

1. Introduction

The Municipal Land Use Law (MLUL) N.J.S.A. 40:55D-28(4)d states that the master plan shall include a specific policy statement indicating the relationship of the proposed development of the municipality, as developed in the master plan to (1) the master plans of contiguous municipalities, (2) the master plan of the county in which the municipality is located, (3) the State Development and Redevelopment Plan adopted pursuant to the State Planning Act, sections 1 through 12 of P.L.1985, c.398 (C.52:18A-196 et seq.) and (4) the district solid waste management plan required pursuant to the provisions of the Solid Waste Management Act: P.L.1970, c.39 (C.13:1E-1 et seq.) of the county in which the municipality is located.

Pennington Borough has chosen to include this topic as a separate element in the Master Plan. Four plans directly impact Pennington Borough.

- Hopewell Township surrounds the Borough, so its Master Plan and actions have a direct impact on the Borough and its residents. The Township and Borough also have several shared services and cooperate in a number of areas.
- The Borough is one of 12 municipalities in Mercer County and the County's Master Plan elements relating to land use and infrastructure are relevant to the Borough. All County Government departments play a role in the lives of Borough residents. The County Planning Department is responsible for the County Master Plan and has approval authority over the master plans of County municipalities. The County's Engineering and Highway divisions are responsible for County roads and bridges and other infrastructure. The County is the Borough's point of contact with the Delaware Valley Regional Planning Commission (DVRPC), the federally designated Metropolitan Planning Organization (MPO) for the Greater Philadelphia region, and the New Jersey Department of Transportation. These relationships are key to projects on State Route 31.
- The State of New Jersey Office of Planning Advocacy (OPA) and the State Planning Commission (SPC) are responsible for the State Development and Redevelopment Plan (SDRP). The SPC adopted a new SDRP on December 17, 2025. Its vision is "A stronger and Fairer New Jersey in 2050". The Mercer County Planning Department connects its municipalities and the State for SDRP development and implementation. Pennington Borough participated in the cross-acceptance process for the new SDRP during 2025.
- The Mercer County Improvement Authority (MCIA) is an independent agency set up to provide services and programs for the County and its municipalities. It is responsible for developing, amending, and administering the District Solid Waste Management Plan. It manages the recycling or disposal of all waste in the County, including the municipal solid waste (MSW) collected by the Borough and delivered to the MCIA transfer station, and the recyclable materials collected by an independent contractor.

Other plans that have an impact on the Borough are the Delaware Valley Regional Planning Commission (DVRPC) Strategic Plan and the NJ Department of Transportation NJDOT) Long Range Transportation Plan. The County is the Borough's point of contact for these entities.

Borough Vision on External Plans - Be Proactive; Not Reactive

The vision for Pennington Borough's approach to external planning matters is to maintain vigilant monitoring of regional developments that may adversely affect Borough interests or conflict with adopted Master Plan policies. The Borough should ensure that its interests are protected through early identification of potential threats and timely, informed advocacy positions developed by Borough Council based on Planning Board recommendations.

2. Planning Board Roles and Responsibilities for External Plan Monitoring

1. **External Plan Monitoring and Early Warning System** - The Pennington Borough Planning Board shall monitor external plans and developments from surrounding municipalities, County, State, and regional agencies to identify potential adverse impacts to Pennington Borough from proposed changes or developments. The Board shall assess consistency between external plans and the Borough's adopted Master Plan and flag inconsistencies or conflicts that could undermine Borough planning objectives. Whenever a change in an external plan is deemed to impact Pennington, the then-current Master Plan elements and ordinances affected should be reviewed by the Planning Board to determine if they remain consistent or need updating.
2. **Borough Council Advisory and Reporting Function** - The Chair of the Planning Board will provide regular reports to Borough Council summarizing: external planning activities that may affect the Borough, potential adverse impacts identified through monitoring, inconsistencies with the Borough Master Plan, and recommended Borough responses or positions. Urgent matters that require prompt Borough action or response shall be brought to Council immediately by the Council representative to the Planning Board or the Mayor or Mayor's representative. The Planning Board shall recommend Council positions on external plans during public comment periods or cross-acceptance processes.
3. **Impact Assessment - Hopewell Township Developments** -- The Planning Board must monitor Township activities and alert Council to:
 - a. **Economic Development Impacts** - Monitor Township commercial development plans, particularly along Route 31 corridor. Assess traffic, infrastructure, and economic impacts on the Borough from Township development decisions. Identify opportunities for coordinated development that benefits both municipalities. Alert Council to Township developments that may adversely affect Borough businesses or infrastructure. Of particular interest to the Borough is development on Route 31. Properties south of West Delaware Avenue are largely in the Township, whereas those to North Main Street are in the Borough.
 - b. **Transportation and Infrastructure Impacts** - Monitor Township transportation planning and Route 31 corridor studies. Assess potential traffic impacts on Borough streets and intersections. Identify needed Borough positions on regional transportation improvements. Recommend coordinated advocacy positions for

Council consideration. Mobility issues on Route 31 and its intersections are of great concern to the Borough.

