

**C A R L L I N D B L O O M**

**U R B A N P L A N N I N G , D E S I G N , A N D R E N E W A L C O N S U L T A N T**

**PHASE ONE: ANALYSIS and CONCEPT DESIGN**

**NORTHWEST QUADRANT DESIGN STUDY**

**PENNINGTON, NEW JERSEY**

**Prepared for:**

**The Pennington Borough Planning Board  
Borough of Pennington, New Jersey**

**By:**

**CARL LINDBLOOM  
791 Alexander Road  
Princeton, New Jersey**

**SEPTEMBER 1975**

**OFFICE: 791 ALEXANDER ROAD**

**PRINCETON, NEW JERSEY 08540**

**(609) 452-2828**

**HOME: 156 LAUREL ROAD**

**PRINCETON, NEW JERSEY 08540**

**(609) 924-6295**

NORTHWEST QUADRANT DESIGN STUDY  
Borough of Pennington, New Jersey

SEPTEMBER 1975

INTRODUCTION

Area Description

The Northwest Quadrant of the Borough of Pennington may be generally described as that area located to the north of West Delaware Avenue and to the west of North Main Street. For the purposes of this study, however, the properties on both sides of West Delaware Avenue and North Main Street, as well as the main business district area of the Borough, have been included.

The Northwest Quadrant contains a mixture of residential, business, office, industrial, public, agricultural, and vacant land parcels. Existing land uses include the Pennington School, Borough offices, land fill, fire and rescue squads, the railroad station, the central business district, a highway shopping area, and the now vacant industrial building complex on West Franklin Avenue.

The significance of the uses, their particular location, plus the existence of undeveloped land areas, have made the future development of the Northwest Quadrant a major concern of the Planning Board. In the 1965 Borough Master Plan much of the Northwest Quadrant east of the railroad was designated for future high density residential development, and a special design study for a portion of this area was prepared.

Purpose of Study

The Master Plan for the Borough is now ten years old and the Planning Board felt it was time to re-examine the proposals for the Northwest Quadrant with respect to the changes that have taken place within the community and the region over the years. In addition, the planning for a regional sewer system may soon be realized and make the construction of multi-family housing, and other Northwest Quadrant development possible.

The Planning Board feels that the importance of this area to the orderly, balanced growth of the Borough has not diminished over time and an examination in some depth is in order. The purpose of this study, therefore, is to prepare a design plan to guide the future development of the Northwest Quadrant. This study examines the areas existing conditions, opportunities and constraints and suggests alternative design plans, their implications, and means of implementation.

### Study Method and Limitations

The design study is intended to have three phases as follows:

- |          |  |
|----------|--|
| Phase 1: | Analysis and Concept design study      |
| Phase 2: | Detail design and public presentation. |
| Phase 3: | Implementation methods development.    |

This report documents the findings and recommendations of phase one. This phase includes an updating of the Borough base map and the 1964 existing land use map for the entire Borough; an inventory of existing features in the Northwest Quadrant; an analysis of the opportunities and constraints found in the study area; proposals for alternative design plans, and suggestions for implementing such proposals. Also included in this phase is a brief study of other large parcels of vacant land in the Borough.

### Study Results

This phase one report discusses three alternative design plans and a recommended plan, together with suggestions for ordinance changes necessary to implement the recommended plan.

## EXISTING LAND USE ANALYSIS

### Base Mapping

The Borough base map (1" = 300') as prepared by the County Planning Board in 1969 was updated as of January 1975, using Borough tax maps. This base map was used for Borough land use analysis.

For the Northwest Quadrant an aerial photo was used as a base map. For the purposes of this study a special flight was made in February 1975, and an aerial base map at a scale of 1"=100' was prepared.

### Borough Land Use Study Findings

The existing land use map of the entire Borough was updated for this study and the results of this updating are summarized in Tables One through Four. Table Four indicates that of the 633.6 acres in the Borough, 24.7% is still vacant; 36.9% is in residential use; 9.8% is in some form of commercial use; 15% is in public or semi-public use; and 13.6% is used for streets or railroad.

Tabulations of land use by zone district are also provided and the land use maps will be kept in the Planning Board office.

### Northwest Quadrant Basic Data Findings

Basic data information for the Northwest Quadrant has been mapped on overlays to the Quadrant aerial base map, and on the base map. This information, which was discussed with the Planning Board, includes existing land use, natural features, significant building and use areas, and development constraints. Table Five records existing land use data for that portion of the Northwest Quadrant located north of West Delaware Avenue and west of North Main Street. It is significant that almost 31% of this area is classified as vacant. The base map and overlays will be kept in the Planning Board office.

