



PLANNING BOARD MEETING - AUGUST 13, 2025

AGENDA

Wednesday, August 13, 2025 at 7:30 PM

Online via Zoom

Members of the public who wish to review hard copies of any documents which are available for online inspection in the packet, should contact the Land Use Administrator, Robin Tillou via e-mail at planning@penningtonboro.org or telephone at (609) 737-0276 x3.

OPENING STATEMENT: Adequate Notice of this meeting has been given to the Hopewell Valley News and Trenton Times and was posted on the bulletin board at Borough Hall at 30 North Main Street and on the Borough website according to the regulations of the Open Public Meetings Act.

PUBLIC COMMENT FOR NON-AGENDA ITEMS ONLY

ZONING OFFICER

CONSISTENCY REVIEW

*Council Ordinance 2025-12 - Ordinance Amending Section 215-81, of the Borough Code Extending Operating Hours of the Licensed Cannabis Retailer in the Borough from 8:00 pm to 9:00 pm.

MASTER PLAN COMMITTEE UPDATE

* Economic Development Plan Element

* Relation to Other Plans Element

NEW BUSINESS

Ordinance Discussion - RV

MINUTES FOR APPROVAL

* July 9, 2025 Minutes

Adjournment_____

*Indicates Action May Be Taken

**BOROUGH OF PENNINGTON
30 NORTH MAIN STREET
PENNINGTON, NJ 08534**

August 5, 2025

To: Pennington Borough Planning Board

From: Betty Sterling
Borough Clerk/Assistant CFO

RE: **Ordinance 2025-12** – Ordinance Amending Section 215-81, of the Borough Code Extending Operating Hours of the Licensed Cannabis Retailer in the Borough from 8:00 pm to 9:00 pm

Attached please find a copy of **Ordinance 2025-12 – Ordinance Amending Section 215-81, of the Borough Code Extending Operating Hours of the Licensed Cannabis Retailer in the Borough from 8:00 pm to 9:00 pm**. Said Ordinance was introduced at a meeting of the Pennington Borough Council on August 4, 2025. This Ordinance is being referred to the Planning Board to ensure consistency. The Ordinance is scheduled for Public Hearing at the Regular Council Meeting on Tuesday, September 2, 2025.

**BOROUGH OF PENNINGTON
ORDINANCE 2025-12**

**ORDINANCE AMENDING SECTION 215-81, OF THE BOROUGH
CODE EXTENDING OPERATING HOURS OF THE LICENSED
CANNABIS RETAILER IN THE BOROUGH
FROM 8:00 PM TO 9:00 PM**

WHEREAS, Section 215-81 of the Borough Code authorizes no more than one cannabis retailer in the Borough;

WHEREAS, that retailer, known as “Jersey Meds”, is owned by Jersey Meds Management LLC and is located at 7 Route 31 North in the Pennington Square Shopping Center, in the Business-Highway (B-H) zoning district;

WHEREAS, Jersey Meds has been in operation since 2023 and has been a productive and responsible member of the Pennington community;

WHEREAS, the State statute authorizing establishment of a store for the retail sale of recreational cannabis N.J.S.A 24:61-31 et seq, permits the municipality to regulate hours of operation;

WHEREAS, Section 215-81 of the Borough Code provides in Section D (1) that the operating hours for the licensed retail facility shall be between 9:00 am and 8:00 pm daily;

WHEREAS, with continued growth of Jersey Meds’ clientele have come requests for longer hours from customers who would benefit from extended evening hours, particularly those with non-traditional work schedules or evening availability;

WHEREAS, Jersey Meds has therefore asked for extension of its operating hours to 9:00 pm;

WHEREAS, this one-hour extension of operating hours is compatible with the operating hours of other business establishments in Pennington Square, some of which extend to 10:00 pm, and is otherwise a reasonable accommodation for a growing and responsible local business;

NOW, THEREFORE BE IT ORDAINED, by the Borough Council of the Borough of Pennington, that Section 215-81, Subsection D(1), of the Code of the Borough of Pennington is hereby amended (with new language underlined and deleted language crossed out) as follows:

“The operating hours of the licensed retail facility shall be between 9:00 a.m. and ~~8:00~~ 9:00 p.m. daily. It shall be unlawful for any person to sell or dispense cannabis or cannabis products in any licensed retail facility at any time other than between these hours.”

BE IT FURTHER ORDAINED that this Ordinance shall be effective upon passage and publication as provided by law.

Introduced:	<u>August 4, 2025</u>
Advertised:	<u>August 8, 2025</u>
Public Hearing:	_____
Adopted:	_____
Published:	_____

ATTEST:

APPROVED:

Elizabeth Sterling, Borough Clerk

James Davy, Mayor

**BOROUGH OF PENNINGTON
ORDINANCE 2025-12**

**ORDINANCE AMENDING SECTION 215-81, OF THE BOROUGH
CODE EXTENDING OPERATING HOURS OF THE LICENSED
CANNABIS RETAILER IN THE BOROUGH
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RECORD OF COUNCIL VOTE ON INTRODUCTION

COUNCILMAN	AYE	NAY	N.V.	A.B.	COUNCILMAN	AYE	NAY	N.V.	A.B.
Angarone	X				Rubenstein	X			
Chandler	S				Stern	X			
Marciante	M				Valenza				absent

RECORD OF COUNCIL VOTE ON ADOPTION

COUNCILMAN	AYE	NAY	N.V.	A.B.	COUNCILMAN	AYE	NAY	N.V.	A.B.
Angarone					Rubenstein				
Chandler					Stern				
Marciante					Valenza				

2025 MASTER PLAN
BOROUGH OF PENNINGTON
NEW JERSEY

10. Economic Development Plan Element, Draft 3

Released by Jason Meyer, Chair of the Economic Development Commission on July 29, 2025.

