the Region and its facilities and resources.
- o The establishment of a functionally separated system of roads which will provide for efficient circulation within the Region without hazard, congestion or undue intrusion of traffic into areas of intensive residential development.
- o To provide public facilities and services to areas in quantity and location as required.
- o To limit intensive development to areas in which public water supply and sewage disposal facilities can reasonably be provided.
- o To provide a public school system which includes sufficient and well located facilities capable of providing the children of the Region with the best education possible.
- o To provide for other amenities of rural and suburban living which will best promote and enhance the value of property in the Region.
- o To provide the basis for financial programs in the municipalities of the Region which will best promote the objectives of the Comprehensive Plan without an excessive tax burden upon the Region's property owners.

## THE FUTURE LAND USE AND DENSITY PLAN

The primary objective of the Land Use and Density Plan is to establish the basis for retention of the present agricultural and open space resources of the Region while, at the same time, providing areas for more intensive development in sufficient amount to accommodate reasonable future expectations of growth pressures. The basis for selection of areas to be devoted to each of the included categories and intensities of land use is the inherent capacity of these areas to accommodate development and the likely capability of the municipalities to provide areas of more intensive development with necessary public facilities and services. ✓

Within the time span contemplated by the Plan, the Region can reasonably anticipate a population growth to a level of 37,000 to 40,000 persons, about three times the current population. Commercial development can be anticipated in a proportionate amount. Industrial type development will largely depend upon the ability of the Region to provide suitable sites serviced by transportation and utility services required by such development.

### Residential Areas

Residential development patterns recommended by the Comprehensive Plan range from one dwelling for each five acres in the northern part of the Region to four units per acre in the two Boroughs and adjacent areas, and the Titusville and Washington Crossing areas in Hopewell Township. Except for the agricultural-rural residential areas, the predominant pattern recommended is development at a gross density of one unit for each two acres. These recommendations are summarized as follows:

<u>Residential Development Pattern</u>	<u>Area Included (Acres)</u>	<u>Gross Density (DUs/A)</u>	<u>Estimated Population</u>	
			<u>Maximum Possible</u>	<u>Probable 1990</u>
Agricultural-Rural	15,000 <sup>1</sup>	0.2	3,000	2,500
Very Low Density	6,500	0.5	9,000	5,500
Low Density	4,400	1.0	14,000	11,000
Moderate Density <sup>2</sup>	1,800	(1.0) (2.0)	11,000	8,500
<u>High Density</u>	1,250	4.0	15,000	12,000
			<u>52,000</u>	<u>39,500</u>

(1) Rough estimate

(2) Higher density based upon availability of utilities

Within the limitations recommended above for residential density patterns it would be possible to accommodate as many as 52,000 persons in the Region. Recognizing the unlikelihood of such complete development, through the continuation of agricultural uses, oversized residential parcels and other such land consumers, a more realistic total population is 40,000 persons. This is likely to occur somewhat as follows:

	<u>1970</u>	<u>1980</u>	<u>1990</u>
Hopewell Township	13,000 - 14,500	20,000 - 21,000	30,000 - 32,000
Hopewell Borough	2,400 - 2,800	2,600 - 3,100	3,000 - 3,500
Pennington Borough	2,600 - 3,200	3,400 - 3,900	4,000 - 4,500
Hopewell-Pennington Region	18,000 - 20,500	26,000 - 28,000	37,000 - 40,000

### Business Areas

The projected 1990 population of the Region can be expected to generate retail expenditures approaching \$50,000,000 annually ( in current day dollars). The Comprehensive Plan recommends that this business potential be guided in a manner which will strengthen the already established business centers in the Region. The nucleus of this anticipated business growth should be the existing centers in Hopewell and Pennington. The Boroughs should plan to include attractive stores, public off-street parking, elimination of congestion, and the encouragement of other such amenities of attractive business centers.

The Region should plan for larger-scale commercial facilities which will serve the entire Region and perhaps somewhat beyond. To a limited extent, the development at the Pennington Circle and at Route 69 and Delaware Avenue typify this form of development and would be logical locations for the expansion through an increased number and greater variety of establishments.

Limited forms of business areas of the neighborhood service character will become feasible as the development of the Region progresses. Such facilities should be located to serve areas which are too far distant from Pennington and Hopewell to rely on these areas for day-to-day needs. Three such locations were identified in the Comprehensive Plan: Titusville; mid-way between Pennington and Titusville; and the third in the southeastern part of the Township.

### Industrial Areas

The attraction of industrial development to the Region will largely depend upon the ability of the municipalities of the Region to provide the services and facilities required by industry today. At a minimum this will require adequate transportation facilities. The Comprehensive Plan provides for three levels of industrial development in the Region.

A single area, adjacent to Scotch Road extending from the Pennington-Washington Crossing Road southerly to the Township boundary, would provide for the most intensive level of industrial activity in the Region. About 1,000 acres are included and, if developed at the recommended intensity of twenty per cent land coverage, would represent an industrial value of \$130-\$170,000,000.

Two general areas have been planned for a limited form of industrial use: research facilities, general office buildings and engineering establishments. The first of these is located generally along the easterly side of Route 31 between Pennington and the Marshalls Corner area. Also included is the Pennington Quarry to the west of Route 31. About 400 acres are included and if developed at a low coverage of ten per cent would produce a value of \$13-\$17,000,000. The second such area is located immediately to the east of Hopewell Borough. At a comparable level of development this six hundred acres has a potential value of \$40-\$50,000,000.

The third, and lowest, level of industrial activity recommended by the Plan would be comprised of research and office facilities which might be permitted in the rural and low density residential areas. The Western Electric and Socony-Mobil establishments are the type intended. These should be permitted only after thorough review of all factors affecting each individual facility, locational and otherwise, by municipal officials.

#### THE FUTURE CIRCULATION PLAN

The objective of the Future Circulation Plan is to provide a system of roads in the Region which is functionally organized and which has sufficient capacity to accommodate the traffic demands of the development contemplated in the Future Land Use Plan without hazard or congestion. The functional street classification system involves the establishment of several categories of roads with right-of-way and development standards for each. Those recommended for the Hopewell-Pennington Region are as follows:

- Minor Local Roads
- Secondary Roads
- Primary Roads
- Arterial Highways
- Interstate Highways

Minor Local Roads have the primary function of providing access to individual properties and should be designed to discourage through traffic. Secondary roads have the primary function of moving traffic within the Region and connecting its component parts. They may also serve abutting properties. Primary Roads have the dual function of carrying traffic between the Region and the areas surrounding it and moving a portion of the through traffic of the Region. Arterial Highways are the portions of the State Highway system in the Region and carry the major portion of through traffic in the Region.

While there are no Interstate Highways in the Region at the present time there are firm plans to locate Interstate Route 95 in a manner so as to connect the Scudders Falls Bridge with Route 287 south of Bound Brook. While such an Interstate facility is not necessary for the circulation system of the Region, it will have an impact upon it through the reduction of travel time to other portions of the State. It will produce pressures and capabilities for development. By relating the alignment of this facility to contemplated industrial areas in the Region it will be an additional asset for attracting such development. Such a location will inherently cause less disruption of existing and future residential areas.

The creation of the local portions of the circulation system -- primary and secondary roads -- will take place over a long period of time. Major improvements or realignments would not be undertaken until development warrants such action. Many of the new elements or realigned roads would be obtained through dedication and improvement as conditions of development approval.

#### THE FUTURE PUBLIC FACILITIES PLAN

The objective of the Future Public Facilities Plan is to insure that adequate and properly located sites for public facilities are available when they are required in the future, and to provide recommendations for the level of public facilities and services which will be commensurate with the form of future development anticipated. Those facilities with which the Comprehensive Plan is primarily concerned are School Facilities, Recreation Facilities, Utility Services, Fire Protection Facilities and Civic and Cultural Facilities.