TABLE ONE

CURRENT ZONE ACREAGE  
Pennington Borough, January, 1975

<u>Zone</u>	<u>Minimum Lot Size</u>	<u>Acres In Zone</u>	<u>% Of Boro In Zone</u>
R-80 Residence	12,000	265.9	42.0
R-100 Residence	20,000	189.0	29.8
R-A Apartment Townhouse	4 acres	46.5	7.3
O-R Office Residence	14,000	39.3	6.2
B-R Retail Business	---	6.6	1.1
B-S Service Business	---	6.1	1.0
B-H Highway Business	60,000	32.6	5.1
M-R Industrial	5 acres	47.6	7.5
TOTAL:		633.6	100%

TABLE TWO

EXEMPT ACREAGE by USE  
Pennington Borough, January, 1975

<u>Use</u>	<u>Acres</u>	<u>% Of Total Boro Acreage</u>
Borough Ownership	28.8	4.5
Church and Cemetary	17.1	2.7
School and Fraternal	58.5	9.2
Streets (Public R.O.W.)	73.2	11.6
TOTAL:	177.6	28.0%

TABLE THREE

EXISTING LAND USE DATA  
Pennington Borough, 1975

<u>Use</u>	<u>Acres</u>	Percent Of	
		<u>Developed Area</u>	<u>Total Area</u>
Residential - 233.9		(49.1)	(36.9)
Single Family	228.3	47.7	35.9
Multi Family	6.6	1.4	1.0
Commercial and Office	27.9	5.8	4.4
Nursery	24.8	5.2	4.0
Industrial	8.9	1.9	1.4
Public & Semi-Public - 95.1		(19.9)	(15.0)
Municipal	13.2	2.8	2.1
Semi-Public	17.8	3.7	2.8
Public School	19.2	4.0	3.0
Park	7.9	1.6	1.3
Pennington School	36.2	7.6	5.7
Uti lity	0.8	0.2	0.1
Circulation - 86.3		(18.1)	(13.6)
Railroad	16.5	3.5	2.6
Streets (improved)	69.8	14.6	11.0
Total Developed Land Area	476.9	100%	(75.3)
Vacant(inc. agric. & paper streets)	155.7	--	24.7
TOTAL LAND AREA:	633.6	--	100%

TABLE FOUR

EXISTING LAND USE by ZONE DISTRICT  
Pennington Borough, January, 1975

Use	ACRES OF USE BY ZONE DISTRICT							
	<u>R-80</u>	<u>R-100</u>	<u>R-A</u>	<u>O-R</u>	<u>B-R</u>	<u>B-S</u>	<u>B-H</u>	<u>M-R</u>
Residential								
Single Family	145.5	49.6	3.3	16.3	1.3	2.8	2.2	7.3
Multi-Family	1.1	0.3	1.1	3.6	0.5	--	--	--
Commercial & Office	2.6	--	6.2	3.8	1.4	2.3	10.6	1.0
Nursery	--	23.9	--	0.9	--	--	--	--
Industrial	--	--	--	--	--	--	--	8.9
Public & Semi-Public								
Municipal	3.8	--	--	--	0.5	--	8.9	--
Semi-Public	7.9	5.5	0.2	3.7	0.5	--	--	--
Public School	11.7	7.5	--	--	--	--	--	--
Park	0.5	7.4	--	--	--	--	--	--
Pennington School	27.1	--	9.1	--	--	--	--	--
Utility	0.8	--	--	--	--	--	--	--
Circulation								
Railroad	8.3	--	8.2	--	--	--	--	--
Streets (improved)	30.4	10.3	6.5	7.6	1.5	0.3	6.5	6.7
Vacant	<u>26.2</u>	<u>84.5</u>	<u>11.9</u>	<u>3.4</u>	<u>0.9</u>	<u>0.7</u>	<u>4.4</u>	<u>23.7</u>
TOTAL LAND AREA:	265.9	189.0	46.5	39.3	6.6	6.1	32.6	47.6

