

FINAL MASTER PLAN REPORT
Pennington Borough
Mercer County, New Jersey

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

cc

CONSULTANTS TO THE PLANNING BOARDS - HERBERT H. SMITH ASSOCIATES

Regulation need not involve the
dead hand of conformity, the
iron hand of authority, or the
glad hand of conviviality.

John W. Gardner
Secretary of Health,
Education and Welfare

PLANNING BOARD

BOROUGH OF PENNINGTON, NEW JERSEY

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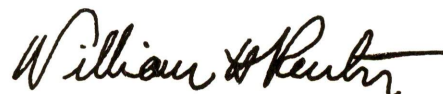
To the Mayor and Council, and Citizens of Pennington:

Preparation of a revised Master Plan for the Borough of Pennington was begun in 1962 under the able direction of Dr. Adelbert Botts, former chairman of the Planning Board.

The Pennington Planning Board, in conjunction with the Planning Boards of Hopewell Borough and Hopewell Township and with the assistance of the firm of Herbert H. Smith Associates, studied in detail the characteristics of the Hopewell Valley, the prospects for the future growth and development of the area, and the unique role of the Borough of Pennington within the region. The proposed Master Plan is the culmination of these three years of study and analysis.

The Planning Board is dedicated to the proposition that the best way to preserve those qualities which give Pennington its special character and charm is to recognize that this community, like all communities, exists in an atmosphere of perpetual change. To control that change in a manner which preserves the good and works toward the elimination of the undesirable, requires a vision of what can be and a plan to make it possible. The encroachments of Megalopolis, the increased accessibility of the region as a result of the construction of I-95, and the pressures of population growth can all accrue to the benefit of the Borough of Pennington if their consequences are recognized and planned for now.

It is the considered opinion of the Planning Board that the attached report establishes goals and objectives which are in the best interest of the Borough, capable of accomplishment, and a reflection of the needs and desires of our citizenry. We urge you to examine it carefully, reflect on its implications and consequences and determine for yourself if it provides the kind of community you wish Pennington to be.



William H. Reuter, Chairman
Pennington Planning Board



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INTRODUCTION

Pennington is the social and economic center of the southern part of the Hopewell-Pennington Region. This is so because of the relatively higher concentration of population, business activity, schools, churches, and social and fraternal clubs. Within the present rural framework Pennington is the suburban center.

In addition to its functional role of serving the needs of the Region, Pennington is distinguished by an atmosphere of pleasantness, orderliness and quaintness. This atmosphere is created by the many fine examples of period architecture, the tree lined streets, and the pride of the residents reflected in their care of buildings and grounds. Pennington is an aesthetically pleasing community.

The impending suburbanization of the countryside surrounding Pennington will, in many respects, cause the Borough to become indistinguishable from the new development unless steps are taken to preserve its identity. This can be accomplished by the simultaneous pursuit of two diverging paths of action.

First, and most obvious, preserving and building upon the architectural traditions of the community can help to maintain Pennington's physical-cultural heritage. Existing buildings of significance should be carefully maintained and their details of styling and form should be respected. New buildings, rather than synthetically copying cataloged architecture, should be designed to blend with and compliment traditional styles, materials, and textures. Thus Pennington will continue to breathe and not become a museum town.

The functional identity of Pennington may be the more difficult to maintain. Highway shopping centers and new convenience shopping areas will likely be established throughout the Region and will effectively compete with Pennington's business community. The spread of development in Hopewell Township will reduce Pennington's stature as a center of population. New churches, clubs, and schools will be built where none exist today. Quality and uniqueness, rather than mere size, will key Pennington's survival as a functioning organism in the greater Hopewell-Pennington Region.

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 over-statement since at present there is only a very small portion of the Borough which is undeveloped. However, the strategic location of these vacant lands coupled with the magnitude and forms of development pressure being exerted on the entire Hopewell-Pennington Region, multiplies the impact value they will have upon Pennington's future.

The Master Plan, while having a substantial role in shaping the Borough's future, will not itself be a solution to the Borough's problems. The degree to which the Plan will be successful in accomplishing the objectives set forth will be largely 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 in the future.

The Master Plan is a Policy Statement

The Master Plan is a statement of policy by the Planning Board regarding 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:

- o LONG-RANGE: The Master Plan projects the thinking of the Planning Board some twenty-five years into the future, and is therefore an effort to envision The Pennington of 1990.
- o 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.
- o FLEXIBLE: The Master Plan must be flexible enough to accommodate new opportunities or changing objectives and at the same time remain rigid enough to provide the needed direction.

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:

- o The location and design of new streets created through the process of land subdivision may be required to conform to the provisions of the Master Plan.
- o Where the Master Plan contains proposals for drainage rights-of-way, schools, parks, or playgrounds, the Planning Board may require that such facilities be shown and reserved in subdivisions at locations and of sizes suitable for their intended use. The reservation powers, as applied to school sites, parks and playgrounds are effective for a period of one year after the approval of the final subdivision plat.

- o Whenever the governing body or other public agency proposes to spend public funds, incidental to the location, character or extent of a project, such proposal must be referred to the planning board for review and recommendation. The recommendations of the planning board can only be overridden by a majority vote of the originating body, and if a municipal body, such overriding action cannot become final until confirmed by a majority vote of the governing body.



**THE
HOPEWELL-PENNINGTON
REGION**



The Pennington 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-Pennington Region is situated in the northern portion of Mercer County. It is less than forty miles from central Philadelphia and sixty miles from New York City. These two cities, and the corridor which links them, are the core area of a vast metropolitan region extending from New Hampshire to Virginia, and westward to the Allegheny Mountain Range. Megalopolis, as this region is often called, is characterized by highly urbanized centers of commercial and industrial activity and constantly expanding areas of residential development.

The Hopewell-Pennington Region has not yet been engulfed by this sprawling metropolitan development of the Atlantic Seaboard. However, it is believed that the factors which have stimulated this sprawl — lack of space in the core cities, improved transportation facilities, mortgage rates, and the implied social advantages of home ownership — will become increasingly influential in the future development of the Region.

Socially and economically the Region is oriented to Trenton and Princeton. The Trenton orientation is most evident south of Washington Crossing and west of Route 69. The Princeton influence is strongest east of Route 69. The Boroughs of Hopewell and Pennington serve as suburbs to both Trenton and Princeton and as such are important focal points within the Region.

Both Boroughs are largely developed and comparatively urban in nature. They have exhibited a fairly constant rate of growth since the turn of the Century, in contrast to the Township's almost doubling in size since 1940. The continued development of the Township will exert greater pressure on the Boroughs to become even more urban. If the opportunity is recognized, this pressure can be molded into a dynamic instrument of community betterment in the Boroughs.

"Downtown" and village shops are being supplanted by suburban shopping areas. These areas range from the well-planned regional shopping center to the discordant strips of commercial development along the major roads. Generally, the types of goods and services offered in these suburban shopping areas are keyed to "the masses" and do not cater to the specialty needs of the people of the area. The Boroughs business centers must be re-oriented toward the specialty needs and discriminating taste of an increasingly affluent population if they are to survive.

Moves to suburbia by industry and business have generated a demand for new multi-family housing as well as the traditional detached dwelling. The natural location for this new form of housing to be established is within the two Boroughs and the adjacent portions of the Township where a high level of services and facilities exist or can be economically provided.

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 useable 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 interspersions 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 69 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 of these 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 per cent 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 nearby 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 69 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 69 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 increased 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 69 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.

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. The degree to which the Plan is successful in accomplishing the objectives set forth will largely be dependent upon the logic on which it is based today. More substantially, however, this success will hinge upon the people who will have the responsibility of interpreting and implementing the Plan in future years.

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 ¹	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 ²	1,800	(1.0 2.0)	11,000	8,500
<u>High Density</u>	1,250	4.0	<u>15,000</u>	<u>12,000</u>
			<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 69 between Pennington and the Marshalls Corner area. Also included is the Pennington Quarry to the west of Route 69. 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.