#### School Facilities

The primary recommendation of the Comprehensive Plan was the regionalization of the Hopewell-Pennington School District with the Hopewell Borough School District. This has since become a reality during the summer of 1965.

The continued development of the Region, as contemplated by the Comprehensive Plan, will obviously require further substantial additions to the Region's school facilities. By 1990 a total public school enrollment exceeding 8,400 pupils can be anticipated; a requirement for 127 additional elementary classrooms and increasing the high school capacity threefold.

The Comprehensive Plan depicts ten new elementary school sites. They are distributed throughout the Region in a manner which would promote the concept of neighborhood elementary schools and would aid in maintaining transportation costs at as low a level as possible. The Plan also provides for the replacement of the Titusville

School at another location, the abandonment of the Harbourton School for school purposes, and the release of the Primary School from the educational program of the Region.

### Recreation Facilities

The primary recommendation of the Comprehensive Plan is the establishment of an integrated system of recreation facilities including both school sites and municipal recreation sites. Based upon the recommended standard of one acre of recreation space for each 100 persons, the ultimate development of the Region would require a minimum of 422 acres. The Comprehensive Plan depicts thirty-eight playgrounds, of which fourteen are school sites, and eight larger playfields, of which four are school sites. The Washington Crossing State Park and the proposed County Park on Blackwell Road will supplement the Region's supply of recreation facilities.

### Utility Services

Water and sewage utility services are the major concern of the Comprehensive Plan; other utilities being generally available throughout the Region. The primary recommendation of the Plan in this regard is that public water and sewage service be made available to all high and moderate density residential areas and to as large a portion of the low density residential areas as is economically feasible. The Plan recommends that a joint program of the two Boroughs and the Township be utilized as the vehicle for the provision of these services.

While usually provided by other than municipal agencies, the Plan recommends that all utility services and distribution lines in the contemplated developed portion of the Region be installed underground. All accessory installations necessary for the proper operation of these utility systems should be provided only where necessary and in a manner consistent with the character of the neighborhood. Utility installations should serve to enhance the qualities of the neighborhood, not detract from them.

### Drainage Facilities

As the development of the Region occurs, larger and larger portions of the land are covered, thus greatly increasing the amount of storm water that must be carried away by surface drainage systems. The Plan recommends that steps be taken to prevent the reduction in capacity of the existing drainage courses. This will generally take the form of flood plain protection, streambed maintenance, and supplementary piping systems. In regard to the latter, it is recommended that piped storm water facilities be provided instead of stream dredging, where anticipated runoff will exceed the natural capacity of the stream. This will enhance the aesthetic value of the Region's water courses and preclude the construction of a number of "concrete" canals.

### Fire Protection Facilities

The development contemplated in the Comprehensive Plan will require the establishment of additional fire stations to maintain an accepted level of protection and fighting capabilities. Three sites for the facilities are recommended: one is adjacent to the Hopewell Township Municipal Building; another south of Pennington on Route 31, and the third north of Pennington at Titus Mill Road on Route 31.

### Police Protection Facilities

As the population and value of property in the Region increases, greater demands for police protection will be generated. It is recommended that the strength of the municipal police departments be maintained at a level roughly equal to 1.5 police employees per 1,000 population. It has been further recommended that the three municipalities jointly establish a central dispatching desk that would remain in operation twenty-four hours a day. Such a unit should serve as a central emergency control center which would receive all police, fire, or other emergency calls from the Region's residents. It could be located in the Township's municipal building.

**THE  
HOPEWELL  
MASTER PLAN**



Hopewell Borough is the social and economic center of the northeastern part of the Hopewell Valley Region. This is so because of the relatively higher concentrations of population, business activity, school facilities, churches, and social and fraternal clubs within the Borough as compared with the remainder of this part of the Region. Within the present rural framework, Hopewell Borough is the suburban center of this area.

The impending suburbanization of the countryside surrounding Hopewell may obscure the functional identity of Hopewell Borough and cause it to become indistinguishable from the new development unless steps are taken to reinforce and build upon its present identity. Highway shopping centers and new convenience shopping areas likely will be established throughout the Region and will compete effectively with Hopewell's business community. The intensification of development in nearby Hopewell and Montgomery Townships will reduce the Borough's stature as a center of population. New churches, clubs, and schools will be constructed where none exist today. The erosion of Hopewell Borough's presently recognized position as a suburban center can be prevented only through careful planning to preserve the concentration of population and activities in the Borough relative to the surrounding areas. Quality and uniqueness, rather than mere size, should be the guiding consideration in this planning.

To date, Hopewell has basically been a small, pretty town surrounded by farmland. Founded in 1706, it is characterized by tree lined streets and lovely old frame houses, small shops and service establishments.

A survey of borough residents conducted by the Hopewell Jaycees in 1966 revealed that the great majority of people in Hopewell like the town as it is. They want to see its pleasant atmosphere retained. The Planning Board in preparing this Master Plan and the 1968 Zoning Ordinance has attempted to propose a plan with which it will be possible to maintain an historic, small town atmosphere.

One of the advantages of living in a town is that of being able to walk for pleasure and to run local errands. Living where their children can walk to school is a motivation to many families when selecting a new home. The elderly as well as the very young, both of which groups often do not drive, are best accommodated where they can get around on foot. Despite the knowledge that automobile traffic will continue to increase, it is hoped that the pedestrian can be accommodated and encouraged. Adequate sidewalks should be maintained and a secondary street system be evolved to allow for both alternate traffic flow and more direct connections between parts of the town to encourage pedestrian traffic. A by-pass around the borough should relieve much of the through traffic which will be an additional aid to maintaining pedestrian traffic ✓

Within the whole of Hopewell Valley there is an almost complete absence of small and/or apartment dwelling units which would accommodate young marrieds and the elderly. Few newlyweds can afford to establish themselves in the area. In addition, many of the elderly are maintaining houses too large for their present needs in order to remain in the community. Garden apartments are needed to accommodate these people.

The Borough offers a decided advantage to people living in apartments, as it is possible to walk to churches, the library, stores and playgrounds as well as just for pleasure, thus in many cases eliminating the need for more than one car per family.

The continued development of the Borough of Hopewell during the next twenty to twenty-five years is almost a certainty. While the Borough today can be considered well developed, it, like most other developed centers, can expect to receive pressures for change due to the sustained impacts of changes in the area's economy, commuter patterns, and public taste. It is therefore the function of this Master Plan for the Borough of Hopewell to predict the general magnitude of the foreseen changes, related to the physical aspects of the community especially, and to provide a logical framework within which these changes can take place to best serve the needs of the overall community.

#### Goals and Objectives of the Plan

As in any such undertaking, whether by an individual or a community, the eventual success of planning is dependent upon the early establishment of goals and objectives to be served by planning. The Hopewell Borough Planning Board has formulated the following objectives to supplement those established jointly with its neighbors in the regional planning program (see page 9):

- o To maintain, and where possible, to improve, property values in the Borough
- o To permit an adequate range in the size and cost of housing units.
- o To keep taxes under control.
- o To accomplish the above without sacrificing the desirable characteristics of the Borough.

The recommendations advanced in this Master Plan reflect the Board's estimate of the potentials the Borough has for future growth and development during the forthcoming two to three decades. Equally important, this Plan sets forth the Planning Board's recommendations and proposals in a statement of how best to guide and shape these potentials to contribute to the long-term betterment of the Borough of Hopewell.