TABLE FIVE

EXISTING LAND USE \*, 1975  
Northwest Quadrant \*\*

	<u>ACRES</u>	<u>% OF TOTAL</u>
Residential	24.18	16.1
Single Family	(22.11)	
Multi Family	( 2.07)	
Commercial and Office	18.60	12.4
Industrial (Vacant)	10.33	6.9
Public and Semi-Public	20.96	13.9
Municipal	( 9.80)	
Grange and RR Station	( 1.45)	
Pennington School	( 9.71)	
Circulation	29.75	19.8
Railroad	( 8.51)	
Streets (Improved)	(21.24)	
Vacant (Inc. agric)	46.49	30.9
TOTAL LAND AREA	150.31	100%

\*Ground level uses

\*\*Area north of W. Delaware and west of N. Main

## EXISTING CIRCULATION ANALYSIS

### Regional Traffic

Regional traffic considerations are described in the Mercer County Highway Plan, prepared by the County Planning Board and adopted on October 18, 1973. The portion of this plan affecting Pennington and surrounding Hopewell Township was depicted on a regional map and discussed with the Planning Board.

Regional road proposals affecting Pennington include:

1. A by-pass along the eastern boundary of the Borough, connecting the Pennington-Rocky Hill Road to the Pennington-Lawrenceville Road.

Comment: This by-pass is important to reduce through traffic in the Borough, particularly if the Rouse Mall is built, but the County doesn't often build roads and this one would only be built as a result of adjacent development. A more likely by-pass would be a connection between Elm Ridge Road and Blackwell Road, built as a frontage access road when I-95 is built.

2. An east-west link extending Elm Ridge Road westward to Route 29 at the Delaware River.

Comment: This link would provide a northern by-pass for the Borough, completing the by-pass network. Construction will likely hinge on adjacent development however.

3. A connection between Blackwell Road and Rosedale Road in Lawrence Township.

Comment: This improvement would link Rosedale Road to the Washington Crossing-Pennington Road via Blackwell Road and eliminate considerable east-west through traffic in the Borough.

4. A dualization of Route 31.

Comment: This improvement has been anticipated and the right-of-way is already in State ownership. Access to uses fronting Route 31 would be reduced.

### Vehicular Traffic Patterns and Constraints

The Northwest Quadrant is virtually free of internal traffic. Major travel is limited to the three border streets, North Main, West Delaware, and Route 31. Except for Route 31, the heaviest traffic occurs on Main Street and Delaware Avenue during peak commuting periods. At other times traffic is relatively light.

Route 31 and the railroad are effective barriers to development. Although they will not stop development they do make more difficult the extension of a use across their barrier.

Broemel Place is the only vehicular crossing of the railroad between West Delaware and the North Main Street bridge. Fortunately for future development it has a 30 foot wide underpass with a 13'-9" clearance.

Most existing street widths in the Northwest Quadrant are adequate for future development with the exception of West Franklin and Knowles. These streets have a paved width of only about 16 feet, with no curbs or walks. Other development constraints would include the North Main Street railroad bridge (wooden roadway and sharp turn).

### Existing and Potential Pedestrian Network

As noted earlier, the study area is virtually free of internal vehicular traffic. If this situation can be maintained by new development the potential for a useable pedestrian network would be greatly enhanced.

Existing pedestrian ways which can be incorporated into an overall network include the railroad underpass and a walkway from the Abey Tract to South Main Street.

The 1965 Design Study for this area recommended a series of walkways connecting new and existing development. If any network is to be successful it must be planned as an integral part of the overall design scheme and not added on as a later amenity.

### Parking Facilities

The only major off-street parking area in the study area is Borough lot and adjacent private parking. This lot has a capacity of about 50 cars, and could be readily enlarged to double that by expanding northward into the Grange parking area.

## DESIGN ANALYSIS

### Purpose of Analysis

The purpose of the design analysis is to relate the findings on existing conditions in the Northwest Quadrant to the overall objectives of the present Borough Master Plan, to area planning and development constraints and community needs, and with the design opportunities presented. This analysis was accomplished using two overlay maps to the aerial base map. One overlay depicted opportunities for development and one depicted constraints to development. These overlays were discussed with the Planning Board and are summarized below.

### Development Opportunities

Vacant Land Area: Over 85 acres of land area in the Northwest Quadrant may be classified as vacant, underused, or as in the case of the Borough land fill, has a potential for a new use. This amounts to over half of the total land area in the Northwest Quadrant.

Pedestrian Network: Many of the vacant or otherwise developable parcels are contiguous permitting the incorporation of a pedestrian network into any overall design scheme. The pedestrian walkway under the railroad could be incorporated into this network. A narrow land parcel linking West Delaware Avenue with the Borough parking area is available for use as a walkway.