Except for the Minor Local Roads, the above elements of the Region's Circulation Plan are illustrated on the map on the next page.

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



REGIONAL CIRCULATION PLAN
THE HOPEWELL-PENNINGTON REGION
HOPEWELL TOWNSHIP-HOPEWELL BOROUGH - PENNINGTON BOROUGH
MERCER COUNTY
NEW JERSEY

CONSULTANTS TO THE PLANNING BOARDS - HERBERT H. SMITH ASSOCIATES
THE MATERIAL CONTAINED HEREIN WAS PREPARED SOLELY ON THE BASIS OF INFORMATION FURNISHED TO THE CONSULTANTS BY THE PLANNING BOARDS OF HOPEWELL TOWNSHIP, HOPEWELL BOROUGH AND PENNINGTON BOROUGH. THE CONSULTANTS MAKE NO WARRANTY AS TO THE ACCURACY OF THE INFORMATION FURNISHED TO THEM. THE CONSULTANTS ARE NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THIS PLAN. THE PLAN IS THE PROPERTY OF THE PLANNING BOARD.

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 69; and the third north of Pennington at Titus Mill Road on Route 69.

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
PENNINGTON
MASTER PLAN**

The Master Plan of the Borough of Pennington sets forth the Planning Board's recommendations for the direction of future development in the Borough. These recommendations deal with three principal topics: land use, public facilities, and circulation. The Board believes that these recommendations are sound; both in terms of the existing characteristics of Pennington and the reasonable expectations of the future. The recommendations of the Plan represent the Board's statement of not only what can be held necessary or desirable, but also that which is capable of achievement during the forthcoming twenty to twenty-five years.

LAND USE PLAN

It is popularly conceived that Pennington's development is virtually complete. Facts do not support this impression for there are several areas in the Borough which are substantially vacant and prime candidates for development with suburban and urban uses.

The Land Use Plan distinguishes between three forms of development -- new, transitional and existing. Each of these categories, embracing several types of specific land use activity, are discussed in the following paragraphs.

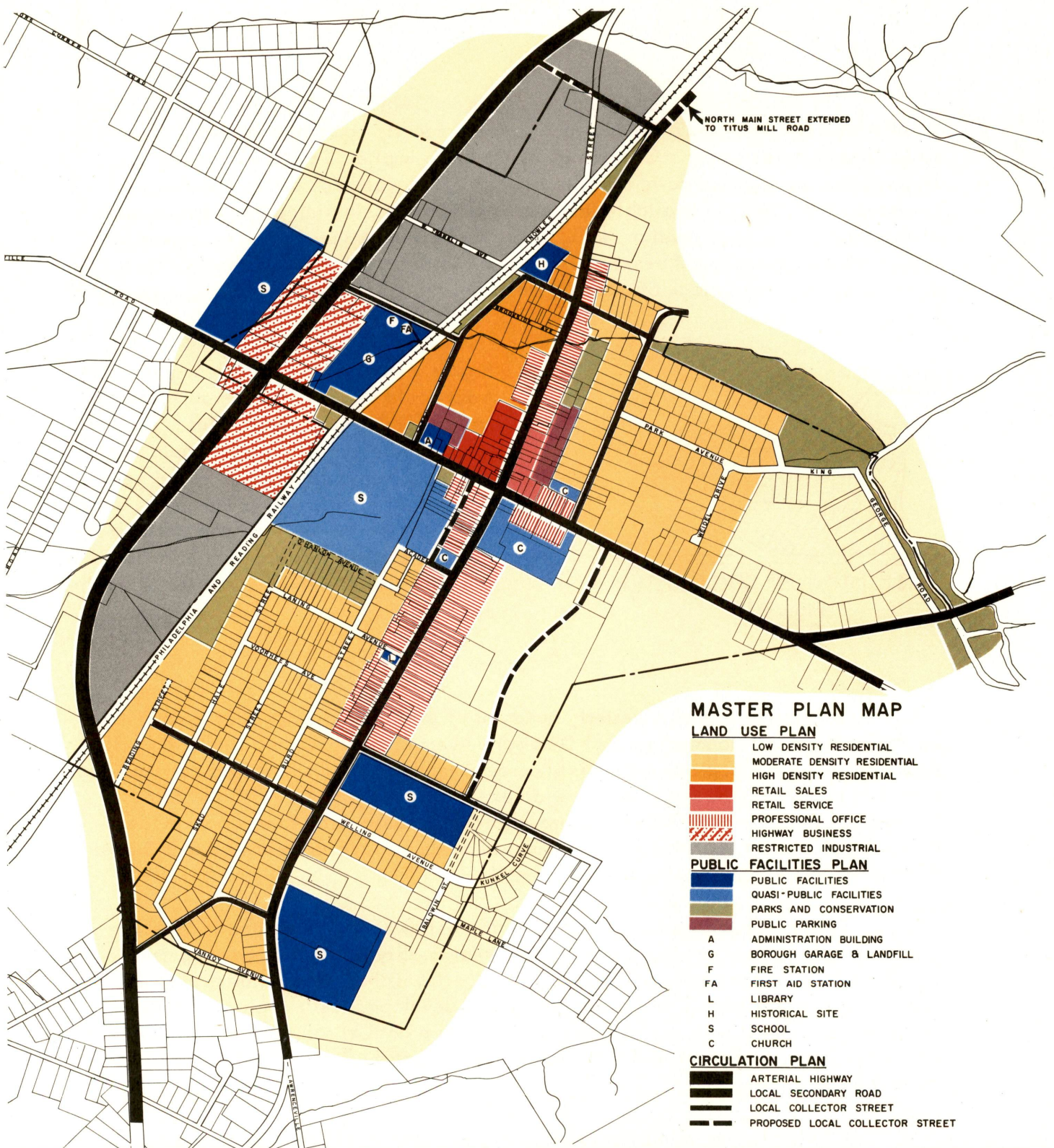
New Development

All land areas which are now vacant and which are capable of supporting some form of private land development are included under this broad heading. Most of this vacant land is found in four comparatively large tracts.

Tract Number One

The first tract analyzed was the interior block bounded by East Delaware Avenue, Mount Rose Road, King George Road, Park Avenue and Weidel Drive. There are more than fourteen acres of land in this tract which, according to the tax records, is under single ownership. In addition, many of the existing lots which surround this tract are very deep, some exceeding four hundred feet. Access to this tract is very limited with only one or two locations where an adequate road could be built without removing existing structures.

"If left to its own," this tract would probably fill in with residential development similar to that surrounding it. The Planning Board views this as a logical course. However, the Board did consider two alternatives. The first involved some form of open land use -- either public or private -- which would be oriented to the residential character of the neighborhood. A recreation center or park area with strong emphasis on outdoor activities would fit this criteria. The second alternative considered required the incorporation of a contemporary site planning technique for residential development: cluster design.



THE BOROUGH OF PENNINGTON AND SURROUNDING AREA OF HOPEWELL TOWNSHIP

MERCER COUNTY

NEW JERSEY

CONSULTANTS TO THE PLANNING BOARDS - HERBERT H. SMITH ASSOCIATES

THE PREPARATION OF THIS DOCUMENT WAS FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE HOUSING AND HOME FINANCE AGENCY, UNDER THE PROVISION OF SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

BOROUGH BASE MAP PREPARED FROM MUNICIPAL TAX MAPS. MAP OF SURROUNDING TOWNSHIP AREA ADAPTED FROM TOWNSHIP TAX MAPS WITH SOME ADJUSTMENT IN SCALE.

PREPARED APRIL, 1963

W.D.M.



THE MATERIAL CONTAINED HEREON 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.

Cluster design for residential development, while having been recognized as a valid concept since 1929 in Radburn, has only recently come into its own in the field of land development. Clustering, as the name implies, results in a relatively tightly knit development pattern in the area actually developed, but in the over all leaves much of the land available for communal use by maintaining the gross density of the tract at the same level as would result from conventional lotting arrangements. It appears that the greatest benefit of clustering in this tract would be the efficiency of using this awkward piece of ground without infringing on the privacy of the perimeter areas.