## LAND USE PLAN

While it would appear from a casual observation that the Borough is fully developed, careful investigation reveals a number of situations which would permit additional development of relatively great magnitude. Studies by the Planning Board identified ten tracts of vacant land in the Borough. These tracts range in size from 3 acres to 35 acres and contain a total area of approximately 125 acres. It is estimated that an additional 20-25 acres of vacant land in parcels smaller than 2-1/2 acres can be found in scattered locations throughout the Borough. In addition to the vacant land potential, some consideration has been given to the possible redevelopment of already improved properties. Due to the wide variety of unprojectable economic, social and personal factors in this form of development, it is virtually impossible (and in some respects unwise) to attempt to directly identify and quantify these development activities.

### High Density Residential

Much of the charm of Hopewell has been established by the fine old homes and trees found within the central areas of the Borough. This charm is not diminished by the scattered intermingling of small businesses which serve the neighborhood and surrounding community. These areas have been recognized in the Borough's planning and have been included in the "High Density Residential" areas depicted on the Land Use Plan (page 37) Maximum development within these areas has been reached as only a few small parcels of vacant land remain available. The only way in which the population density of these areas could be increase would be through the conversion of existing one-family dwellings to house two families. Such conversions should be forestalled until such time as public sanitary sewer facilities are available within the Borough to serve these areas .

### Moderate Density Residential

A fair portion of the remaining lands in the Borough proposed for continued residential development are included within the Land Use Plan designation "Moderate Density Residential." These areas now contain a number of fine old homes and tree lined streets as well as the newer developments in the Borough. These areas and developments compliment the character of the community established by the older neighborhoods in the High Density areas. Future development of available vacant land in these areas is envisioned on one-quarter acre lots.

### Low Density Residential

Three relatively large tracts of vacant land are found in the northeasterly, southeasterly and southwesterly corners of the Borough. These three areas have been designated on the Land Use Plan for "Low Density Residential" development, i. e. , one-half acre lots. However, in recognition of the unique position of these parcels - being adjacent to larger vacant tracts in Hopewell Township - it is recommended that special consideration be given

to permitting cluster forms of development (as contrasted with the stereotyped fixed lotting size form of development) and to the intermixing of garden apartments. It is believed that by permitting such alternatives to the development of these lands an orderly transition with the development of the surrounding Township areas can be achieved. The zoning and planning of Hopewell Township in these areas is judged to be compatible with this concept.

The tract in the northeasterly corner of the Borough will present some special planning problems as it is adjacent to a restricted manufacturing area proposed by this Master Plan. It is recommended that the site planning for the residential development here provide for a substantial buffer strip or green area adjacent to the manufacturing area.

It is anticipated that the development of these low density areas will not occur before adequate sanitary sewer services can be extended to them. The clustering of lots and the development of garden apartments must not occur until such services are available.

### Garden Apartments

In addition to the social need for new apartment dwellings in the Hopewell community mentioned in the introduction to this report, studies of the Planning Board indicate that under proper conditions garden apartments can provide some measure of tax relief. Accordingly, three tracts of land have been designated on the Land Use Plan for future apartment development. It is recommended that the total number of garden apartment units not exceed one-third the number of one-family dwellings, and that the density of such development be restricted to a density not higher than fifteen units per acre in order to maintain the essential character of the Borough. Once again, the service of these areas by adequate public sanitary sewers should be made a condition of development.

### Residential Plan Summary

While it is recognized that some increased population and development could occur in the High Density Residential areas, this factor will be ignored for the moment. It is estimated that roughly 150 new one-family dwelling units could be constructed in the Moderate Density and Low Density areas recommended. Based upon the one-third limitation recommended for apartment development, approximately 250 garden apartment units could be built within the Borough under the concept of the Land Use Plan. In terms of the total impact, the new development envisioned would add approximately 1,200 persons to the Borough population and \$7.5 million to the tax ratable base. Within the total projected population increase, there would be about 140 children of school age.

It is projected that the total population growth of the Borough will occur in the following fashion:

Present Population -	2,279 Persons (Prelim. Census 4/15/70)
1975 Population -	2,500 Persons
1990 Population -	3,400 Persons
Ultimate Population -	3,500 to 3,750 Persons

The "ultimate" projection above includes some allowance for the increase in population density that could occur in the "High Density Residential" areas upon provision of public sanitary sewers.

#### Retail Business and Services

The majority of the Borough's existing business establishments primarily serve the Hopewell community although several - such as Rorer's Hardware and Allen's Florist Shop - draw much of their trade from the surrounding areas. All of the businesses within the Borough contribute to its general character as a center of the region.

The existing business should be encouraged to be maintained and every effort should be extended to attract and keep new business establishments to serve a growing community population. The projected market for speciality and variety shops - retail uses which typically attract a relatively small number of infrequent customers drawn from a "long reach" trade area - is considered to be the most likely source of new business expansion for the Borough. This type of establishment is entirely compatible to Hopewell's characteristics and long range planning and should be encouraged.

The Princeton Bank and Trust Company recently acquired the tract of land at the Northwest corner of East Broad and Maple Streets. Present plans call for the construction of the bank building on the eastern portion of the property in the immediate future with the construction of a series of small shops along the western side of the tract as a possible future development. Continued business expansion should occur first within the areas designated on the Land Use Plan for "Retail Business & Services." When these areas are fully developed, other areas along Broad Street (generally between Greenwood and Princeton Avenues) should be reviewed by the Planning Board for possible opportunities for further business expansion. Such consideration should give weight to the characteristics of the community, as then established, and should not wantonly promote commercial expansion for expansion's sake.

A number of the large old homes along West Broad Street would lend themselves to reuse for professional offices - either solely or in combination with apartment forms of dwellings. The ever rising cost of maintaining these properties will force such a change or result in decay if change is stagnated. Conversion of these dwellings for office use can be accomplished without destroying the atmosphere essential for maintenance of the community's charm. Such conversions should (must!) give proper attention to providing off-street parking to fully satisfy the needs generated by the new uses.

Mention was made in the introduction to this report of the need for further study by the Planning Board concerning off-street parking in the Borough's business areas. It is a fact that a business center cannot be sustained by curb-parking alone, and it would appear that the present ownership patterns of property in the business areas do not lend themselves to private economical development of off-street parking areas. The Planning Board's future studies should be directed toward identification of parcels suitable for off-street parking (in relation to the anticipated demand) and the means for effectuating plans for purchase

and construction of the required spaces. Nevertheless, it is fully realized that the provision of off-street parking must be approached as a cooperative venture with the concerned businessmen of the Borough.

### Restricted Manufacturing

The Land Use Plan shows the only area in the Borough deemed reasonable for future industrial development. Several industries exist in the area adjacent to the southerly side of the Railroad (east of Greenwood Avenue) and it is felt that the Borough would benefit from additional similar industry. These benefits would take the form of increased local employment opportunities, increased income and capability to support more local retail establishments, and an increase in the tax ratable base. An intangible benefit to be derived would be the buffering of the surrounding residential areas from the affects of the Railroad. This latter benefit can only be derived if the type of industry to be developed in this area is restricted to quiet, non-basic manufacturing, with adequate on-site open space, buffering and employee off-street parking.

The availability of sanitary sewers will be a must for any substantial industrial development in the Borough, and this is a limiting factor at the present time. However, this will soon be overcome, and the availability of other utilities and public water will make this an attractive area for new industries to consider in the Hopewell Valley area.