Roads and Parking: Potential new roads, as a result of new development, include a connection between West Delaware and Broemel across the Borough land fill; and a connection between Green Street and North Main across the Cook Tract. The Borough parking area has a potential for expansion to adjoining land parcels to double the present capacity.

Significant Buildings: A number of buildings in the Northwest Quadrant have historic and/or architectural significance. Other buildings, through their individual location, use of materials, building design, etc., form an attractive unified grouping. If these buildings, and building groups, are considered in any development there can be considerable mutual benefit.

### Development Constraints

The constraints to development are largely a mixture of various uses which either deter development on that site, or adjoining sites, or otherwise restrict total redevelopment. Some sites, such as the Borough land fill, can be considered both a constraint and an opportunity. Other main constraints to development include:

1. The Pennington School property.
2. The vacant Cointreau building and grounds.
3. Unattractive development on West Franklin.
4. Route 31 (barrier to development).
5. Railroad (barrier to development).

## DEVELOPMENT ALTERNATIVES

Based on the results of the design analysis, described above, three development alternatives for the Northwest Quadrant were prepared. Presented in schematic form, these alternatives indicated land use relationships, building types and density, circulation systems, pedestrian network, and parking areas. These alternatives were discussed with the Planning Board at workshop sessions; the result of these discussions is the recommended concept design plan outlined below. Before describing this recommended plan a brief review of the three alternative plans is in order.

### Alternative One

Alternative one is considered a conservative approach requiring few changes over existing zoning. It includes areas for 165 multi-family housing units, 36 acres for employment uses, areas for 260 CBD parking spaces, and limited business area expansion. A major proposal is the development of the Borough land fill for housing, with a new road linking West Delaware and Broemel Place.

### Alternative Two

The approach in this alternative is to locate all multi-family units east of the railroad while providing for CBD expansion. This plan would limit new high density housing to 75 units; business expansion to double present floor area; 30 acres of office/research uses west of the railroad; and about 400 off-street parking spaces in the central business district.

### Alternative Three

This alternative eliminates the industrial zone entirely, substituting residential development. A total of 340 multi-family units are proposed to house approximately 1000 people. Local business and parking would be expanded even more than that indicated for alternative two.

### Recommended Design Plan

The recommended plan is essentially a modification of alternative three; its proposals are illustrated in concept form on the attached map. This plan would provide for about 330 multi-family units on both sides of the railroad; expansion of the central business area and related parking; a pedestrian network connecting all uses; several new road connections; and open space areas.

Multi-Family: High density housing is distributed throughout the study area at densities of 8-10 units per acre. A total of 330 units could generate a population increase of up to 1000 persons. The County Planning Board has projected an ultimate growth of just under 1000 for the Borough. These units include Pennington School housing built east of Green Avenue and units over new shops.

Business Expansion: A doubling of present local business area floor space can be accommodated by the plan. (A little over 20,000 square feet of additional floor area for convenience and long term shopping needs would be required by 1000 persons). Off-street parking would be located in three areas: an expanded municipal lot; a lot east of North Main; and a lot within the West Delaware, South Main, Academy, Burd Street block. Along Route 31, commercial uses would be limited to the present areas with office and research uses located in the undeveloped areas presently zoned for highway business and industrial.

Circulation: The proposed pedestrian network would be constructed as a part of new development as in the case of the proposed new roads. The new roads are intended to provide needed linkages but not to discourage use of the walkway network.

Open Space: Most of the open spaces indicated would be provided by new development. The relatively low density proposed for the multi-family areas would permit a tight clustering of units to gain usable open spaces. It is proposed that Pennington School lands to the west of Green Avenue be used for academic needs and the lands to the east of Green Avenue be used for housing needs.

Phasing and Implementation: The phasing of private development in accordance with a municipal plan is difficult to accomplish in a project of this relatively modest size. Phasing techniques such as staged zoning and extension of utility lines are not appropriate here. It would not be detrimental to the plan to permit proposed non-residential development to occur in accordance with demand. However, for the multi-family units it would be desirable if the block bounded by Brookside, N. Main, W. Delaware, and Green Avenue was developed before the other housing areas. This might be encouraged by permitting a higher density in this central area, or providing other development incentives.