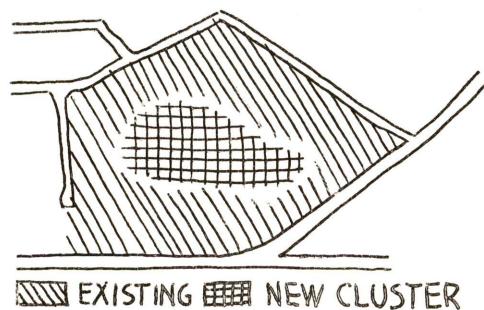


Figure 1

Figure 1 illustrates schematically how this tract could be developed through the application of the cluster principles. The open space created by this design would serve as a backdrop to both existing and new development. It would preserve the neighborhood's atmosphere. The fact that many of the perimeter lots are very deep lends to the potential effectiveness of the remaining open space.

Tract Number Two

Located in the southwesterly quadrant of the Borough, this tract is bounded by the frontage development on East Delaware Avenue, South Main Street and Curliss Avenue. There are approximately sixty acres of land included and it is composed of five recorded lots. The tract abuts a wide expanse of open land in the Township. Ground coverage ranges from second growth woods to cultivated farm land. Access is limited at present, but there are openings of adequate size to Delaware and Curliss Avenues to make road construction practical.

Because of the very attractive characteristics of this area, and its orientation to the east, the Planning Board believes that quality residential development should be encouraged here. The Board further believes that the most direct approach to achieving this quality is utilization of cluster development principles. While in Tract Number One clustering was looked upon as a practical solution to a present problem, clustering here is viewed as an aesthetic contribution to the future of the community.

Obviously clustering would allow a great portion of the existing ground cover and woods to be preserved. Not so obvious is the possible efficiency and effectiveness in landscaping the development of the now cultivated farmland — when and if it is developed. Clustering is also of practical value here since the problem of building around the existing drainage stream and old pond can be readily solved. The sketches in Figure 2 illustrate the forms of residential development considered for a portion of this tract.

Tract Number Three

The third principal vacant area remaining in the Borough is located to the rear of the frontage development along North Main Street and East Delaware Avenue, and extends westerly to the Reading Railroad lines. There are approximately eighteen acres included in eight recorded lots and portions of several other lots fronting on the two perimeter roads. Access is considered good, there being several openings in the development on Main Street and Delaware Avenue. Green Avenue and Broemel Place exist within the tract. The land is characteristically open with several separated areas of woods and brush. A small stream (drainage way) runs through the northwest corner of the area.

This tract, and the developed properties in the vicinity were included in a special design study of the Borough's central area. Therefore, the planning for this vacant tract has been expanded to include considerations and findings generated by this special study.

If Pennington is to continue to function as a vibrant socio-economic center in the Hopewell-Pennington Region, plans must be made for the efficient and orderly expansion and diversification of its economic base and its supply of housing. To accomplish this calls for the containment of future intensive development within the functional, and almost geographic, center of the Borough's existing and planned land use and circulation patterns. Figure 3, on the following page, depicts the existing conditions found in the special study area.

There are three principal problems facing the Borough's central area. This first is to provide a means for the business community in Pennington to increase its competitive posture in the face of the growth of highway oriented shopping centers. This must be accomplished without resorting to sheer physical bulk which would tend to dominate the community image.

The second problem concerns the future expansion and improvement of the Pennington Boys' School. The School, at the time of the special study, had recently completed its first "ten year building program" and was about to embark on a detailed campus planning program to determine the "ultimate development of the School campus." The School's future plan becomes a very weighty influence on the future of Pennington's central area because the School owns a sizeable portion of the vacant area north of East Delaware Avenue.

The third problem, and one that is facing the Region as a whole, is the growing need to provide a greater variety of housing to attract and accommodate the highly mobile professional and managerial personnel of the "research and development industry" that is to be sought. Pennington, as a strong center within the Region, and the central area of Pennington specifically, is considered by the Planning Board to be well situated to provide the initial start toward broadening the opportunities in the housing market — and to be in a position to reap the greatest benefits from it.

PENNINGTON CENTRAL AREA

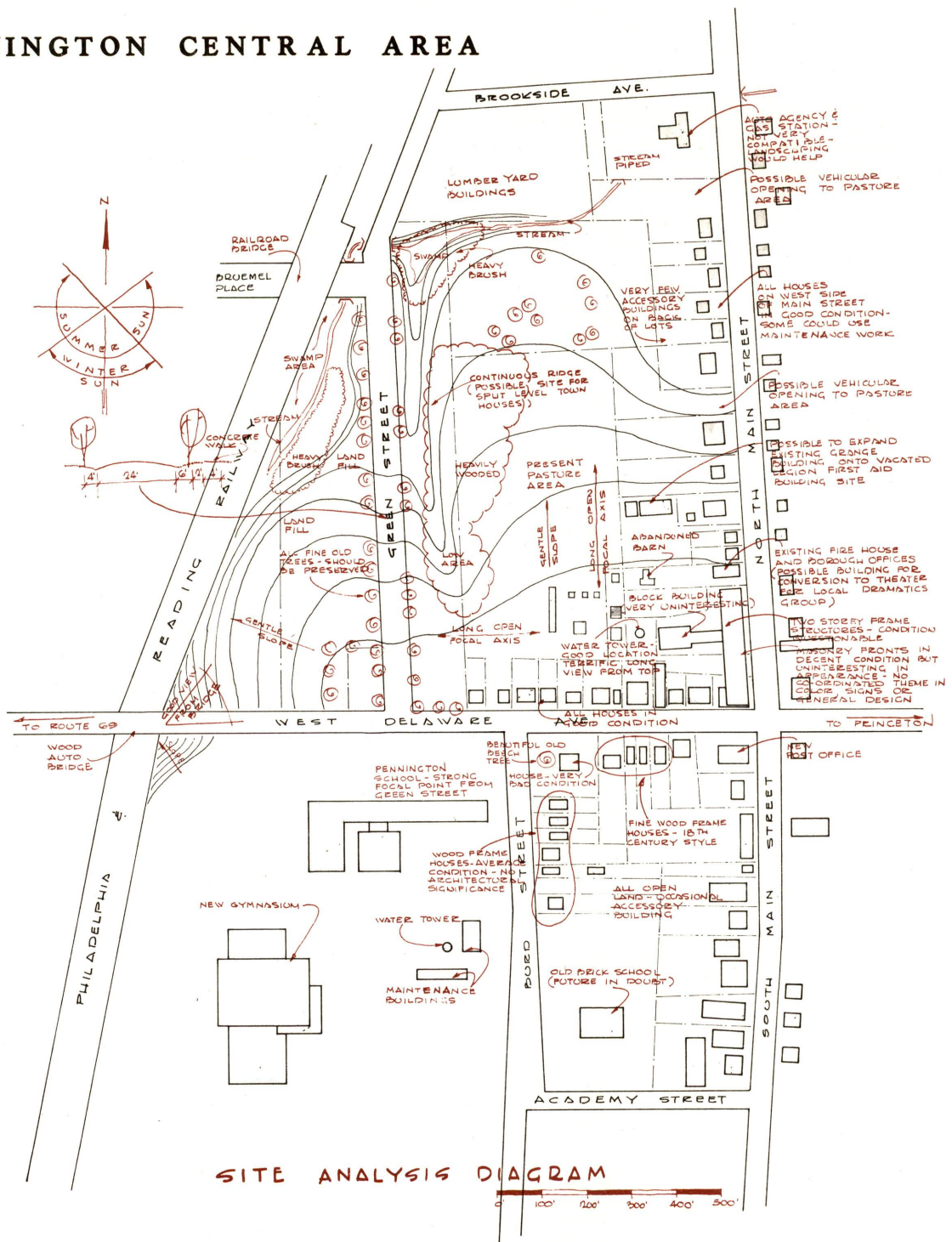


Figure 3

There are, of course, secondary problems that have to be recognized. These range from the convenient use of land backing on the Railroad to the future value and use of the present Fire House/Borough Hall.