- c. **Open Space and Land Use Impacts** - Monitor Township land use decisions that may affect Borough viewsheds, traffic patterns, or environmental conditions. Identify and alert Council and the Borough's Open Space Committee about opportunities for joint open space acquisition that serves Borough interests. Assess impacts of Township density changes on Borough infrastructure and services.
- d. **County and Regional Plan Assessment** -- The Planning Board shall monitor Mercer County planning initiatives for potential Borough impacts and assess County infrastructure plans that may affect Borough services or development capacity. The Board shall evaluate DVRPC and State transportation plans for Route 31 and regional mobility impacts and recommend Borough positions on County and State planning initiatives. Relationships with the Mercer County Planning Department, DVRPC, and the NJ Department of Transportation are key to projects on State Route 31 in Pennington Borough and Hopewell Township.
- e. **State Development Plan Compliance and Impact Assessment** -- The Planning Board shall monitor State Development and Redevelopment Plan updates and policy changes, assess impacts of State planning area designations on Borough development capacity, and evaluate consistency between State policies and Borough Master Plan objectives. The Board shall recommend to the Mayor and Borough Council participation in cross-acceptance processes when Borough interests are at stake.

The external plans outlined above are discussed in detail in later sections.

3. Framework for Ongoing Master Plan Implementation

Threat Assessment and Opportunity Identification --The Planning Board shall conduct regular reviews to identify external developments that may; adversely impact Borough infrastructure, services, or quality of life; create inconsistencies with Borough Master Plan goals; present opportunities for beneficial regional coordination; or require Borough advocacy or opposition positions.

Strategic Recommendations to Council -- The Planning Board shall recommend proactive Council actions to address identified threats or opportunities, propose Borough positions on external planning matters, suggest timing for Borough participation in regional planning processes, and identify resource needs for effective Borough participation in regional planning.

Master Plan Consistency Review --The Planning Board shall evaluate external plans against Borough Master Plan elements, recommend Master Plan amendments when external changes create inconsistencies, assess need for ordinance updates to maintain consistency with regional

requirements, and propose defensive measures to protect Borough planning objectives from adverse external impacts.

The Master Plan implementation process shall coordinate implementation priorities with external plan monitoring findings, adjust implementation strategies based on identified external threats or opportunities, align implementation timing with regional planning cycles when beneficial to Borough interests, and incorporate defensive measures into the implementation plan to protect against adverse external impacts. See the Framing element for additional detail in implementation.

4. Hopewell Township Master Plan

The Hopewell Township Planning Board adopted its latest periodic reexamination of its Master Plan and Development Regulations on December 13, 2021. Its previous reexamination was adopted on December 15, 2011.

The current list of Township Master Plan elements, with adoption dates, is as follows:

- Round 4 Housing Element and Fair Share Plan (adopted June 26, 2025)
- Open Space and Recreation Plan Element (adopted February 24, 2022)
- Master Plan Amendment: Creation of the OP1 Zone (adopted December 8, 2016)
- Farmland Preservation Plan Element (adopted January 26, 2012)
- Land Use Plan Element (adopted November 19, 2009)
- Utility Services Plan Element (adopted November 19, 2009)
- Community Facilities Plan Element (adopted April 12, 2007)
- Circulation Plan Element (adopted March 9, 2006)
- Stormwater Management Plan Element (adopted March 22, 2005)
- Historic Preservation Plan Element (adopted December 9, 2004)

<https://www.hopewelltwp.org/DocumentCenter/View/8410/2021-Periodic-Reexamination-of-the-Master-Plan-and-Development-Regulations-PDF>

A Township Planning Board recommendation in the 2021 reexamination report was that an Economic Development Plan element should be prepared. This was in response to the economic impact on the Township of the economic downturns that took place across the country during the Great Recession of 2008 and the Covid-19 pandemic of 2020-21. According to the report, *“The Economic Development Plan will provide an opportunity to review existing economic contributors, land development patterns, workforce and employment characteristics of the Township. An analysis of these factors will provide a means to develop strategies to diversify the local economy, promote workforce initiative, develop economic partnerships, increase economic and natural resiliency, and foster meaningful redevelopment opportunities that will take into consideration the location and types of development that will benefit not only new residents and employees but also provide additional development and services for existing residents.”*

The Tourism and Economic Development Advisory Committee was established by Hopewell Township Resolution 22-334 on September 19, 2022. Its goal is to promote agriculture, historical

and recreational tourism, local restaurants, and other businesses. The Committee works to support existing businesses, attract new businesses, and promote tourism in the Township and the entire Hopewell Valley. In January 2025, representatives of the Pennington Borough Economic Development Commission were invited to participate in a “business-listening session” held by the Advisory Committee. An outcome was that the Township Committee and Borough Commission would work together on development areas of interest to both parties. Of particular interest to the Borough is commercial development on Route 31. Properties to the south of West Delaware Avenue are largely in the Township, whereas those to the north are in the Borough. It would make sense that development in both locations follows a consistent and optimized plan.

The Township adopted an Open Space and Recreation Plan on June 18, 2018, to allow it to continue to participate in the Green Acres program and use the Planning Incentive Grants for the preservation of open space and recreational lands. This plan was targeted at technical and site-specific updates rather than a comprehensive update. A more comprehensive Open Space and Recreation Plan was adopted by the Township Planning Board on February 24, 2022. It included a review of and revisions to the goals and objectives of the original 2004 plan, updates to the open space and recreation inventory, amendments to the action plan based on a needs analysis and updates to the Open Space and Recreation System Map.