### Special Considerations of Land Use

Within the overall context of the Land Use Plan, the Planning Board has recognized the need for and wisdom of providing for special types of land development activities. The special land uses range from the home professional offices which are recommended along Broad Street, to scientific and research laboratories which, without detriment to the residential character of the Borough and surrounding areas in the Township, could be established in the larger open areas of the moderate and low density residential portions of Hopewell. The following listing describes the general categories of "special" land use activities which the Planning Board recommend be permitted in various areas of the Borough under certain carefully drawn conditions and requirements (the reader is referred to the Zoning Ordinance for further information and detailing of these uses and the requirements and standards of development):

- o Public utilities
- o Hospitals, nursing homes, and the like
- o Public and private schools
- o Scientific and research laboratories
- o Motor vehicle service establishments
- o Swimming clubs and similar recreation activities
- o Cluster residential development

- o Clubhouses
- o Professional offices

Within the framework of zoning, garden apartments have been placed in the category of a Special Exception Use. This was done to insure that any apartment development would be given the highest level of consideration by the Borough, and so that Hopewell would not be subjected to a rash of poorly-conceived speculative apartment projects. However, within the context of the Master Plan, garden apartment development is treated as one of the basic forms of future land development. This treatment is based upon various studies made by the Planning Board which indicate that, if properly limited, garden apartments can be a partial answer to the ever-increasing problem of keeping property tax rates under control. Most studies reviewed by the Planning Board with their planning consultant indicate that apartments have been a profitable form of development to the municipalities where they are permitted. In some cases, the tax return on apartments has exceeded that of some forms of commercial and industrial development. In order to gain some measure of control over the magnitude and rate of apartment development, the Planning Board recommends that the total number of apartment units constructed in the Borough not exceed 30 percent of all types of dwelling units. Limiting the maximum size of any particular apartment project and prohibiting the concentration of more than 200 units within a given 1/2 mile radius of any particular apartment project are viewed as logical means by which the Borough can avoid becoming physically overwhelmed by an excessive concentration of apartments in any given area of the Borough. With the imposition of these restrictions, and other positive development controls, it is estimated that the maximum number of garden apartment units which could be constructed in the Borough would not exceed 250-260. This amount of apartment development would require at least 17 acres of land area if the Planning Board's recommended maximum density of 15 dwelling units to the acre is observed.

The Planning Board has been exposed to general planning publications and discussions by knowledgeable professionals which indicate that high-rise construction - both residential and commercial - might offer a long-range means of providing tax relief to the Borough tax payers. However, this form of construction and land use would be such an extreme departure from Hopewell's existing characteristics that long and careful study by the Planning Board should be made before any definitive conclusions and opinions are formed. Such studies should include marketability, design standards and esthetics, environmental impact, fire protection, utilities services, transportation, and possible "available" locations in the Borough among others. Based upon a cursory consideration of these factors the Planning Board presently concludes that at least two factors, i.e. lack of utilities capacity (especially sanitary sewerage) and a questionable market - will prohibit high-rise construction for at least several years, if not longer. During the next several years the Planning Board will undertake the studies necessary to formulate conclusions and recommendations suitable for public presentation and discussion.

#### Land Use Plan Summary

It is estimated that development of the Borough under the policies recommended by this Plan will result in an increase of nearly \$9-million in tax ratables by the year 1990 ( stated

in 1970 dollars). In addition to the \$7.5-million cited earlier for new residential development, there would be \$750,000 in new commercial properties and \$500,000 in new manufacturing establishments (including expansions of existing industries). No attempt has been made to prepare intermediate projections of these growth rates as in the immediate future the availability of sanitary sewers (or lack thereof) will be the governing factor. As soon as definite sewer construction schedules are known, intermediate estimates can be prepared.

## CIRCULATION PLAN

The need to provide for the efficient circulation of traffic in a growing community is a universally recognized problem. Modern-day life is so oriented to automobiles and trucks that failure to provide for their operation through and around a community will adversely affect the economic prosperity and general welfare of all.

### Classification of Streets

The streets within the Borough are classified as:

1. Primary Streets - These constitute the through Borough routes and also carry traffic between the Borough and the surrounding areas.
2. Secondary Streets - These are the streets which are designed to improve the internal circulation of traffic between the various sections of the Borough and the accessibility of neighborhoods to emergency vehicles such as fire trucks and ambulances.
3. Minor Local Streets - These provide access to local areas and are designed to discourage through traffic.

### Primary Streets

#### - Broad Street -

One of Hopewell Borough's major problems is the increasingly heavy traffic on Broad Street. This street is maintained by Mercer County as Highway 518. It is the only east-west through route in the easterly portion of Hopewell Valley and the only east-west through street in the Borough. It is also the link for traffic between the Princeton area and the regions north and west of the Borough which routes via County Highway 569 (Princeton Avenue). A volume of some 6,000 vehicles per day passes over Broad Street, through the center of the town. This is composed of the mixture of east-west and north-south traffic and local traffic which utilizes Broad Street.

It is expected that there will be substantial increases in the already heavy traffic of Broad Street due to such factors as; (a) the routing of Federal Highway I-95 across Route

569 with an anticipated interchange located between Mt. Rose and Hopewell Borough; (b) the substantial expansion of the facilities of the Western Electric Company, the Educational Testing Service and the research facilities in the nearby Princeton area; and (c) the future residential development of the northern part of Hopewell Township and the Amwells in southern Hunterdon County.

Major relief to the Broad Street problem is contemplated by a proposed "Hopewell Borough By-Pass", as discussed on page 26.

Other means of improving Broad Street traffic conditions, especially in the business areas, would be by the reduction of curb parking. This could be accomplished most equitably through the simultaneous provision of "off-street" parking areas, especially in the business sections. Off-street parking is discussed below.

- Greenwood Avenue -

Future improvements are required to increase the traffic carrying capacity of certain sections of North Greenwood Avenue. The major needs for improved conditions are in the vicinity of the Reading Railway bridge and the North Greenwood Avenue approach to Broad Street. The widening of the railway bridge and the right-of-way just south of this bridge and the establishment of an off-street parking area off Railroad Place are possible methods of improving the already existing traffic hazards in this vicinity. These needed improvements and the planned tying together of Model Avenue and Railroad Place, as covered later, might be accomplished as a single improvement project.

The need for the eventual widening of Greenwood Avenue in the vicinity of the Broad Street intersection has been pointed out by the State and County engineers in their consideration of traffic conditions in conjunction with the traffic light installation at this crossing. They report that it appears feasible, taking into account existing building locations, to increase the roadway of Greenwood Avenue in the vicinity of the Broad Street intersection to 36 feet, thus providing for two lanes of approaching traffic on each leg of Greenwood Avenue and increasing the capacity of the intersection.

At the Greenwood Avenue-Broad Street intersection, the North Greenwood Avenue approach is 24 feet in width. The South Greenwood Avenue approach is now 30 feet in width. The traffic volume to and from South Greenwood to Broad Street, mostly local traffic, is appreciably less in volume than that to and from North Greenwood to Broad Street which is to some extent through traffic. Greater relief would therefore be obtained by the widening of the North Greenwood Avenue leg at this intersection. The possible 36 foot widening of Greenwood Avenue at the Broad Street intersection, referred to above, does not seem feasible. The resulting narrowness of the sidewalks would be such that a car door could not be opened without blocking the very narrow sidewalk. The heavy Greenwood Avenue pedestrian traffic, especially with school children, is of major concern in this connection. Consideration of the widening to the extent of accommodating two lines of approaching traffic would of necessity involve the demolition of the existing Broad Street

buildings on the East side of North Greenwood Avenue and on the West side of South Greenwood Avenue.

Having in mind the future lessening of Broad Street traffic by the proposed Hopewell Borough By-Pass and the decrease in Greenwood Avenue - Broad Street crossing traffic by the north-of-Broad Street and the south-of-Broad Street circumferential routes, as covered below under the discussion of secondary streets, and in view of the existing building limitations it is proposed to show no further widening of Greenwood Avenue in the vicinity of Broad Street at this time. Consideration of the possible further widening of Greenwood Avenue should await the resulting effects of the traffic changes mentioned above.