Several concepts of the development of the Pennington Central Area were studied, although it can be fairly said that a number of them were variations in detail rather than concept. Two which are particularly revealing are illustrated in Figures 4 and 5.

The sketch to the right illustrates the retention of existing business and residential development along Main Street, Delaware Avenue and Burd Street; the expansion of the Boys' School on its lots north of Delaware Avenue; the introduction of an interior shopping mall tied to the existing shops; a possible site for a new public administration building; and an allocation of space for multi-family housing in the northern part of the tract.

This concept provides a highly desirable concentration of activity and movement in the Borough's business area. It offers a prestige setting for the new public administration building across from the School campus. However, the Planning Board believes that it would be unwise for the School to expand across Delaware Avenue. Nevertheless, such a move would be feasible and would not adversely affect the feasibility of the other conceptual elements shown.

Figure 4

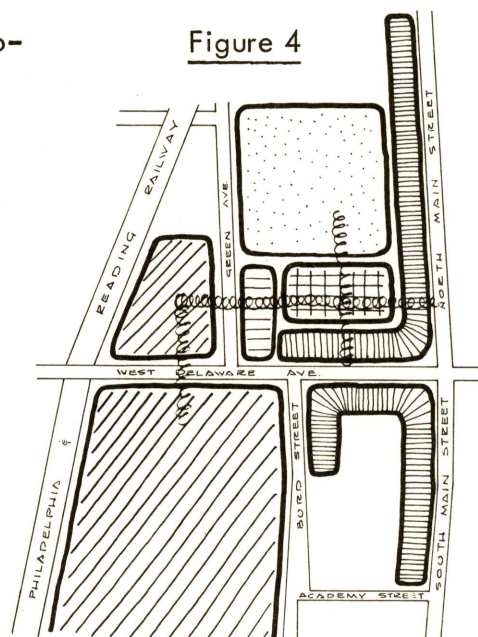


Figure 5

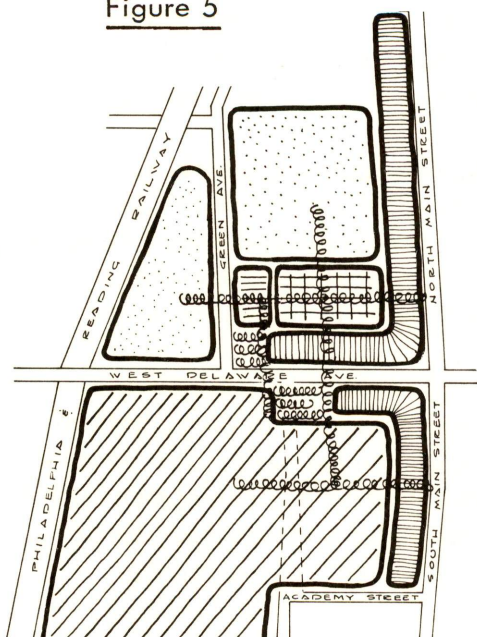


Figure 5, to the left, embodies several elements of the first concept discussed above: the retention of existing development; the introduction of a shopping mall; and a good site for the public administration building. The principal difference is the expansion of the Boys' School eastward across Burd Street rather than north across Delaware Avenue. The area allocated to new multi-family housing has been enlarged across Green Avenue to the Railroad.

Again, a highly desirable concentration of business, residential and public activities is provided in the central area. This concept maintains continuity of the Boys' School campus and creates a closer physical tie between the School

and the community. The public administration building commands a visually strong site. Two public green areas for passive recreation have been introduced. In summary, the Planning Board found this concept most tenable, for it provides ample room for expansion in a form that the business, residential, School and public activities are harmoniously related to each other.

To test the feasibility of the plan concepts it was necessary for the Planning Board to consider illustrative site plans which were prepared by its consultant. The site plan which executes the favored plan concept is presented in Figure 6 on the following page. While the site plan as presented could quite readily be converted to reality with little, if any, modification, the Planning Board restricts its interpretation of the Plan to being only an illustration of a workable concept and not a "blueprint" for construction. However, the plan does illustrate several planning and design principles which it would impose on the future development of the Borough's Central Area.

The first, and the strongest, principle is that it is necessary to maintain "human scale" in all areas of development in Pennington. The Board does not believe that "bigness" per se is the unshakable companion of Pennington's future functioning as a center within the Hopewell-Pennington Region. The size of buildings, their spacing, and the landscaping treatment around them should all be designed to make people feel "comfortable" in the community.

The proposal for the introduction of apartments, townhouses, and patio houses in Pennington's central area is founded on the principle of preserving and protecting Pennington's quiet residential atmosphere and variety of neighborhood characteristics. The demand for rental and in-town housing attendant to the hoped-for industrial growth of the Region will exert increased pressures for the conversion of existing one-family detached housing into two-, three- and higher multiple-family housing structures (depending on the size of the basic structure). Such increases in density cannot be reasonably planned and should therefore be held to a minimum, if not prohibited altogether. The increased population density, and simultaneously the increased traffic and other activity, would tend to erode present community values.

Equally important, the encouragement of well-designed rental housing in the Borough will provide a much needed opportunity for the community's long-time residents to sell their large old homes — presumably to younger and larger families more able to justify the rising costs of homeownership that retiring families find difficult to bear without having to abandon the town to which time has bound them.

For these reasons the Planning Board strongly encourages the development of attractive and economic in-town rental and owner occupied housing, both of which impose relatively small maintenance burdens on the resident. The Board is equally strong in its policy of containing this intensification of development within the Borough's central area where required public facilities and services can be

efficiently provided and where the flow of traffic to and from it will not course through the balance of the community. Following such a policy will result in minimal disruption of well-established and valued development and living patterns in Pennington.

The Planning Board also proposes that multi-family housing extend northward along the Railroad to the vicinity of the North Main Street crossing of the tracks. The Board, in this proposal, does not prematurely presume the

PENNINGTON CENTRAL AREA



Figure 6

abandonment of the several commercial-industrial uses in that area. Nor does it ignore the existence of a number of dwellings in the West Franklin Street-Brookside Avenue area. It is the Board's intent to plan for the orderly intensification of residential uses in this area when time and circumstances create a favorable economic climate for the present owners. With proper planning controls the development of multi-family housing here would not detract from the one-family dwellings but would instead be an improvement over that which could develop under present (1965) zoning regulations.

The Central Area Plan provides for the expansion of the Pennington School for Boys on the south side of East Delaware Avenue. This would be beneficial to the School and to the community-at-large for a number of reasons. The most important of these are the aesthetic consideration of a unified campus arrangement and the practical avoidance of frequent student crossings of heavily travelled Delaware Avenue. Several objectives would be served thereby. First, the School campus could be better planned for student functions and activities and the School's planners could maximize the School's physical contribution to Pennington's image. Second, the freedom of the School's architects to create a stronger image of the School itself will be greatly increased. Third, alternative uses of the School's property north of Delaware Avenue would add a revenue producing dimension to their land use planning. Finally, it would permit the unified planning and development of the entire area north of Delaware Avenue without having to "build around" the fragmented school campus.

The considerations of the Pennington School evolved from the Board's discussions with the School administrators insofar as space and building needs are concerned. The School had not, at the time of the special study, advanced to the point of knowing the direction their plans would take. The site plan present in Figure 6 provides for an additional classroom building, a new library, and chapel. The eighteen one-floor family-type dormitories are in line with the School's current thinking.

The expansion of the business area through the introduction of a shopping mall is an attempt to build upon the established business center in the Borough. This would call for the dual-orientation of the existing shops to both the new mall and the present frontage along North Main Street and Delaware Avenue. A higher concentration of shops and a greater diversity of goods and services available would accrue to the benefit of the established merchants as well as the new shop owners.

The provision of public parking in the central area is a key to its success. Another critical consideration is the avoidance of any attempt to directly compete with the high-volume shopper outlets characteristically associated with the highway centers. Recognition of the Region's ability to support an increasing number of "specialty shops" catering to the discriminating tastes and needs of the Region's future residents will assist in the achievement of this objective.