Pennington Borough works with partners on open space selection, acquisition and development. In addition to Hopewell Township, the partners are the Friends of Hopewell Valley Open space, D&R Greenway Land Trust, Mercer County, the New Jersey Conservation Foundation, and the State of New Jersey. These partners are actively identifying emerging land preservation opportunities. Most of the parcels close enough to be of interest to the Borough are in Hopewell Township, so it is important that the Borough and Township work together on acquisition and preservation.

Hopewell Township Land Use issues addressed in the 2021 reexamination report were focused on how the Township would satisfy its Round 3 Fair Share Housing obligations. The large housing developments on Scotch Road and Pennington-Washington Crossing Road near Pennington Circle are the outcome of these recommendations. On June 26, 2025, The Township adopted its Round 4 Housing Element and Fair Share Plan. The 2021 reexamination report said that the Township had directed the Planning Board to prepare a Preliminary Investigation Report and Redevelopment Plan for the BMS site, located at Titus Mill Road and Pennington Rocky Hill Road. The Plan was completed and has resulted in developments on the site, including the BeOne Medicines (BeiGene) facility and the Princeton West Innovation Campus. Pennington Borough was not consulted on these developments, even though they surround Pennington and have an impact on traffic, housing, services and local businesses.

Since all traffic entering and leaving Pennington Borough does so through Hopewell Township, the Circulation Plan element of the Township’s Master Plan and the Borough’s Mobility element should be largely in agreement on traffic management issues. In addition, since a much larger stretch of Route 31 is in Hopewell Township, any Township proposals for Route 31 will impact Pennington. The Route 31 aspects of the 2006 Circulation Plan build off the recommendations in the 2002 Route 31 Design Study. There was a positive discussion on the merits of reestablishing passenger trains on the West Trenton line. At the time it was shown as an NJ Transit candidate

project. The only additions to circulation in the 2021 reexamination report were related to the Lawrence Hopewell Trail. Circulation issues on Route 31 and its intersections are of great concern to the Borough. The Borough and the Township should provide a uniform face to Mercer County and the State of New Jersey on requests for improvements to address common concerns.

In addition to partnering with Hopewell Township and Hopewell Borough in the Hopewell Valley Regional School District, the Borough has shared services agreements with the Township for Emergency Management, Fire Services, Public Health, Senior Services, and Animal Control. The Green Team and Municipal Alliance operate across Hopewell Valley.

5. Mercer County Master Plan

The Mercer County Master Plan was adopted by the Mercer County Planning Board on September 8, 2010. It consists of a Framework document and six elements:

- Farmland Preservation (2020)
- Historic Preservation (2010)
- Mobility (2010, amended 2016)
- Open Space (2021)
- Mercer County Bicycle Plan (2020)
- Mercer County Corridor Enhancement Program (2025)

<https://www.mercercounty.org/departments/planning/plans-and-reports/mercercounty-master-plan>

The County adopted a new Land Development Ordinance on May 23, 2024. It replaced the Land Development Standards in force since 1970. It covers all applications to subdivide property in the County and all site plan applications affecting or abutting County drainage facilities, County roads, and County property. Exceptions are site plans not abutting County roads that include less than a combined total of one acre of existing and proposed impervious surfaces, and site plans for a single-family residential home or multifamily structures containing four or fewer units.

<https://www.mercercounty.org/home/showpublisheddocument/30976/638543926182800000>

The power to review and approve all Subdivisions and Site Plans rests with the Mercer County Planning Board through its Land Development Committee, whose meetings take place after the regularly scheduled Mercer County Planning Board meetings. Site plans on County Roads in the Borough should be reviewed to see if they need to be submitted to the County.

According to the County website, the purpose of the Ordinance is to:

1. Promote the public health, safety, convenience and general welfare of the citizens of Mercer County.
2. Provide the rules, regulations and standards for all Subdivisions and (re)development projects that guide the design of development of land affecting or abutting County drainage facilities, County roads, County property and other County facilities in Mercer County.
3. Ensure that land development within the County proceeds in accordance with, and is consistent with, the goals and objectives of the Mercer County Master Plan and other adopted County plans/sub-elements.