As indicated, it is planned to extend South Greenwood Avenue south to the proposed Hopewell Borough By-Pass. This proposal is acceptable to the Hopewell Township Planning Board and will be included in their Master Plan. This extension, as well as the By-Pass itself, will greatly improve the Borough's capability to deal with the new traffic generated by the completion of Interstate 95 and the continuing growth of the surrounding area. The right-of-way proposed for this extension contemplates the future traffic and parking requirements as affected by the fact that it will parallel the westerly boundary of the fifteen acre extension of the grammar school grounds and provide for traffic to the school baseball and other sports fields and the joint Borough-Township future recreational area as well as a major outlet to the Borough By-Pass. A 60 foot right-of-way is proposed. Curbing and sidewalks will be a requirement from Columbia Avenue south to and beyond the playground areas.

- Hopewell Borough By-Pass -

As mentioned, the construction of Interstate 95, with its nearby interchanges, will seriously compound the Borough's traffic problems. In an effort to arrive at a reasonable solution in caring for the serious Broad Street, Hopewell, bottle-neck which it is expected would otherwise result, for both through and local traffic, the Borough Planning Board, after preliminary discussions with the Township Planning Board, proposes a By-Pass of the Borough, connecting routes 518 and 569. The present development of the Borough and the topographical considerations limit the location of such a by-pass to a routing west and south of the Borough, primarily in the Township area. This possible routing, as indicated on the Circulation Plan (p.37), is being included in the Master Plan of the Township. Since this proposal would be a County Highway, it is intended that this proposal be reviewed with the County Planning Board with the request that it be incorporated in the County's highway plans. Since the by-pass bridge permits the elimination of the Louellen Street grade crossing, it may be possible to secure state funds in financing the cost of this bridge. The proposed by-pass routing traverses farm land and presently open spaces. The railway is in a cut at the proposed bridge location which will reduce the over-head bridge costs.

The elimination of the present Louellen Street grade-crossing of the Reading Railway tracks, as shown, will be made effective only if and after the over-head bridge crossing

is completed and made available for local traffic. The expected future increase in the volume of freight traffic and the future higher speed of trains makes it imperative that the Louellen Street grade-crossing be eliminated.

The Route 518 By-Pass should have at least an 80 foot right-of-way to allow for the eventual construction of a four-lane highway for the efficient movement of high volumes of regional traffic. Paved shoulders, curbing, and sidewalks well removed from the moving traffic lanes should be provided on both sides of the by-pass in anticipation of the residential development of the areas through which the by-pass is routed.

### Secondary Streets

The Secondary Street system of the Borough is designed to improve the internal circulation between the various neighborhoods. This is done not only for the convenience of the residents, but also to improve the accessibility of the neighborhoods to emergency vehicles such as fire trucks and ambulances. The secondary street system also provides a circumferential loop system of streets around the business area access for Borough residents.

A secondary circumferential route south of Broad Street is proposed by linking together East and West Prospect Streets and connecting the west end of Prospect Street with Broad Street. One of the outstanding advantages which will result from the linking of East and West Prospect Streets is the improved access to the enlarged Borough school facilities by removing from busy Broad Street the travel of school children from the Valley Village and the westerly portions of the town. The improved vehicular access to Princeton Avenue and Route 569 from the westerly sections of the town also relieved Broad Street traffic.

A secondary circumferential route north of Broad Street is established by extending Ege Avenue and connecting Model Avenue with Railroad Place. The detailed arrangement for the junction of Model Avenue with Railroad Place will be determined at the time this northern route is finalized.

Maple Avenue from Lafayette Street to East Broad Street is the easterly termination of the proposed north-of-Broad Street circumferential route. The proposed use of the presently vacant area North of East Broad and West of Maple Avenue (approximately six acres) by the Princeton Bank and Trust Co. for banking and other facilities contemplates entrances and exits to and from both East Broad Street and Maple Avenue. In order to care for the expected increase in traffic expected to be generated by these projects it will be necessary to widen and improve Maple Avenue between Lafayette Street and East Broad Street.

Hart Avenue is shown as a future Secondary Street. This contemplates a substantial lessening of the present traffic flow on this street, due to the diverting effect of the Hopewell Borough By-Pass and the westerly extension of the Avenue to the By-Pass, as shown. This will continue to enhance the residential characteristics of Hart Avenue which is presently an entirely residential street. The extension of Hart Avenue to the By-Pass would be made effective with the By-Pass construction and prior to the closing of the Louellen Street grade-crossing. These plans, in effect, create a "Y" at the

present end of Hart Avenue with traffic to the south and west turning to the left and traffic to the north and west turning to the right. Princeton Avenue will be shown as a Secondary Street because of its future use as the connecting link between the Borough and Route 569.

The new sections of the Secondary Street system should have a 60 foot right-of-way in those portions where new streets are required so as to permit the construction of two lanes for traffic, curb parking on one side and a narrower paved shoulder on the other, as well as sidewalks, curbs and landscaping improvements on both sides of the street. Insofar as is reasonably possible, the existing streets included in the secondary system should be improved to similar standards. Where this is not possible or convenient, detailed engineering study will be required to determine the exact means by which the capacity and safety of these street elements can be increased.

### Minor Streets

All other streets in the Borough, both existing and proposed, are included within this category. The Circulation Plan shows several specific new street improvements within the Minor Street system. The majority of these are designed to provide proper access between the development in the Borough and future development areas in the Township. Others, such as the westerly extension of West Prospect Street and the extension of Washington Avenue, are intended to provide access to potential areas of development within the Borough.

A future access to the grammar school grounds from the South Greenwood Avenue extension to Seminary Avenue is shown. This would improve the routing of school busses and materially relieve the school bus congestion on Princeton Avenue.

A fifty-foot right-of-way for Minor Streets should be sufficient to provide for the construction of a 24-30 pavement, two curb parking lanes, and side walks on both sides of the street. New Minor Streets should be designed in a manner which would tend to slow down the movement of traffic through the neighborhoods.

### Off-Street Parking Areas

As mentioned above, one of the contemplated future methods of relieving traffic conditions, especially on the business sections of Broad Street, is by establishing public off-street parking areas. It is believed that the cost of acquiring and improving such off-street parking areas should be shared between business and the Borough. The details of future parking areas and cost sharing arrangements have not been developed, but will be included in future special studies by the Planning Board.

## PUBLIC FACILITIES PLAN

The Public Facilities Plan is intended to provide for anticipating and providing municipal facilities for present and future needs of the Borough of Hopewell. Such a plan should properly be related to the physical location and nature of public facilities, as contrasted with the internal operational aspects of them, because the decision to build, not to build, and where to build these facilities will tend to exert a long-lasting influence on the economic, social and aesthetic character of the Borough. In many instances, this lasting influence can be observed long after the facilities themselves have disappeared.

The Public Facilities Plan, which appears on page 37, identifies the sites proposed for five new or expanded public facilities within or adjacent to the Borough of Hopewell. These five sites, and other facilities which are not on the map, are discussed briefly in the following paragraphs.

### School

The Hopewell Elementary School, operated by the Regional Board of Education should be the center of a large part of the community activity, both recreational and cultural. It possesses the largest variety of rooms and facilities that are available to the general public when not needed by the students. Future projects should complement, not compete with the school facilities.

The Board of Education in its 1967 "Survey of School Plant Needs of Hopewell Valley" calls for school facilities to be made available to the community and encourages the joint use and financing of recreation areas and facilities by the School Board and the municipality.