Pennington's business center should be characterized by a number of small, probably proprietor-owned, shops having little requirement for high volume sales or inventory, much as at present. While not viewed as a necessity, the location of a leading "junior department store" — as contrasted with Bamberger's or Korvette — would give Pennington a better balance in the Region's economy.

Ideally, the expansion of Pennington's business community should be undertaken as an entity, embracing both existing and new properties.

In recognition of the possible need for an income supplement to the owner-operators of the small shops proposed, the Planning Board would favorably view the incorporation of second floor apartments in the new mall complex. The intent in this regard would be the creation of the Palmer Square atmosphere found in nearby Princeton. Judging by the reports of long waiting lists for Palmer Square apartments, the success of this form of development would be assured.

The future development of the Central Area is dependent upon the successful resolution of a number of contingencies:

1. Public sanitary sewer and adequate water service must be made available to the area.
2. The Borough must initiate action to provide the public parking areas necessary to serve the expanded needs of the business community.
3. The growth of the Hopewell-Pennington Region must continue at the same rate, or higher, as has been evidenced during the past decade.
4. Through sound enforcement practices the future development of multi-family housing should be contained within the area proposed by the Planning Board.
5. Through zoning regulation and enforcement, the conversion of one-family detached dwellings to multiple dwellings in the Borough should be held to a minimum, or prevented.
6. Through one means or another the Pennington School for Boys should follow the Board's recommendation and acquire additional lands south of Delaware Avenue.
7. The owners and operators of the existing business establishments in Pennington should participate in the development and operation of the shopping mall.

8. The cost, or rental rate, of the proposed in-town housing must be commensurate with the financial and social status of the community.
9. The Borough is able to vacate Burd Street north of Academy Street when such is required by the Pennington School construction program.
10. The Regional Board of Education should find a way to discontinue its use of the Primary School and release this site for the expansion of the Boys' School.

The Planning Board believes that the above problems, and the many others which are sure to crop up, can be successfully met if all concerned, public officials and private citizens alike, make a sincere coordinated effort to do so.

Tract Number Four

The last tract capable of supporting any extensive new development is composed of the vacant frontage along Route 69. The Planning Board proposes that this area be planned for two different forms of development; industrial activities north of Broemel Place between the Railroad and the highway, and highway business uses for the balance of the tract, south of Broemel Place and along both sides of Route 69.

The planned industrial area is highly accessible with more than two thousand feet of frontage on Route 69. The Cointreau plant is located in this tract, but for the most part the planned industrial area is undeveloped. The fact that the Railroad is elevated for most of its length through the northern part of the Borough makes it a natural stopping place for industrial development. Conversely, this same factor works to prevent the continuation of Pennington's residential neighborhoods westward to Route 69.

The Planning Board proposes that the types of industrial activities to be developed here be restricted to those which will not produce noticeable dissemination of dust, smoke, fumes, odors, and the like. Industries that would tend to produce fire or explosion hazards would similarly be discouraged. Uses such as the manufacture of small machinery, the fabrication and assembly of paper, wood or metal products, and the storage of goods and products would fit within the Board's criteria for the development of this portion of the tract. Office buildings, engineering establishments, and scientific research and development laboratories would also be eminently appropriate.

Development of the industrial area, to remain in keeping with the open, attractive atmosphere of the Pennington area, should be restrained. Low land coverage, relatively large lots, and attractive buildings and landscaping would be necessary to achieve the desired results.

The remaining highway frontage in this tract available for future development is of sufficient size and shape to support limited forms of highway oriented business uses. Contemplated as a series of separated concentrations of shopper destinations, rather than a one-stop shopping center, this business area can be an asset to the community and Region. Being directly competitive with the Pennington Circle shopping complex which is more likely to become a "regional center," the highway frontage development in Pennington should be oriented to the larger land users. Included within this broad specification would be theaters, banks, bowling alleys and other forms of indoor commercial recreation, lumber and building materials yards, perhaps wholesale business establishments, animal hospitals, and many other types of quality highway businesses.

Two of the greatest failings of most highway business areas are the proliferation of advertising and identification signs -- wildly colored and outlandish in design -- and an excessive number of curb cuts to parking areas. The Planning Board is strongly opposed to this, and instead recommends that the size and number of signs be strictly controlled and the consolidation and combination of customer entrances be required wherever possible.

As in the industrial area, the provision of relatively large business sites, low building coverage, the provision of adequate off-street parking areas, and the tasteful treatment of architecture and landscaping will serve to make this part of the Borough a success in its future development.

Other Areas

There are several other relatively small areas remaining in the Borough which could be developed for residential uses and have been so designated in the Planning Board Master Plan for the Borough. The vacant tract behind the development on the north side of West Franklin (on the west side of Route 69) will in all probability be developed in conjunction with the adjacent vacant lands in the Township which are also planned for residential development. Another such area is found to the north and east of the Junior School. The last area of note is on the west side of Reading Street adjacent to the Railroad. All together these areas comprise approximately thirty acres of land suitable for residential development.

Summary: Impact of All New Development

It is a difficult task to fully evaluate the total effect that the Plan proposals for new development will have on the future of the Borough. The Planning Board has, however, attempted to give some consideration to this impact and has roughly outlined its findings in Table 1 on the following page.

Table 1

Estimated Impact of New Development As Proposed in the Master Plan Borough of Pennington, 1965				
<u>Planning Study Area</u>	<u>Total Area</u>	<u>No. of Units</u>	<u>Added Population</u>	<u>Value of Improvements & Land (1965 \$)</u>
Tract #1				
Residential Development	14 acres	22	90	\$ 600,000
Tract #2				
Residential Development	60 acres	96	350	3,000,000
Tract #3				
Residential Development	25 acres ¹	265	400	3,000,000
Business Development		23	-	350,000
Tract #4				
Industrial Development ²	40 acres	8	-	8,000,000
Highway Business Uses	11 acres	8	-	2,250,000
All Other Areas				
Residential Development	<u>30 acres</u>	<u>50</u>	<u>180</u>	<u>1,250,000</u>
TOTALS	180 acres	(na)	1,020	\$18,450,000

(1) Residential and business areas overlap

(2) Does not include area in the Township fronting on Route 69 in this area

Data Compiled and Computed by Herbert H. Smith Associates, Planning Consultants.

It is seen that there is tremendous potential available for the future development of the remaining one-quarter of the Borough's area. When fully developed as planned, the value of real property in Pennington could be increased by a factor of one and one-half. On the other hand the population of the Borough would increase by less than fifty per cent. The new business establishments planned for would attract approximately \$2.2 million in business sales annually. The increased employment opportunities and other economic benefits that would accrue from the planned industrial development would vary widely, depending upon the actual form of development. No projection of this has been made by the Planning Board.

Transitional Development

There are several scattered areas in the Borough that have been included in this category; all front on Main Street or Delaware Avenue. In designating these areas for professional office uses, the Planning Board recognized two specific factors. First was the problem faced by a number of the present homeowners in finding a reasonable market for their properties which are frequently too large and/or too old for the popular real estate market. The second was the detrimental effect that the heavy traffic, both existing and anticipated, along these two thoroughfares has upon the adjacent properties for strictly residential purposes.

Today, the apparent orientation of the properties abutting Main Street and Delaware Avenue is split between the natural direction toward the street and the desirable direction to the residential areas to the rear. The Planning Board aims to remove this ambiguity by encouraging the establishment of uses strongly aligned to travel convenience.

There was a larger consideration which contributed to the Board's thinking; that of a growing need for doctor's and dentist's offices in the Region and the tendency to discourage or avoid their establishment within the doctor's home. Pennington's Main Street has a number of houses which could readily be converted to handsome clinics and office buildings without detracting from the residential atmosphere of the neighboring properties. The Board would also be receptive to permitting residential/office uses in these areas, but would not necessarily encourage it.