4. Allow land development that is compatible and harmonious with the existing, planned and contemplated infrastructure base of the County.
5. Institute standards for assessing developers for a proportionate share of the cost of County improvements located outside of a given development to achieve the goals of the County Master Plan which must be made to accommodate the increased traffic, stormwater runoff, and/or other impact which would be generated as a result of the development.
6. Mitigate adverse traffic and drainage impacts from proposed development on roads, drainage facilities, buildings and lands owned and/or maintained by the County.
7. Facilitate pedestrian and/or bicycle traffic along County Roads.
8. Create and/or maintain aesthetically pleasing landscapes along County roads.
9. Ensure that development and redevelopment occurring under the County's jurisdiction minimizes any adverse impacts to the physical and living environment and is developed with the long-term goal of energy and natural resource conservation and environmental sustainability.
10. Achieve maximum coordination between the Applicants' professionals, the local municipality and the County development review staff.
11. Provide for the coordinated review of development projects involving various other State and County agencies which have regulatory responsibilities pursuant to the requirements of the following statutes including but not limited to:
 - a. Stormwater Management (N.J.A.C. 7:8 et seq.)
 - b. Flood Hazard Area Control Act (N.J.S.A. 58:16A-50)
 - c. Soil Erosion and Sediment Control Act (N.J.S.A. 4:24-39 et seq.)
 - d. Solid Waste Management Act (N.J.S.A. 13:1E-1 et seq.)
 - e. Storm Water Management Act (P.L. 1981, C. 32 N.J.S.A. 40:55D-1 et seq.)
 - f. Freshwater Wetlands Protection Act of 1987 (N.J.S.A. 13:9B-1 et seq.)
 - g. Realty Improvement, Water Supply & Sewer System Act (N.J.S.A. 58:11-37)
 - h. State Highway Access Management Act (N.J.S.A. 27:7-1 et seq.)
 - i. NJDOT Access Code, NJAC 16:47-1 et seq.
 - j. New Jersey Municipal Land Use Law (N.J.S.A. 40:55-1 et seq.)
 - k. Water Quality Planning Act (N.J.S.A. 58:11A-1 et seq.)
 - l. Waterfront Development Law (N.J.S.A. 12:5-3)
 - m. The Americans with Disabilities Act (42 U.S.C. §12101, et seq.)
 - n. New Jersey Map Filing Law (N.J.S.A 46:23-9.8 et seq.)
 - o. Residential Site Improvement Standards (N.J.A.C. 5:21)
 - p. Fair Housing Act (N.J.S.A 52:27D-301 et seq.)
 - q. New Jersey Public Records Law (N.J.S.A 47:1A-1 et seq.)
 - r. New Jersey Uniform Construction Code (N.J.A.C 5:23)
 - s. County Roads and Highways (N.J.S.A. 27:16-31)
 - t. New Jersey Open Public Meetings Act (N.J.S.A 10:4-6 et seq.)

The Borough's Mobility Plan element discusses links to the County Mobility Plan and the Mercer County Bicycle Plan. Section 4 of the County Mobility Plan details policies and associated strategies. The policies are

1. Preserve existing transportation facilities.
2. Improve safety for all travelers.

3. Promote choice of travel mode.
4. Promote land uses that reduce reliance on automobiles.
5. Link transportation improvements to economic and environmental goals.

Strategies associated with these policies may be found in the online County Mobility Plan.

Mercer County has been aggressively acquiring open space since the County open space preservation trust fund tax ballot question was overwhelmingly approved by the voters in 1989. It has been continually supported since. Pennington is a beneficiary of the extensive efforts by the County to preserve open space and develop it for active or passive recreation or as wildlife preserves. Within easy reach of Pennington are Mercer Meadows (consists of Rosedale Park, the Mercer County Equestrian Center, the Pole Farm, and Curlis Woods), the Ted Stiles Reserve at Baldpate Mountain, Howell Living History Farm, and the Hopewell Valley and Mountain View County Golf Courses. The County is also a principal supporter of the Lawrence-Hopewell Trail (LHT). The Mercer County Open Space Plan gives the history of its preservation efforts with its partners, resulting in 27% of County Land being preserved, up from 9% in 1990. The map on page 5 of the Plan shows Pennington and its surroundings as a County “action area” for acquisitions. The Borough Master Plan discusses its purchasing partners, including the County.

Mercer County does not have an Economic Development element in its Master Plan. However, the Mercer County Office of Economic Development provides a variety of business development programs and workshops to help small and large businesses in the County build growing, successful companies, such as:

- Business Workshops; e.g. Business Fundamentals, Financing, and Procurement
- Individual Business Mentoring
- Financial Assistance for Mercer County Businesses
- Foreign Trade Zone Program
- Site Selection Services
- Employee Recruitment and Training Assistance

The County offers financial assistance through a variety of grant programs. An example in 2025 is the Revitalize & Grow Grant program, which provides grants to businesses for signage and façade improvements to improve traffic for businesses and support increased tourism. Another is the Business Builder Rebate Grant program for items to help business startup or refreshing, such as accountant fees, office supplies, software and some website development. The Mercer County Purchasing Department offers a streamlined process for local businesses to navigate the County procurement process, a comprehensive system of specifications and competitive solicitations.

The County is the Borough’s point of contact with the Delaware Valley Regional Planning Commission (DVRPC) and the New Jersey Department of Transportation (NJDOT), see Section 8 below. These relationships are key to projects on State Route 31 in Pennington Borough.

6. New Jersey State Development and Redevelopment Plan

The State Development and Redevelopment Plan (SDRP), also known as the State Plan, provides a vision for the future that will preserve and enhance the quality of life for all residents of New

Jersey. The purpose of the State Plan is to coordinate planning activities and establish Statewide planning objectives in the following areas: land use, housing, economic development, transportation, natural resource conservation, agriculture and farmland retention, recreation, urban and suburban redevelopment, historic preservation, public facilities and services, and intergovernmental coordination (N.J.S.A. 52:18A-200(f)). A new SDRP was adopted by the State Planning Commission (SPC) on December 17, 2025. It replaced the 2001 SDRP. The plan was developed by the Office of Planning Advocacy (OPA) who published a preliminary draft on December 14, 2024. The draft was presented at meetings in all NJ counties and feedback was incorporated. A series of cross-acceptance meetings were held in the second half of 2025.