### Borough Hall

This building and the surrounding grounds serve both the Borough government and the local fire department and ambulance squad. The recent enlargement of the building should serve the short-term needs of all of these. If the Borough should continue through future years as a separate municipality, consideration should be given to the use of the present Borough Hall for fire and ambulance service and activities only and a separate municipal building built for the use of Borough Council, Court, Police and Clerks. One ideal location for such a structure would be across South Greenwood Avenue below the present Post Office building and contiguous with proposed recreational and park areas. This could help materially in beautifying and conserving the open space on the south side of the Borough.

### Borough Library

This building represents a considerable improvement in space and service over the previous area in the museum which it occupied until 1965. But its facilities are still limited.

It is recommended that the discussions of Library facilities between the Borough, Township, County, and school board be encouraged with a view to providing enlarged services without duplication. It is not clear at this time what the best arrangement should be, but it is recommended that the Borough not plan on physically expanding the present library except as an integral part of a larger system.

### Recreation

The provision of useful and attractive public recreation facilities is an important function of government which contributes to the overall wellbeing and health of the community. Such facilities should be designed to satisfy the needs of four age groups: preschoolers, school age children, high school age (teenagers), and adults. The following sections of this topic present the recommended means for satisfying the recreation needs of these four age groups. ✓

#### - Preschoolers -

The facilities at the present school grounds are not appropriate for preschoolers. Their play areas should be small and localized. Since Hopewell Borough is a relatively small community, geographically speaking, it is believed that three preschooler play areas would satisfy the needs of the community. The three recommended sites are: (1) the property now being developed on Railroad Avenue near the station; (2) a tract to the east of Lawyer's Lane; (3) a site west of Louellen Avenue. The first two could probably be developed with minimum expense.

#### - School Age Children -

The facilities for these children could well be centered at the Hopewell Elementary School since these children are mobile (as contrasted to the preschoolers who are "tied to home"). This is considered a practical means of providing space for school age recreation since the greatest need for such facilities is at times when school is not in session; afternoons, weekends and holidays, and the summer months. It would be reasonable for the Borough to investigate means of directly aiding the construction of tennis courts, outdoor basketball courts, and baseball and softball fields. Lighting of these facilities to permit evening use would be most desirable. In all probability the Borough would also have to assume at least a part of the cost of supervision and "policing" of these facilities during non-school hours.

#### - High School Age (Teenagers) -

In addition to the above facilities for sports activities, the most pressing need of the teenage group is probably for a clubhouse, community center or some other place of congregation. This is a most difficult problem to solve and one for which none of the surrounding communities have found a completely satisfactory solution. It is important that some such space be found for our teenagers. With full knowledge that there is no easy solution, the Planning Board recommends that finding an answer to this need be given continuing attention and effort, by both parents and the Borough.

- Adults -

The school facilities, combined with the enlarged library, the museum, and the surrounding cultural events present a varied range of recreation activities for Hopewell's adults. For them, the most pressing need not satisfied by the foregoing is probably for a large meeting place as would be provided by the proposed gymnasium at the Hopewell Elementary School.

- Summary -

All of the above indicates that a good deal of the cultural and recreational future of the Borough centers around the Borough school. The present plans of the Board are to have playing fields behind the school. It is hoped that co-operative efforts of the Board of Education, the Borough and civic groups will lead to the construction and operation of ballfields and other recreation facilities. The Borough should be ready and eager to assist in the financing of facilities on or in the school grounds that are out of the normal school requirements and will mainly aid the Borough residents. This should be especially kept in mind when the South Greenwood Avenue extension is planned and every effort should be made to acquire the property across the projected extension by some form of Green-acres or other Federally assisted or State financed program. This property would not only provide open space for park area as the land around the Borough is developed, but could also provide adult recreation facilities in the form of shuffleboard, quoits and horseshoe areas, storage space, drinking fountains and toilet facilities.

The school and park properties would also provide an area for group and community gatherings. The need for such a facility exists now and will increase greatly as the community grows.

The property north of Hart Avenue which is designated as recreation is a wooded hillside and is envisioned as remaining in its natural state with only a series of foot paths through it.

As the public swimming facilities of surrounding communities become more and more crowded, the need for a community swimming pool will increase. An outdoor pool complex would ideally be in this park area, while an indoor or combination pool should be adjacent to the school to allow utilization by the physical education classes.

Borough Services

- Water -

The Water Department presently holds three properties: the cisterns, well house and maintenance building on Burton Avenue; the newly acquired well and pump site on Model Avenue; and the reservoir property on Grandview Avenue in Hopewell Township. The two properties in the Borough are now only adequate for the operations of the Water Department, but with minor acquisition of adjacent property the Model Avenue site would offer opportunities for multiple use benefits. Acquisition of this additional property should be given serious

consideration. The reservoir site in the Township might however, be used by the Shade Tree Commission for tree stock. This latter possibility should be checked into further.

With the completion of the fourth well, the Borough water system is judged more than adequate to meet the present and projected needs of the community. Therefore it would seem reasonable to consider extending the Water Department's service area into the Township and provide water at a profit to the Borough. This would be mutually beneficial as a larger system should be more reliable and better able to generate the capital reserves that will be required to maintain and replace existing mains and wells. Such a move should be viewed as a step towards a regional water system; a logical adjunct to a regional sanitary sewer system.

- Sanitary Sewerage -

The construction of a sanitary sewerage system has been stymied up to the present time by jurisdictional disputes between the various governmental bodies that the Borough was required by law to work with. At the present time the Borough is prohibited by the State from constructing a sewer system and treatment plant entirely within the Borough. The Borough has followed the only course of action open to it and is now a member of the Stony Brook-Millstone Subregional Sewerage Authority (SBMSSA). Soil and subsurface drainage conditions do not permit the disposal of the present level of waste by means of septic systems and any future expansion of the Borough's population would further compound the existing problem. The plans of the SBMSSA are not final at this time and the costs and applicable state and federal aid have not been finally ascertained. Even so, it can be stated with some certainty that what ever the cost, it is required to eliminate a present and urgent problem. Incidentally, in similar cases it has been shown that the homeowner's cost of the regional sewer system will probably be close to his maintenance for operating present septic system.

- Fire and Ambulance Services -

The Borough and surrounding areas have been fortunate in having a volunteer ambulance and fire department, which is financed through a yearly fund drive, contributions from the Borough and Township and the proceeds from a weekly bingo game. These organizations have, by dint of considerable contributions in time and effort by the members acquired modern equipment, a modern firehouse extension and a financially self-supporting position. This service to the Borough and surrounding area is far greater than could be provided with a paid department and every effort should be made to encourage the continuation of this worthy community service.

-Police -

While the present system of a Borough Chief and several deputies seems adequate to maintain law and order, all possible cooperation and sharing of facilities and duties between the Borough and Hopewell Township police forces should be encouraged.

- Shade Tree Commission -

Historically the Borough has "always" been known for its tree lined streets. Nature is forcing this situation to change as the old trees die and must be replaced. This task is complicated by the fact that Broad Street is a county road and the shade trees along it are a responsibility of Mercer County. Every effort must be made to preserve some of the older trees and quickly replace those that must be removed. It would probably be prudent to utilize the Borough reservoir property in the Township as a shade tree nursery to allow transplanting larger trees than would be available within the financial capacity of the Borough budget.

- Public Parking -

The Borough does not operate any public parking now. However, this will become a more important need as the central area of the Borough develops further. The continued growth of the business activities will require acquisition and development of sufficient parking so that customers will not be prevented from shopping. This cost should be spread between the businessmen most benefitting from the particular parking areas and the Borough. Each case may differ, but the Borough must take steps in the near future to prevent the lack of parking from choking out the local business. The area near the intersection of Greenwood and Broad Streets is the most severe immediate problem, but all of the businesses along Broad Street and to a lesser extent those on the adjacent streets will face this problem soon. A further area of public parking might well be in the area near the railroad station where the present parking almost fills up the railroad parking and spills over onto the adjoining streets. Most communities in this situation attempt to solve the problem with a metered paved lot that supports itself. This is sometimes done by the community and sometimes by a private operator. In either case, the design and landscaping of any lot by the station should be such that the adjacent businesses on Railroad Avenue do not suffer and the homes on Front Street are protected. Redesign of the existing lots would provide a number of additional parking spaces.