Plan implementation will require changes in the zoning ordinance controls and map in accordance with the plan. It is recommended that the Northwest Quadrant be designated as "Special Design District" as part of the necessary rezoning. This designation would place an additional level of control over all land parcels located in the District area. Based on an adopted, detailed design plan, this District would establish the design parameters for developers and land owners. This designation would provide the needed clout to the site plan review procedure to ensure conformance with the final design plan.

Plan Presentation: As discussed earlier, this design study was intended to have 3 phases. Phase 2 was to include the preparation of detailed plans and a public presentation, and Phase 3 was to be the preparation of plan controls for implementation. These two phases were to be funded with State aid. However, the anticipated State funds are no longer available and the Planning Board may wish to consider a change in this procedure. A public presentation of the proposed concept plan could be held first, followed by the preparation of detailed plans as a part of zoning changes.

## VACANT LAND STUDY

### Study Areas

Other than lands in the Northwest Quadrant, only three areas in the Borough were considered large enough to be examined in terms of their suitability for multi-family development. These include:

- |    |                    |            |
|----|--------------------|------------|
| 1. | Rockwell Tract     | 16+ Acres. |
| 2. | E. Delaware Tract  | 20+ Acres. |
| 3. | Howe Nursery Tract | 22+ Acres. |

All three areas\* are attractive for development in that they appear to have few constraints other than a lack of sewers. All three sites are zoned R-100, which requires single family detached homes on 20,000 square foot lots, or an approximate density of 2 units per acre.

The R-100 zone represents the lowest density zone in the Borough, although 2 units per acre may not be considered a low density in a less developed community. Other than these three sites, the R-100 zone is either developed or committed for development.

Irrespective of existing zoning regulations, increases in residential dwelling unit density, in a particular area, may be appropriate for planning reasons. The locational criteria for multi-family development, for example, include proximity of the site to shopping, employment, mass transportation, and community facilities. Other planning factors include proximity to open space, local need, accessibility, and site constraints for development as zoned.

The Borough Master Plan indicates all three sites as "Low Density Residential," (about 7 acres of the Howe Nursery Tract is also proposed as an expansion of Tollgate School), and there appears to be no strong planning rationale to change this designation. However, as was discussed in the April 21, 1975, memo on the Rockwell Tract, multi-family development is not the only option to single family zoning. Assuming that the planning objectives of development in these areas are to maintain the relationship to surrounding development, maximize open space, permit design flexibility, and provide needed housing, then the following approach could be considered.

A special exception zoning option to the R-100 zone might permit attached single family cluster housing provided the project had:

1. At least 15 acres.
2. A maximum gross density of 6 bedrooms and 3 units per acre.
3. A mixture of one, two and three bedroom units.
4. At least 30% of land area in common open space.
5. A maximum of 4 units per cluster.
6. Clusters to have general massing of single family homes.

\*The Rockwell Tract is an interior block area off King George Road; the East Delaware Tract is located on East Delaware Avenue just east of the Abey Tract; and the Howe Nursery Tract borders the Tollgate School.



# CARL LINDBLOOM

URBAN PLANNING, DESIGN, AND RENEWAL CONSULTANT

## SUPPORTING DATA

### NORTHWEST QUADRANT DESIGN STUDY PENNINGTON, NEW JERSEY

#### 1. N.W. Quadrant Vacant Areas (excluding streets and R.R.)

Vacant Land	46.49 acres
Vacant Industry	10.33
Boro Land Fill	<u>7.50 ±</u>

TOTAL 64.32 acres

Total N.W. Quadrant	150.31
Less streets and R.R.	<u>-29.75</u>

NET AREA 120.56 acres

Vacant Area = 53.3%

#### 2. Potential Apartment Units (under existing zoning)

<u>Unit Type</u>	<u>Permitted Density</u>	<u>Land Area Sq.Ft./Unit</u>	<u>Probable Mix</u>
Studio Apts.	22/acre	2000	25% of land area
1 BR Apts.	15/acre	3000	25% of land area
2 BR Apts.	11/acre	4000	25% of land area
TH Units	9/acre	5000	25% of land area

Acres zoned RA	46.5
Less streets and R.R.	<u>-14.7</u>

NET AREA 31.8 acres

8 acres at 22 units/acre	=	176
8 acres at 15 units/acre	=	120
8 acres at 11 units/acre	=	88
8 acres at 9 units/acre	=	<u>72</u>

456 Potential Units

Equal Unit Type Mix:

1 of each of the 4 permitted unit types requires 14,000 Sq.Ft.

or an average of 3,500 sq.ft. of land area per unit, or 12.44

units/acre in density.