Pennington Borough participated in a Mercer County meeting where the preliminary SDRP was presented, and in a cross-acceptance session. The new SDRP can be found online at https://www.nj.gov/state/bac/planning/documents/update-to-state-plan/sdrp_2025.pdf

The Goals of the 2025 SDRP are to:

1. Promote economic growth that benefits all residents of New Jersey.
2. Provide an adequate supply of housing for residents of all ages and incomes in communities of their choosing, that meet their needs and offer ready access to the full range of supportive goods and services.
3. Create economic opportunities through nation-leading infrastructure.
4. Revitalize and recenter the State's underutilized developed areas.
5. Effectively address the adverse impacts of global climate change.
6. Protect, maintain, and restore the State's natural and water resources and ecosystems.
7. Protect the environment; prevent and clean up pollution.
8. Protect, enhance, and improve access to areas with exceptional archeological, historic, cultural, scenic, open space, or recreational value.
9. Implement equitable planning practices to promote thriving communities for all New Jerseyans.
10. Foster sound and integrated planning and implementation at all levels statewide.

Pages 83-85 of the 2025 SDRP give Policy Objectives in 12 areas. They are reproduced below. All are directly relevant to Pennington except Agriculture and Farmland Preservation, and this is included below as it is relevant to Hopewell Township and thereby indirectly relevant to the Borough. Statements of direct relevance to Pennington Borough are underlined. Although most of the elements in the Borough's new Master Plan were developed by writing teams before the 2025 SDRP was available, it is clear that the Borough and State goals are aligned.

Land Use: Plan and zone to promote a variety of land uses that create balanced communities. Guide development and redevelopment in or near appropriately located Centers, Cores, and Nodes to accommodate growth based on smart growth principles. Encourage densities that support public transit, where appropriate. Preserve the character of agricultural land, prime soils, open space, and environmentally sensitive areas, with appropriate scaling of public facilities and services, without compromising the planning area's capacity to accommodate future growth. Environ should be protected and enhanced. Future development in the Environ should be carefully considered. It should be in the form of contextually Appropriate Density. Clustered and compact development should also avoid environmental features and areas that are vulnerable to natural hazards.

Housing: Provide a full range of housing choices to accommodate projected growth. Development should occur primarily in or near Centers and at Appropriate Densities through new construction, redevelopment, and adaptive reuse. Provide an adequate supply of diverse housing types particularly for affordable units, senior citizen developments, accessory dwelling units, for residents with special needs, and cohousing and that wherever feasible, it is developed with maximum access to a full range of commercial, cultural, educational, recreational, health, and transportation services and facilities. Any housing outside the Center should be planned to maintain or enhance the existing character. Location of any type of housing in vulnerable areas is not consistent with the State Development and Redevelopment Plan.

Economic Development: Encourage new businesses, private sector investment, and tourism where appropriate and based on smart growth principles. Revise outdated zoning restrictions to promote flexible workplaces that recognize the changing needs of the contemporary workplace. Any economic development occurring outside the center should be planned and designed to maintain or enhance the area's qualities with minimum impact on agricultural or environmentally sensitive resources. Development should aim to diversify the local economy and achieve more sustainable year-round models.

Transportation: Encourage a variety of public transportation modes, including pedestrian, bicycle, and micromobility, over the single-occupancy vehicle to maximize circulation and mobility options. Accommodate seasonal demands of travel and tourism. Implement a vigorous traffic calming program. Emphasize the use of public transportation systems and alternative modes of transportation where appropriate and feasible. Maximize circulation and mobility options (including pedestrian and bicycle connections between developments) throughout the transportation systems. Encourage significant redevelopment and intensification around existing and planned rail stations along transit corridors and ferry stations along waterfronts. Promote flexible (variable route) transit and support employer-operated shuttle services. Preserve and stabilize general aviation airports and, where appropriate, encourage community economic development.

Natural Resource Conservation: Conserve continuous natural systems, strategically locate open space, and buffer Critical Environmental Sites. In Metropolitan and Suburban Planning areas use open space to reinforce neighborhood and community identity and protect natural linear systems, including regional systems that provide connectivity to neighboring communities and to urban and suburban amenities. Minimize conflicts between development/ redevelopment, agricultural practices, and sensitive environmental resources. Protect and preserve large, contiguous tracts and corridors of recreational areas, forests, or other open space land that protect natural systems and sensitive natural resources, including endangered species, ground and surface water resources, wetland systems, Steep Slope areas, scenic vistas, and other significant Environmentally Sensitive Features, including marshlands and coastal recreational areas. In coastal areas, prioritize water conservation measures to prevent saltwater intrusion, protect vital ecological zones, and restore native shellfish populations while promoting compatible development near sensitive areas.

Agriculture and Farmland Preservation: Guide development and redevelopment opportunities to meet the needs of the agricultural industry, including production, processing, and marketing. Promote urban farming initiatives such as rooftop farms and community gardens to address food deserts and highlight the benefits of healthy diets. Support the fishing industry and appropriate aquaculture. Guide development away from farmland to sustain agriculture, promoting intensive farming practices and new crop enterprises. Ensure the availability of adequate water resources in large contiguous tracts of land with minimal land use conflicts. Encourage farmland retention and minimize conflicts with development. Prioritize farmland preservation funding in rural areas and enhancing large contiguous farmland areas. Promote diversified farming operations and adjust zoning to align with environmental sensitivity and climate change considerations. Strategies may include, but are not limited to, clustering, density transfers, and limiting the extent of infrastructure investments in agricultural areas. Promote agritourism that includes wineries, breweries, distilleries, cideries, and facilities that provide auxiliary activities.