The Planning Board will undertake studies to determine where public parking facilities should be established, how they should be developed and the most reasonable means of financing them.

Regulated Public Utilities

The conservation of property values, both public and private, requires that the governing body exercise full and firm control of all public utility operations. The convenience of the citizens of the Borough, and not that of the utility or its contractors, should be the paramount consideration of the governing body. Slipshod methods of construction and the routing of the utilities facilities, long delays in restoring street paving and privately owned sidewalks and curbs and the generally unsatisfactory replacement work, as recently experienced, should not be tolerated. Starting and completion by sections, with short time intervals, should be established and adhered to. Standards should be set for the replacement of paving and other structures with final inspection and approval required.

The general appearance of the town and the rights of business and the individual citizen are adversely affected by careless construction methods of certain utilities.

High tension lines and towers for the transmission of power from sources outside the Borough to points also outside the Borough should be prohibited.

Public utility uses and facilities should be regulated and controlled through the Borough's zoning ordinance.

#### Privately Owned Facilities

- The John Hart Farmstead -

This property has been restored and possesses considerable historical value. For this reason the Master Plan shows it as an historical site. Its preservation should be encouraged again with State or Federal aid. Although only the property on the North side of Hart Avenue on which the house actually sits is designated as an historic site, should it be financially feasible to acquire the property to the South of Hart Avenue, the Planning Board would strongly recommend doing so.

- The Old School Baptist Church and Cemetery -

This property, in the center of town has been maintained in excellent condition and adds to the character of the Borough. Although the congregation is small, the property has an endowment to maintain the physical plant for the immediate future.

- The Hopewell Museum -

With the recent enlargement, the museum has the space to display their fine collection of early Americana. The Borough should do what it can to encourage this activity.

- The Hopewell Academy -

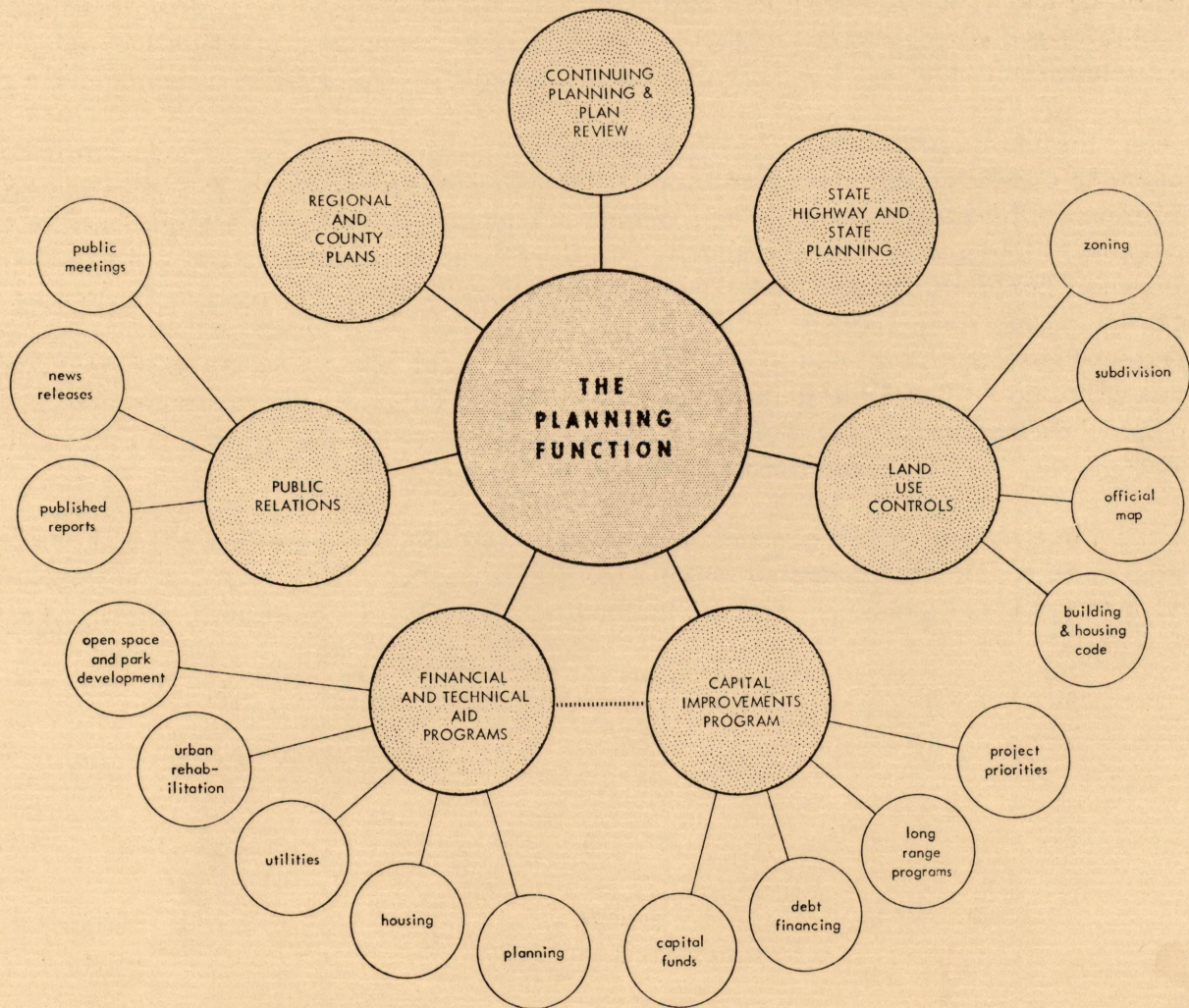
This property, the present Holcombe property and one of the oldest buildings in town circa 1725, should be considered in a long range view as a possible village focal point and historical site, again with Federal or State aid.

## MASTER PLAN IMPLEMENTATION

The Plan presented in this report is only a preliminary step in the future development of the Borough. As a general guide, it must be supplemented at an early date by more specific and detailed proposals within the framework which it establishes.

The completion of the Plan is by no means the completion of the Planning program. The Plan must be publicized, explained, examined and revised where necessary. It must be kept current and not be allowed to "gather dust" and eventually bear no resemblance to the real world situation in the community.

Plan implementation involves various measures available to the Borough to insure execution of the Plan. These involve both legal and informal actions. The informal activities would include various methods of educating the public and governmental officials responsible for the day-to-day decisions that influence the Borough. The legal devices, which are also known as controls, include zoning, subdivision regulations, building and housing codes, and the like. There are additional aids to the Plan implementation in the form of capital improvements programming and various Federal programs for municipal facilities planning. The chart below shows the relationship of these various programs in effectuating the Plan.