The activities that would be appropriate to these areas should be conveniently and consistently related in terms of traffic generation, demands for public facilities and services, and impact upon each other. The peaceful enjoyment of property in adjacent areas can be assured by limiting the type and intensity of activities, as well as maintaining a spatial environment comparable to surrounding residential areas. This can be achieved by controlling building height, limiting lot coverage, and requiring adequate off-street parking areas and landscaped open space on the lots.

There are approximately ninety residential properties located in the area planned for professional office uses. The Planning Board has not undertaken a precise study of each of these properties, but it is believed that less than half of them would be capable of supporting the proposed office uses without combining lots and eliminating some buildings.

It is nearly impossible to estimate the time span required for the transition of these areas to office uses. There are several office buildings in the area now, generally in the "center of town." Likewise, attempting to judge how many of the present residential properties will be converted to office uses, or combination office-home use, is equally speculative. However, the Planning Board is of the

opinion that regardless of the rate of change or the ultimate extent of this change, the net effect will be beneficial to the community-at-large, and can be carried out in an efficient and orderly manner.

Existing Development

The several existing residential neighborhoods in the Borough have been judged by the Planning Board as being representative of a good community. While there may be some shortcomings in the arrangement or design of these neighborhoods, the net effect of these deficiencies is minimal. For these reasons the Board sees merit in preserving them in the Master Plan.

The existing business development on the west side of North Main Street has been discussed previously in conjunction with the planning for the Central Area of the Borough. The business area on the east side of this street, where the bank is located, has been recommended for retention and future expansion. The Board proposes that this area develop with emphasis on service type establishments rather than the sale of goods. While the two types of activities are not mutually exclusive, the amount and type of customer traffic generated by service establishments can be distinguished from the customary shopper traffic. Telephone shopping with the shop keeper providing delivery service is common. The opportunity to provide drive-in window service with uses such as the bank, dry cleaning establishments, and the like is greater. As a result, there will likely be a relatively higher frequency of vehicle movements as contrasted with the longer term park-and-shop trips characteristic of retail sales areas. In Pennington these two areas are not so far removed from each other that combined purpose trips would cause any inconvenience.

CIRCULATION PLAN

The pressing need to provide for the efficient movement of traffic in an urbanizing area is a universally recognized problem. Present-day life is so geared to automobiles and trucks that failure to properly provide for their operation through and around our communities will adversely affect the economic health and prosperity of us all.

The Hopewell-Pennington Region Circulation Plan (see page 15) explicitly provides for the efficient circulation of traffic within and through the Region. The Pennington Circulation Plan has been designed to supplement and compliment the Regional Plan.

In Pennington, where most of the streets exist today, planning for an efficient circulation system must place emphasis on function rather than purely geographic or physical parameters. The goal of circulation planning in Pennington is to provide for an efficient street system that will serve the needs of area residents, businesses and industries.

The Plan establishes standards for improvement and widening of some streets within their existing rights-of-way. In other instances new streets have been proposed. And, in two cases, recommendations have been made for the abandonment of portions of two existing streets.

The Circulation Plan establishes four functional classifications of streets within the Borough of Pennington which roughly correspond to the elements of the Regional Plan. Each of these are discussed in some detail in the following paragraphs.

Arterial Highways

The only Arterial Highway located in the Pennington vicinity is New Jersey Highway 69. Present plans of the New Jersey State Highway Department call for the widening to four lanes and dualization of this highway. This will require a right-of-way of 120 feet.

The Pennington Planning Board agrees with these plans, but has a few reservations concerning the manner in which these plans are carried out.

First of all, the Planning Board recommends that the dualization of Route 69 incorporate a landscaped median divider rather than the concrete barrier used in other parts of the State. This recommendation is based principally upon aesthetic considerations; consideration of both the present landscaped atmosphere of the Pennington vicinity and the type of development sought for the future improvement of Route 69 frontage.

Of somewhat lesser importance, but nonetheless critical, is the location and type of access proposed to be provided to a dualized Route 69. East Delaware Avenue would obviously remain the major intersection in the Pennington Area and would probably remain signalized. Although in close proximity to Delaware Avenue, the Planning Board recommends that Broemel Place also be a signalized intersection, and that the intersection design incorporate left-turn lanes as appropriate. This recommendation is based on the present and planned location of the First Aid and Fire Stations and additionally, the Board's desire to have Broemel Place serve as a secondary access route to the Pennington business center and high density residential development.

A third recommendation of the Board is the westward shift of the Route 69 right-of-way. If the present easterly right-of-way line is maintained, a number of the existing business structures would be unnecessarily close to the traffic lanes. On the other hand, the westward side of Route 69 is undeveloped -- particularly north of Delaware Avenue -- and a relocated right-of-way line would not detrimentally affect future business development. In this way the construction of new business structures on both sides of Route 69 could be reasonably accommodated within the framework of the Land Use Plan and the zoning regulation to be adopted in the near future.

The foregoing items are substantially subject to determinations of the State Highway Department. A significant local contribution to the future improvement of Route 69 would be the limiting of access points and the encouragement of combined driveways and parking areas. Such policy is highly recommended for both public bodies and private interests.

Local Secondary Roads

Delaware Avenue, Main Street and the Mount Rose Road have been included in this category. They would serve dual purposes. Most important, on a long-range basis, is the provision of direct access to the planned business and professional office areas. A more immediate objective is to clearly recognize the present "through traffic" function of these roads and to establish conditions which will eliminate many of the commuter traffic problems now experienced. It is noted that the completion of the Regional road network proposed in the Regional Plan will relatively reduce this latter function of Delaware Avenue and Main Street.

The Regional Plan recommends that Secondary Roads have a 60-foot right-of-way and a 36-foot pavement to accommodate curb parking and two moving traffic lanes. In Pennington, particularly "downtown," two lanes would not be capable of handling the imposed traffic volumes at reduced intown speeds. The need for special turning lanes is a recognized problem that will have to be studied in greater detail. In some instances the difficulties of increasing the right-of-way of these streets may call for the removal of curb parking and the seeking of alternate solutions. Removal of "downtown" curb parking cannot be reasonably effected until adequate off-street parking areas are provided to serve the Borough's business area.

An extre-territorial proposal of the Planning Board, that also corresponds with the recommendations of the Regional Plan, is the northerly extension of Main Street to Titus Mill Road in Hopewell Township. In addition to completing one of the links in the Regional road network, this new road would eliminate an awkward railroad crossing at the Borough boundary. Proposals for a new shopping center at Titus Mill Road and Route 69 would make this connection all the more desirable.

Local Collector Streets

The nine existing streets included in this category will not be itemized here. Three new collector streets are proposed.

The realignment of Burd Street, between Academy and Delaware Avenues, eastward to the rear of the Main Street properties would serve much the same purpose as the existing portion of Burd Street. However, its recommended alignment would permit the cohesive development of the Pennington School Campus and would give direct access to the proposed off-street parking areas for the adjacent Main Street professional office area.

The Circulation Plan also includes a connection between Curlis and Delaware Avenues. The Borough now owns a fifty-foot lot on Curlis Avenue which would permit this connection. Plans for the development of the vacant land on the interior of this block would have to make provision for this as well as a connection to Delaware Avenue.

The third proposed new collector street is the realignment of Knowles Street to Route 69 to serve as an access road to the planned industrial area. This would also eliminate a very hazardous intersection at Route 69 across from the ice cream stand in the Township.

The primary function of Local Collector Streets, as the term implies, is to move out of the local neighborhoods to the principal through traffic streets. This function can be properly handled within the existing 50-foot right-of-way of most local streets. Intersection control through the use of stop signs on Minor Streets is the principal means of inducing this traffic movement function.

Minor Streets

All existing and future streets not otherwise designated in this Plan are included in this category. They have the primary function of providing access to properties as opposed to the movement of traffic. Future minor streets should be designed to discourage and impede the progress of traffic that is not destined for a location in the immediate neighborhood. Existing minor streets can be encouraged to function properly through the judicious use of traffic control signs. A fifty-foot right-of-way and a thirty-foot pavement is adequate for minor streets.