Recreation: Promote maximum active and passive recreational and tourism opportunities at the neighborhood, local, and regional levels by targeting the rehabilitation and development of parks within half a mile of residential neighborhoods with an Appropriate Density. Target parkland acquisitions and improvements, especially those that enhance large contiguous open space systems and link to other networks through redevelopment, reclamation, or restoration projects. Create public access and recreation opportunities and linkages along ocean front areas, bayfronts, and riverfronts. Convert obsolete railroad Rights-Of-Way and canal pathways to multi-purpose trails equipped with amenities such as convenience stations including restrooms, bicycle rentals, and interpretive signage.

Redevelopment: Encourage environmentally appropriate redevelopment in existing Centers and in developed areas that are or have the potential to become Centers. This can accommodate growth that would otherwise occur in the Environs and in ways that supports Center-based development. Redevelop with a broad range of uses, an efficient use of infrastructure, and at sufficient densities to support transit with physical design features that enhance public safety, facilitate pedestrian and bicycle activity, and reduce auto-dependency. Redevelop or repurpose obsolete commercial buildings. Amend zoning provisions to eliminate barriers that diversify existing building stock. For existing structures located in floodprone areas, elevate buildings and critical infrastructure to reduce the impacts of natural hazards.

Historic Preservation: Encourage the preservation and adaptive reuse of historic or significant buildings, Historical and Cultural Sites, neighborhoods, and districts in ways that do not compromise the historic resource or the area's ability to develop or redevelop. Coordinate historic preservation needs with open space and farmland preservation efforts. Coordinate and promote historic preservation with tourism efforts.

Public Facilities and Services: Program and phase the extension/expansion of existing systems or new public facilities and services to support planned development and redevelopment in appropriate areas while safeguarding farmlands and open spaces. Locate central facilities that serve a sizeable population in or near dense populations. Encourage private investments and public-private partnerships to provide necessary facilities and services, particularly wastewater systems. Advocate for public utilities that are designed to withstand the impacts of climate

change and its hazards and invest in the hardening of public infrastructure systems to prevent failures during dangerous weather conditions.

Intergovernmental Coordination: Coordinate efforts of various Federal and State agencies, county and municipal governments, and regional, and intra/interstate agencies to support regional approaches to planning and implementation of their Master Plans. Foster partnerships between public and private sectors to attract, locate, and facilitate coordinated development and redevelopment. Policies and programs should support economic development and environmental protection efforts by examining the effects of financial lending, government policies and regulations, and tax implications.

Climate Change: Encourage development and redevelopment in areas with low flood risk and existing infrastructure. Support climate adaptation by discouraging development in vulnerable areas, and instead, investing in resilient infrastructure and implementing mitigation strategies. Floodprone and wildfire risk areas will require careful consideration to ensure land uses minimize risk to people, assets, and neighboring lands. New development or redevelopment projects within already developed high risk areas are encouraged to follow and implement resilient design and hazard mitigation initiatives.

The SDRP provides a balance between growth and conservation by designating planning areas that share common conditions regarding development and environmental features. The 2025 SDRP revised the planning areas slightly from the 2001 Plan and the criteria can be found in the 2025 SDRP, from page 85 onwards:

- Metropolitan Planning Area (PA1), to provide for much of the state's future growth in compact development and redevelopment.
- Metropolitan/Flood prone Planning Area (PA1B), to recognize developed areas that face current and future flood risk.
- Suburban Planning Area (PA2) to provide for a portion of the state's future growth in compact development and redevelopment in Centers and other appropriate areas.
- Suburban/Flood prone Planning Area (PA2B), to recognize developed areas that face current and future flood risk.
- Fringe Planning Area (PA3), to accommodate growth in Centers, excluding flood prone areas.
- Rural Planning Area (PA4) and Rural/Environmentally Sensitive Planning Areas (PA4B), to maintain the Environs as large contiguous areas of farmland, open space and forested areas.
- Environmentally Sensitive Planning Area (PA5) and Barrier Islands (PA5B).
- Critical Environmental Sites (CES) & Historical and Cultural Sites (HCS)

The 2025 SDRP places Pennington Borough within a 6,800 acres (10.6 sq. mile) Fringe Planning Area (PA3) that runs about 8 miles WNW from Washington Crossing to Mount Rose, as shown in Figure 1. In a PA3 area, the intention of the State Plan is to:

- Accommodate growth in Centers, excluding flood prone areas.
- Protect and enhance natural resources.
- Protect the environs primarily as open space or forested areas.

- Provide a transition between more developed Metropolitan and Suburban Planning Areas and less developed Rural and Environmentally Sensitive Planning Areas.
- Confine programmed sewers and public water services to Centers, except where public health is at stake.
- Revitalize towns and older traditional communities.
- Protect and diversify the character of existing stable communities.