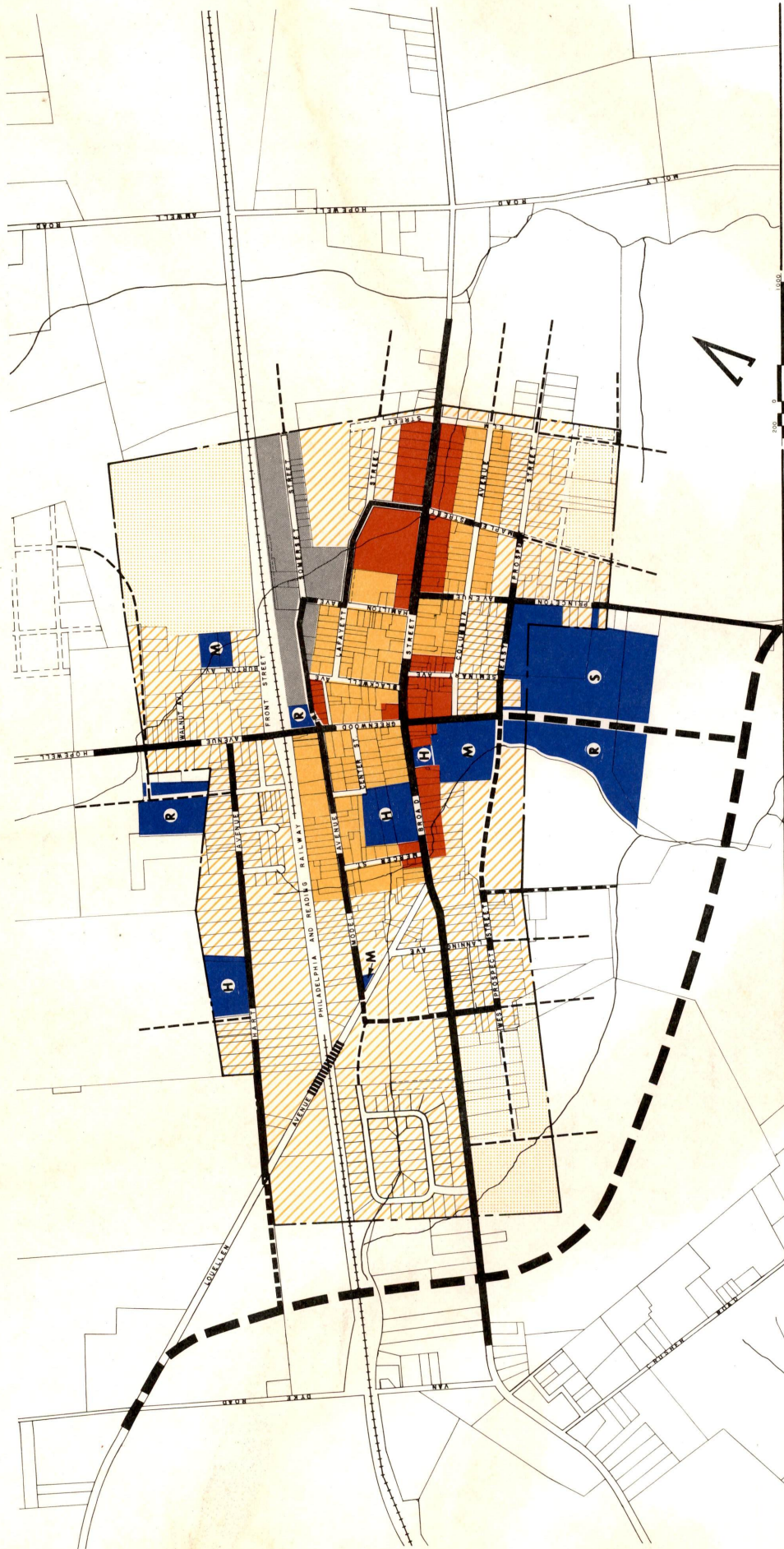
As previously stated, the completion of the Master Plan report does not signify the halt of the planning program. The Plan must be a continuing process through time in a community alert to its changing needs. There must be a periodic review of the Plan and of the data supporting the Plan, with the necessary updating of various proposals or provisions of the Plan. Data of the kind used in the planning process becomes invalid or obsolete as time passes. New data, therefore, must be acquired, analyzed and interpreted into a revised plan as conditions change. In addition, a major feature of the continuing program is that many more-detailed plans must be acquired for various segments of the community.

A community needs an aggressive, positive policy for improvements. This policy must operate at three levels: the level of the individual citizen; the level of the various businesses and developers who are responsible for major improvement activities in the community; and finally, at the public level of both elected, and appointed and hired officials who are also responsible for various development activities. Technical assistance is usually required if the community is to achieve desirable ends with any economy of effort; and cost of the professional help is minimal, relative to the cost of allowing unplanned development.

Daily decisions, as they are formed week after week, month after month, and year after year, are in the end those which create the community as it exists at a given point in time. There have been all too many instances of logical, even inspired, plans which failed to change the community in any effective way, in the course of time. To be effective, a plan must live in the minds of those who make daily decisions to ensure that those decisions are constantly working toward the final goal. No one more effective action of the community could be taken than to ensure that daily decisions are adequately reviewed with competent professional assistance to ensure that, in each instance, harmful decisions are avoided and, more important, that every opportunity for improving the community is recognized and pursued.

The State of New Jersey has recognized that municipalities should have continuing planning consulting services in addition to the technical advice of the Borough Engineer and Solicitor. This need for continuing planning assistance has led to the establishment of a State program of financial aid to communities that have completed a Master Plan. This program, known as the 50-40 Program, provides for State grants to a community agreeing to a six-year continuing planning program. The State will pay 50 percent of the costs the first year, 40 percent the second year, and so on, until during the final year, when the municipality pays this entire cost. The State funds are considered as a grant unless the community drops the program during the six-year period. In the event of discontinuing the program during the six-year period, the State monies must be repaid by the municipality.

There is very little argument about whether communities can afford to plan. There have been numerous studies conducted which show the real dollar savings that accrue through adequate physical planning. Rather, the question is, "Can the community afford not to plan?"



**THE BOROUGH OF HOPEWELL  
AND SURROUNDING AREA OF HOPEWELL TOWNSHIP  
MERCER COUNTY  
NEW JERSEY  
CONSULTANTS TO THE PLANNING BOARDS—HERBERT H. SMITH ASSOCIATES**

THE MATERIAL CONTAINED HEREON WAS PREPARED FOR THE BOROUGH OF HOPEWELL AND TOWNSHIP OF HOPEWELL IN ACCORDANCE WITH THE PROVISIONS OF SECTION 202 OF THE HOUSING ACT OF 1954 AS AMENDED.

- LAND USE PLAN**
- HIGH DENSITY RESIDENTIAL
  - MODERATE DENSITY RESIDENTIAL
  - LOW DENSITY RESIDENTIAL
  - RETAIL BUSINESS & SERVICE
  - RESTRICTED MANUFACTURING
  - PUBLIC & SEMI-PUBLIC
- CIRCULATION PLAN**
- PRIMARY STREETS
  - SECONDARY STREETS
  - MINOR STREETS
  - ROAD CLOSING
- PUBLIC FACILITIES PLAN**
- M MUNICIPAL
  - S SCHOOL
  - R RECREATION
  - H HISTORIC SITE

**NOTES:**  
(1) DASHED LINES INDICATE PROPOSED ROADS.  
(2) ALL STREETS NOT OTHERWISE DESIGNATED ARE MINOR STREETS.

ENOUGH BASE MAP PREPARED FROM MUNICIPAL TAX MAPS  
DATE OF PREPARATION: DECEMBER 1953  
SCALE: AS SHOWN ON DRAWING  
PREPARED: APRIL, 1953

THE PREPARATION OF THIS MAP WAS MADE IN ACCORDANCE WITH THE PROVISIONS OF SECTION 202 OF THE HOUSING ACT OF 1954 AS AMENDED.  
DATE OF PREPARATION: APRIL, 1953  
SCALE: AS SHOWN ON DRAWING  
PREPARED: APRIL, 1953



Prepared for the Planning Board

Borough of Hopewell

Mercer County, New Jersey

Prepared by

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The material contained herein was prepared solely on the basis of land use planning considerations. Professional opinions concerning other related considerations including legal, engineering and architectural are not within the purview of the planning profession.

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