PUBLIC FACILITIES PLAN

The Public Facilities Plan contains recommendations for the planning and development of community facilities to provide for present and future needs. These facilities, once built, will exert a long-lasting influence on other facets of community life. This influence is often felt even after the facilities themselves have disappeared. Consequently, the decision to build, not to build, and where to build, will shape the economic, social and aesthetic amenities of Pennington for generations to come.

Administration Building

The Planning Board recommends that the Borough plan to construct a public administration building at the corner of Green Avenue and Delaware Avenue. The selection of this site is based primarily on the functional and aesthetic considerations explored in the Community Design Study.

The Planning Board recognizes that it would be difficult to justify such a facility based purely upon municipal needs. On the other hand, the recently

established Regional Board of Education Administration, now housed in a converted war surplus building, will someday require new facilities. The Planning Board has conducted preliminary discussions with the Board of Education and, based on these discussions, recommends further study of this possibility.

Such a joint venture can be justified for a number of reasons, the primary one being economy of operation and investment. The location of the School offices in Pennington would be logical from a regional point of view, the Borough being centrally located within the planned land development patterns. Being located adjacent to the business center of Pennington is also logical since the School administration offices are more akin to business than education activities.

Fire and First Aid Stations

The Pennington Volunteer Fire Company is presently making plans for relocating to Broemel Place near the First Aid Station. The Planning Board endorses these plans for such a site would be conveniently located and accessible to the Borough and nearby Township properties. The planned site would not be hemmed in by development, as is the case now, and this would permit greater freedom for the Company in conducting training exercises and equipment maintenance.

The Planning Board does not foresee any need for any additional fire or first aid stations within the Borough limits.

Existing Fire Station/Borough Hall

The Board recommends that the building now housing the Fire Company and Borough offices be converted as a place of public assembly such as a playhouse, recreation center, and the like. The structure itself would be suitable for such remodeling and the activities of such uses would most probably occur after normal business hours. This would, therefore, increase the use of the proposed public parking areas in the business area.

Public Parking

The future success of the Pennington business area hinges upon the availability and adequacy of convenient shopper parking. The Planning Board believes that it would be very difficult to require individual shop keepers to provide sufficient off-street parking in a property-by-property basis. The assembly of suitable tracts of ground for off-street parking can be most efficiently effected through municipal action.

Two Borough parking lots are proposed. One would directly serve the new shopping area and the existing Main Street stores. It is located on the easterly side of Green Avenue. The opportunity to provide other smaller parking areas closer to the existing stores would be dependent on the form new development takes. This

would be a desirable objective. The second Borough parking lot would be located to the rear of the bank parking lot and nearby Main Street properties. It would serve those business uses as well as the planned professional offices on Main Street. Sunday morning church parking could also make use of this lot and thus a good deal of this congestion could be eliminated. If this parking lot is properly designed and landscaped, it would serve as a buffer between the business center and the Eglantine Avenue residential properties.

The Board recommends that action on this proposal be assigned a high acquisition and improvement priority by the Borough.

Public Schools

The Regional Public Facilities Plan recommendations for the eventual abandonment of the Primary School is concurred in by the Pennington Planning Board. Not only is this building obsolete, but its continued use as a public school would be an obstacle to the orderly expansion of the Pennington School For Boys, as examined in the Community Design Study. Further study by the Planning Board, the Regional Board of Education, and the Boys' School will be necessary to resolve the feasibility of implementing this recommendation.

The Junior School and the Grammar School should be kept in operation for the foreseeable future. The Planning Board further recommends that the Junior School site be expanded to the southern Borough boundary. This larger site would serve school needs as well as general municipal recreation requirements. Therefore, the Planning Board recommends that the Borough participate directly in this land acquisition and improvement project.

Parks and Conservation

Three public park areas are proposed to be added to the existing system. The first is the expansion of Kunkle Park to Lewis Brook in the Township. This area is subject to flooding and is not suitable for development. Similarly, its use for park purposes would have to be restricted to open land activities that would not be particularly damaged by occasional flooding. Picnic areas, "nature trails," and the like would be appropriate.

The second proposal is a small play area between Eglantine Avenue and Main Street. This area is now used by neighborhood youngsters and public ownership of it would assure its continued recreation function. It would also provide a direct drainageway to Lewis Brook for surface runoff from the proposed Borough parking lot.

The expansion of the Junior School site constitutes the third major park proposal of the Planning Board. This proposal was adequately discussed in the previous section of this Plan.

The concluding recommendation for expanded park facilities involves the properties adjacent to O'Hanlon Avenue and along the Railroad in the immediate vicinity. Some of this area is presently owned by the Pennington School and the Planning Board understands that the School will be taking title to the O'Hanlon Avenue properties. Their intent is to expand the School's athletic fields. This would be compatible with the objectives of the Planning Board — particularly in view of the School's history of making certain of the School facilities available to the community for general use.

There is only one major conservation measure recommended by the Planning Board in the Borough. This involves the land between King George Road and the Stony Brook. This area should be integrated with the operation of Kunkle Park and could provide additional opportunity for "nature trail" type activities.

Other small areas, such as that on East Delaware Avenue at the Railroad, are included in this general category. They would be more properly termed "public greens." These "greens" are intended to serve as accent points within the more heavily developed portions of the Borough and might in the future take the form of decorative landscaped areas. However, in the immediate future their maintenance as clean grassy areas is all that would be intended by the Planning Board.

Historical Site

The Pennington Railroad Station has been identified as a superlative example of victorian architecture. Of even greater significance to Pennington residents is the fact that the building was designed, and construction supervised, by Dahl A. Clarkson, Mayor of the Borough before the turn of the Century. A variety of activities have been conducted in this building since termination of its use for a passenger terminal.

While the Station and the surrounding grounds have been proposed as an historical site, the Planning Board's principal concern is the preservation of the building's architectural flavor and the improvement of its setting. Whether the building is ever purchased by the Borough is of little consequence if these objectives can be otherwise attained.

Library

There is little in the way of land planning remaining to be undertaken with regard to the Pennington Library. The recent acquisition of the old telephone exchange building and the planned remodeling during 1966 will provide the Borough a library facility that should be adequate during the time span of this Plan.

Water and Sewage Utilities

A number of the land use proposals of this Master Plan have been premised on the availability of public water and sewage treatment systems. The present water system will have to be improved and refurbished. The present water tank will have to be replaced someday in the relatively near future due to deterioration. The Planning Board recommends that when this occurs the storage structure be of significant architectural merit so that this imposing sky-line feature of the Borough will materially contribute to the character of Pennington. The Board believes that a formal design competition, conducted under the auspices of the American Institute of Architects or a similar organization, would be a most desirable means of achieving this "significance."

There is also a need for a second water tower in the southern part of the Borough. This might also be the subject of a design competition since the structure should ideally compliment the residential flavor of the neighborhood. This would provide a significant challenge to designers.

Public sewerage is "just over the horizon" in Pennington. The Borough officials have experienced some difficulty in arriving at mutually satisfactory arrangements for the location and operation of the treatment plant with Hopewell Township officials. This has delayed the final design and construction of this system. However, the Planning Board anticipates that these problems will be overcome during the first part of 1966 and the Borough will have public sewerage system within five years.

Garage and Landfill

The Borough's sanitary landfill areas have been estimated to be capable of serving the Borough's needs for the next fifteen years (plus or minus). Sometime before this area is filled to capacity the Borough officials should find some alternate fill area, probably outside the Borough, which could serve regional disposal needs.

The Borough maintenance garage presently located on the landfill site should remain there. The expansion of this operation may become necessary in the future, and the landfill site offers sufficient flexibility to provide for this eventuality.

The Planning Board has also considered the long-range possibility of making a portion of this landfill site available to the Regional Board of Education for their school bus maintenance and storage facility. Further study of this will have to be initiated at a later date.

Other Public Facilities (Quasi-public)

Included within this category are principally church related facilities that contribute directly to the rationale of this Master Plan. Each of those included serve

as either a community focal point or as a buffer activity between business and residential areas. Their inclusion on the Master Plan Map is not intended to give them any greater importance than other similar quasi-public activities that are not specifically shown.