31.8 acres of land area x 12.44 units/acre = 396 Units.

3. Existing Dwelling Units in the Borough

1970 U.S. Census

704 Units	Single Family 580 (82%)
	Renter Occupied 150 (21%)

Population: 2,151

1975 Estimates

720 Units  
2,215 Population

Existing (1975)	720 Units	at 3 $\frac{+}{-}$	=	2,215
Proposed	330 Apt.	at 2.8 $\frac{+}{-}$	=	924
Future SF	120 Units	at 3.5 $\frac{+}{-}$	=	420
Abey Tract	42 Units	at 3.5 $\frac{+}{-}$	=	<u>147</u>

1,212 Units Total	3,706 (Horizon population)
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County projection for ultimate population is 3,000.  
Borough Master Plan (1965) projected a total of 433 new units.

4. Office and Commercial Space Possible

28 (plus or minus) acres now in commercial and office use in Borough.

12 (plus or minus) acres proposed in N.W. Quadrant Plan for office development along Route 31.

Plan has potential for 28,000 (plus or minus) square feet of new business area commercial space, not including new development in existing zoned areas.

Employment Projections (1970-1980)  
Trenton Labor Market Area (Mercer County)  
Department of Labor and Industry, November 1973.

<u>SIC</u>	<u>Industry</u>	<u>1970-1980 Employee Growth</u>
60-67	Finance, Real Estate, Ins.	600
72	Personal Services	1,000
73	Miscellaneous Business Services	3,400
732-736-739	Other Miscellaneous Business Services	3,400
80	Medical Services	2,000
81	Legal Services	300
891	Engineering and Architectural	2,500
893	Accounting and Bookkeeping	300
892,9	All other professional services	200
		<u>13,700</u>

13,700 office jobs by 1980  
x 200 Sq. Ft./office worker

2,740,000 Sq.Ft. potential office space in County.

Hopewell Township growth area (Hopewell Twp., Hopewell Boro., Pennington) represents 5% of County land area and 5.8% of 1970-1980 population growth.

5.8% of 2,740,000 Sq.Ft. = 158,920 Sq.Ft.

12 acres at 25% F.A.R. = 130,680 Sq.Ft.

130,680 Sq.Ft. at 200 sq.ft./employee = 653 employees.

In 1973 the Hopewell Township growth area had 3.4% of all "covered jobs" in the County (3,562 of 106,070). An average of 8,861 new jobs per year in the County is projected for 1975-1980 (New Jersey's Manpower Challenge of the Eighties, Department of Labor and Industry, March, 1975).

5. Water Supply Constraints

The Planning Board recognizes the existing water supply constraints to development in both the Borough and the Township. In the Borough the existing 190,000 gallon capacity tank needs replacement and a 300,000 gallon capacity tank has been discussed. However, ground-water supplies to fill a new tank are very limited. For the projected ultimate population of 3,706, at a user rate of 100 gallons per person per day, a capacity of 370,600 gallons per day would be required.

Development phasing may have to be linked to water supply availability. For example, the units proposed for the Borough land fill area could be held from development until all other areas are developed and an adequate water supply is assured.

The total number of projected new units of 492 is a slight increase over the 1965 Master Plan projection for new units of 433. The projected number of new units can be revised if necessary by adjusting the permitted density in the Apartment/Townhouse area.

6. Building Over Land Fill











It is recognized that there are construction problems in building over former sanitary land fill. Much will depend on the depth of fill, length of time of compaction, and cost of land. If a project is large enough the increased foundation costs can be spread over the entire project with only a small increase in per unit cost. If land costs are low enough they may offset increased foundation costs. If used as a land bank, the site can be left undeveloped until increased land values offset increased foundation costs.

One technique used in land fill construction is to excavate all existing fill material for the continuous footing and replace with compacted fill. Additional compacted fill will also be required for parking areas.

# NORTHWEST QUADRANT

BOROUGH OF PENNINGTON, NEW JERSEY

## RECOMMENDED DESIGN PLAN

-  LOW DENSITY RESIDENTIAL
-  MF MULTI-FAMILY
-  OFFICE
-  OFFICE/RES.
-  BUSINESS
-  OPEN SPACE
-  PARKING
-  CHURCH
-  NEW ROADS
-  WALKWAYS



NORTH

SCALE  $\frac{1}{2}'' = 300'$

SEPTEMBER, 1975