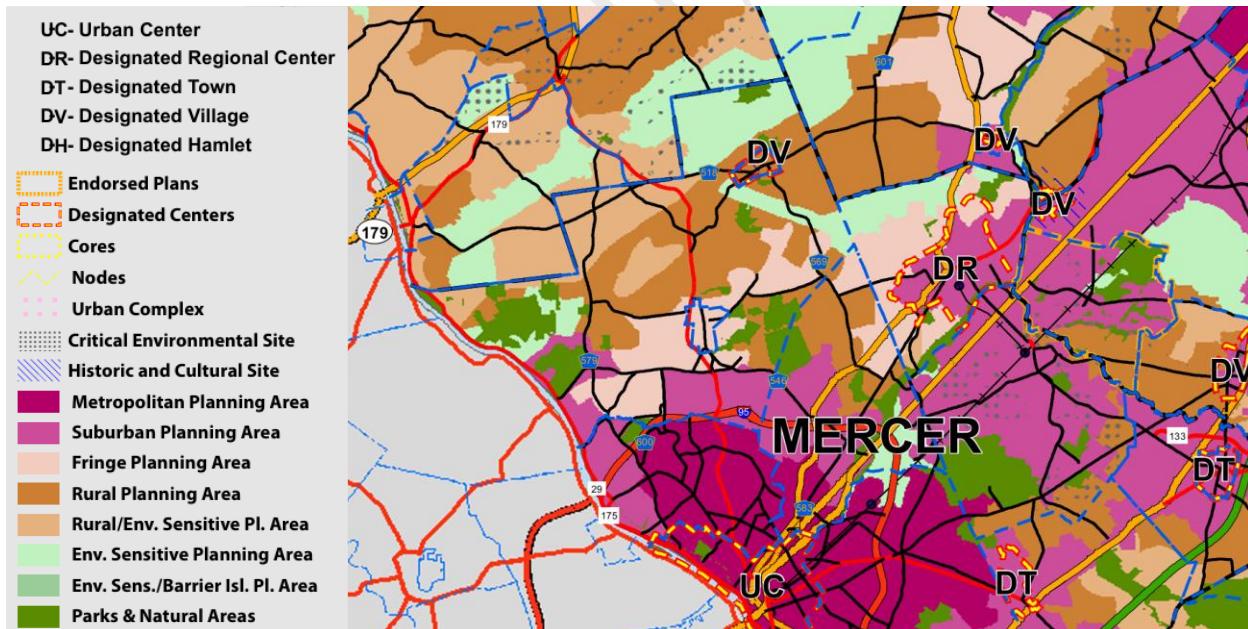
The following criteria are intended as a general guide for delineating the Fringe Planning Area PA3. Local conditions may require flexible application of the criteria to achieve the Policy Objectives of this Planning Area.

- Population density of less than 1,000 people per square mile.
- Generally lacking in major infrastructure investments. The circulation system is mainly provided by state and county roadways with major emphasis on moving traffic through the area. Some Centers are served by public water and sewer.
- Land area is greater than one (1) square mile.

Note that Pennington is not currently designated by the State as a Center. Hopewell Borough is a Designated Village, one of the classifications as a Center.

Figure 1. SDRP Policy Map. Pennington Borough can be seen within the pink area.

Policy Map of the State Development and Redevelopment Plan (July 8, 2021)



Links to the 2025 SDRP Policy Map:

<https://nj.gov/state/bac/planning/documents/maps/stateplanmapMarch2025.jpg>

and

<https://njgis-newjersey.opendata.arcgis.com/datasets/dosopa::planning-area-boundaries-of-the-nj-state-development-and-redevelopment-plan-new-jersey-1/explore>

7. MCIA District Solid Waste Management Plan

In 2002, the New Jersey Department of Environmental Protection (NJDEP) was required to update and re-adopt the Statewide Solid Waste Management Plan because of significant changes to the regulatory and legal environment since the last plan update in 1993. The Department issued a revised plan on January 3, 2006. As a requirement of the State Plan update, each county was required to amend its District Solid Waste Management Plan to reflect the findings and recommendations of the State Plan. In particular, the State Plan calls for the maximization of Source Reduction techniques to reduce or eliminate the disposal of certain waste from the solid waste stream. Equally important, the State Plan called for the continued aggressive approach to recycle 60% of the state's total solid waste stream and 50% of the state's municipal solid waste (MSW) stream. As the designated planning and implementation agency, the independent Mercer County Improvement Authority (MCIA), prepared the District Plan update in December 2006. It can be found at www.mcianj.org/filestorage/133/154/SWMP.pdf

The State Plan mandated that the District Plan include the following:

- Designation of the department, unit or committee of county government to supervise the implementation of the District Plan.
- An inventory of the quantity of solid waste generated within the district for the ten-year period commencing with the adoption of the District Plan.
- An inventory of all solid waste facilities and recycling facilities including approved waste types and amounts, hours of operation and approved truck routes.
- An outline of the solid waste disposal strategy to be utilized by the district for the ten-year planning period.
- A procedure for processing applications for inclusion of solid waste and recycling facilities into the District Plan.
- A strategy for attainment of the recycling goals as outlined in the State Plan.
- An analysis of the existing solid waste collection systems and transportation routes within the solid waste management district.
- The methods of financing solid waste management within the district.