PLAN EFFECTUATION

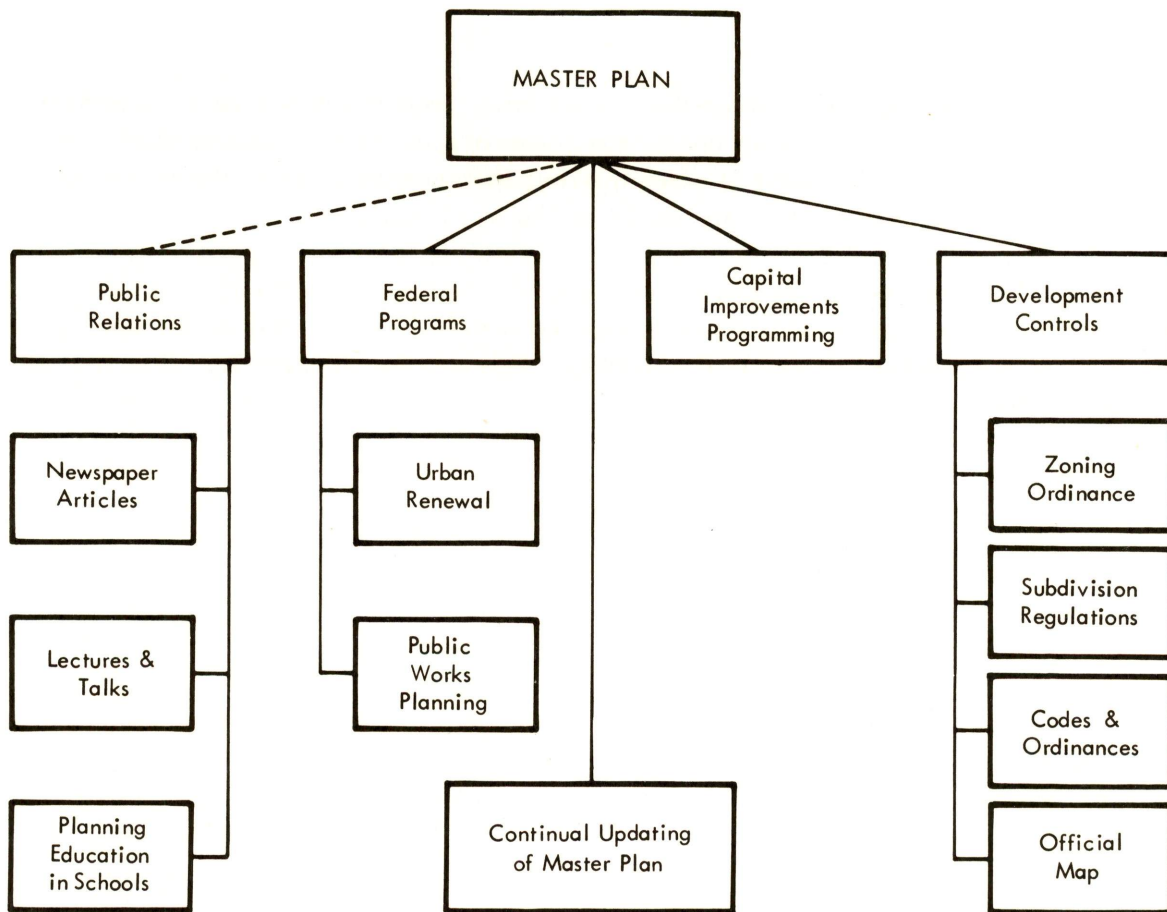
The Plan presented in this report is only a preliminary step in the future development of the Borough. As a general guide, it must be supplemented at an early date by more specific and detailed proposals within the framework which it establishes.

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 on the following page 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, 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; the 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 then 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 per cent of the costs the first year, 40 per cent the second year, and so on,

until during the final year, when the municipality pays the entire cost. The State funds are considered as a grant unless the community drops the program during the first five years. In the event of discontinuing the program prior to the five-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?".



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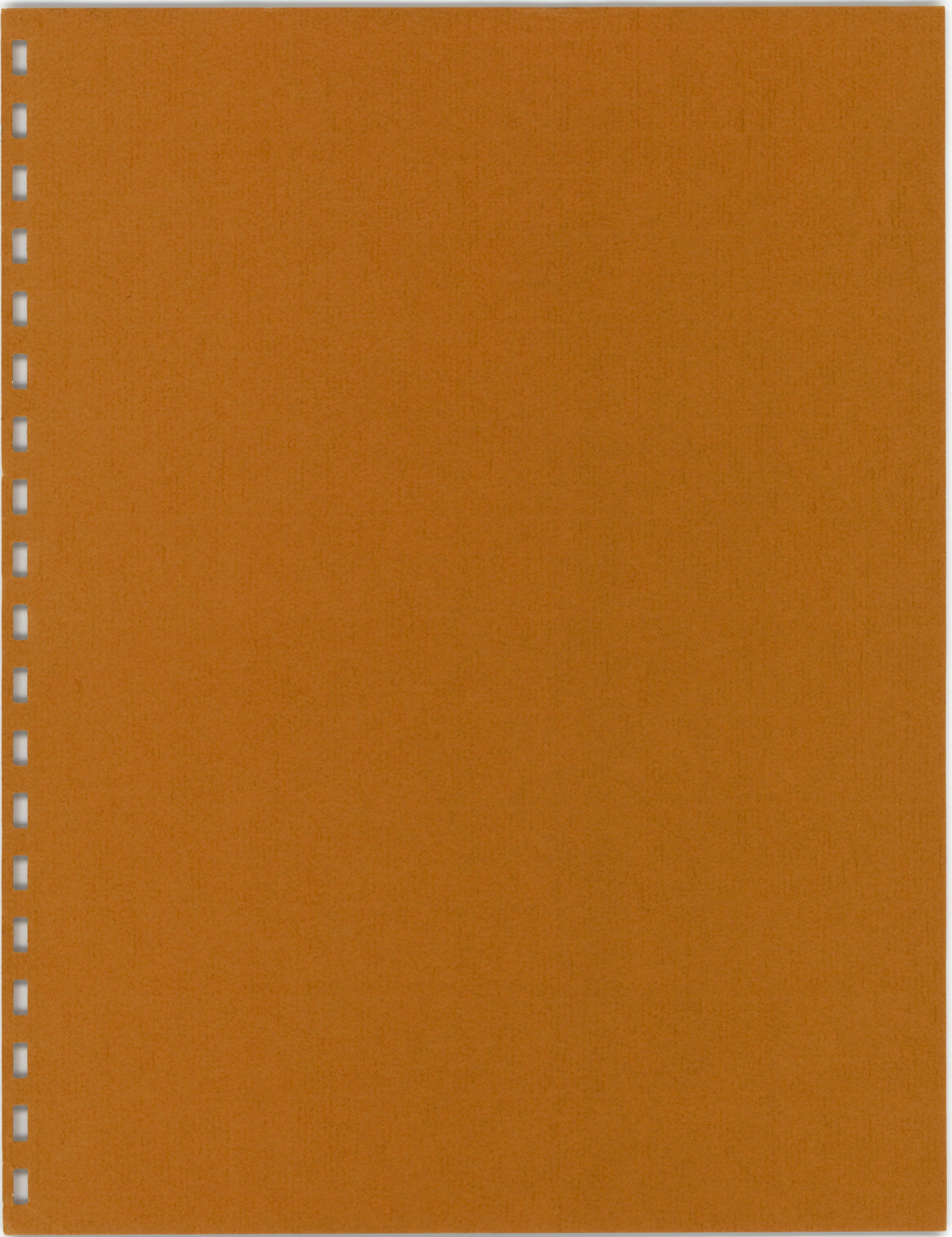
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The material contained herein was prepared solely on the basis of land use planning considerations. Professional opinions concerning other related considerations including legal, engineering and architectural are not within the purview of the planning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







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