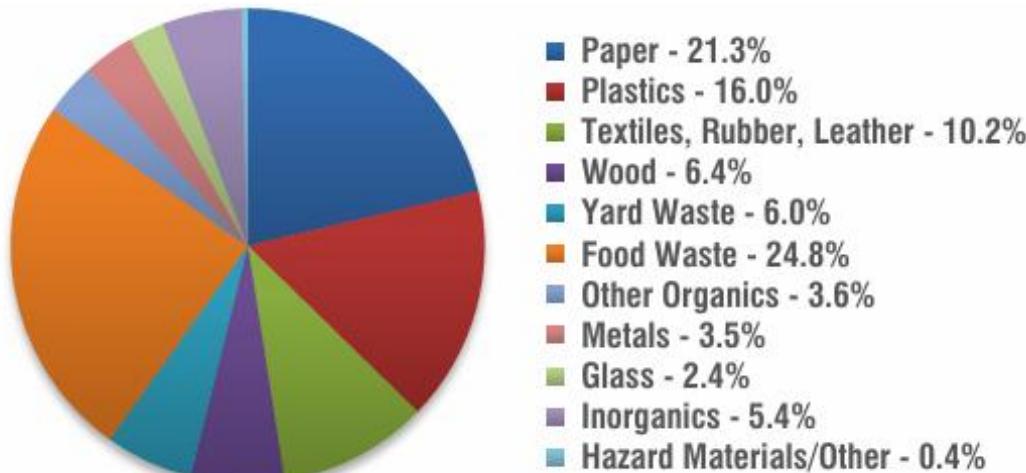
The District Plan includes a draft ordinance for Municipalities on Recycling. Pennington Borough adopted its current recycling plan on December 29, 2008 by Ordinance 2008-08. It can be found in Chapter 172 of the Borough Code.

In September 2015, T&M Associates prepared a report for the MCIA on the quantification and characterization of solid waste and recycling, following a yearlong study of waste delivered to the MCIA waste transfer station in Ewing Township in 2013. The composition of the MSW can be found in the pie chart in Figure 2.

The study also found that the County's waste stream met the State's goal of an overall recycling rate of 60% but at 42% fell short of the 50% target for municipal solid waste. As a result of the study, targets have been set to increase the recycling levels of certain components of the MSW

and these have been communicated to the municipalities. The 25% of food waste was noted and programs for composting were recommended.

Figure 2. Composition of waste delivered to the MCIA transfer station in Ewing in 2013.



8. Other Regional Plans

a. Delaware Valley Regional Planning Commission (DVRPC)

DVRPC is the federally designated Metropolitan Planning Organization (MPO) for the Greater Philadelphia region, established by an Interstate Compact between the Commonwealth of Pennsylvania and the State of New Jersey. Pennsylvania members are Bucks, Chester, Delaware, Montgomery, and Philadelphia counties, plus the City of Chester. New Jersey members are Burlington, Camden, Gloucester, and Mercer counties, plus the cities of Camden and Trenton. DVRPC serves strictly as an advisory agency. Any planning or design concepts as prepared by DVRPC are conceptual and will require engineering design and feasibility analysis. Actual authority for carrying out any planning proposals rests solely with the governing bodies of the states, local governments or authorities that have the primary responsibility to own, manage or maintain any transportation facility.

DVRPC provides services to member governments and others through planning analysis, data collection, and mapping services. Aerial photographs, maps and a variety of DVRPC publications are available to the public. The DVRPC traffic count data was used in the analysis in Appendix A of the Mobility Plan in the Borough's Master Plan 2025. DVRPC's current strategic plan, Connections 2050, was approved in 2021 and is currently being updated. Details of the process can be found on <https://www.dvRPC.org/plan/>. Public input is being sought to update the strategic plan, and proposed projects will be considered under their weighted Benefits Criteria process for inclusion in the Transportation Improvement Program (TIP).

The County is the Borough's point of contact with the Delaware Valley Regional Planning Commission (DVRPC).

b. New Jersey Department of Transportation (NJDOT) Long Range Transportation Plan

The current New Jersey mobility plan is the State Long-Range Transportation Plan (SLRTP), published in October 2008 with the title "Transportation Choices 2030". It can be found at <https://www.nj.gov/transportation/works/njchoices/pdf/2030plan.pdf>. The ten goals of the plan can be found in its Section 5. The State is currently working on an updated plan "Keep It Moving NJ!" aimed at 2050. No release date for the plan has been given. NJDOT describes the plan as "*a forward-thinking initiative to consider current challenges and anticipate future needs, ensuring that our transportation infrastructure remains robust and resilient*". NJDOT is currently obtaining input from the public.

In its Mobility Plan, Mercer County describes its relationship with NJDOT as follows: "*NJDOT is a primary partner with Mercer County for local project implementation through its local aid formula funding (state funds) for bridge and highway maintenance. NJDOT is also a very active participant in developing DVRPC's TIP, since most federal funding goes to projects on state-maintained interstates and federal highways. County participation and support for these projects is vital because federal and state highways are the primary links in the county's transportation network.*" This relationship is key to projects on State Route 31 in Pennington Borough and Hopewell Township.

9. Influence of External Plans on Other Elements of Master Plan 2025

The wide range of topics addressed by the external plans described above can influence any of the elements of the Pennington Borough Master Plan. The monitoring process recommended in the goals may trigger amendments to Master Plan elements and the Borough Code to meet mandated sections of County, State and MCIA plans. In some cases, this may trigger an update and readoption of an element. The monitoring process will allow a proactive response by the Council and Planning Board, rather than a reactive one.