Conditionally adopted by the Planning Board on xx/xx/2025. Final adoption will occur later in 2025 when all elements of the Master Plan 2025 are presented.

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Planning Recommendations

1. Clarity and Business-Centric Processes
2. Density
3. Mobility, Access, and Parking
4. Town Center Character
5. Signage and Promotion
6. New Development Opportunities

Relationship with Other Economic Development Plans

1. Hopewell Township
2. Mercer County
3. The State of New Jersey

Relationship with Other Plan Elements in Master Plan 2025

Members of the Economic Development Commission

Jason Meyer (Chair), Michelle Needham, Erin Armendinger, Raul Momo, Chris Murphy, Larissa Kelsey, Ka'Neda Bullock, Bronwyn Haley, Beatrice Anduze-Faris, Emma Rosenberg, Katrina Angarone (Council Representative).

Liaisons to the Master Plan Committee: Amy Kastler-Taub and Andy Jackson

Introduction

This Economic Development Plan Element of the Pennington Borough Master Plan is prepared pursuant to the Municipal Land Use Law (NJSA 40:55D-1et. Seq). This enables the Planning Board to adopt an Economic Development Plan Element as part of the 2025 Municipal Master Plan Update. According to NJSA 40:55D-28b (9), the purpose of the element shall be to: *“Consider all aspects of economic development and sustained economic vitality, including (a) a comparison of the types of employment expected to be provided by the economic development to be promoted with the characteristics of the labor pool resident in the municipality and nearby areas and (b) an analysis of the stability and diversity of the economic development to be promoted.”*

Commercial development is an indispensable part of Pennington. That commerce is a source of goods and services for the population of the Borough and the surrounding area, of course, but it is also part of Pennington’s “brand promise” - the identity our town wants to project to potential residents and visitors, and the identity we want our businesses to reinforce:

Pennington is, and aspires to continue to be, a welcoming, walkable, authentic, safe and prosperous hometown for a diversity of households and small businesses who seek to join in and support an historically optimistic and entrepreneurial community.

In a broad overview, Pennington Borough has two commercial areas. One is composed of the zones along or near the Route 31 corridor, which have been primarily characterized by small, low-rise “strip” shopping centers. This area includes the commercial centers along the north-bound side of Route 31 known as: Shoppes of Pennington; Pennington Square; and Old Mill Square. Just to the east lies a commercial zone of small offices in the Straube Center along West Franklin Avenue, and the proximate Cambridge School, as well as the Pennington Post Office. The Route 31 corridor is often not perceived as a unique part of Pennington’s identity; however, this district is an important source of shopping, dining, and services for the town, the greater Hopewell Valley, and those passing through on the busy State Route 31. Having a thriving and moderately dense highway-commercial district proximate to town is a feature and a benefit.

The other set of commercial zones comprise Pennington’s commercial Town Center. The businesses within the Crossroads Historic District at the intersection of Main Street and Delaware Avenue give the entire Borough a focal hub and help make the Borough a family town rather than just a collection of housing subdivisions. The town center is foreshadowed by small commercial centers several blocks to the north and south on Main Street. Our in-town businesses combine to form the core of our close-knit community. From that perspective, the center must not merely hold; it must thrive as the vibrant heartbeat of the Borough.

The Borough’s planning and zoning should facilitate the success of these commercial districts.

Overview: Pennington and Commerce

Pennington, a one-square-mile borough full of small-town charm, was named the "Best Town for Families" by New Jersey Family Magazine in 2015. The magazine singled out Pennington for its highly-rated public school system, convenient location, almost non-existent crime, affordable housing relative to average salaries, and the fact that we have preserved our quaint small-town-meets-farmland feel.

In Pennington, we are proud of our town and loyal to our entrepreneurs, who add to the thriving vitality of our community. The non-profit Pennington Business and Professionals Association has supported the businesspeople of Pennington and the area. The Pennington Economic Development Commission is a committee of the government and seeks to be an advocate and liaison for businesses in the Borough.

Census Data

In 2023, the EDC began a new census of commercial businesses within Pennington Borough. This list has been maintained and updated. The list contains information on storefront, retail, and commercial businesses in the Borough; it does not include home businesses or religious institutions. Currently, the commercial businesses break down as follows:

Count of Businesses (2023)	
Personal Care	10
Retail	9
Services (ex-personal care)	9
Food	8
Office	6
Healthcare	5
K-12 School	1

The businesses are relatively evenly broken down into personal care, retail, services, and food establishments.

- The Personal Care businesses are somewhat homogeneous: hair salons (mostly), spas, nail salons, and some fitness businesses.
- The retail businesses are more eclectic, spanning apparel, cycles, jewelry, crafting stores, precious metals, an apothecary and gifts.
- The services businesses are similarly varied, comprising everything from decorators to home care services to a funeral home.
- Pennington also has a burgeoning and diverse "food scene" with a pizza shop, bakery, cafes, and bagel shops as well as an Italian, a Thai, an Asian Fusion and a Mexican restaurant.

Commercial Factors in the 2020 US Census

Population:	2,802
Total Households:	1,138 (Families & Living Arrangements)
Average Family Size:	2.89
Median Age	47.5
Largest Age Groups:	45-49 yrs old; 60-64 yrs old
Total Housing Units:	1,088
Homeownership Rate	80.8%
Average Housing Value:	\$500,000-\$999,000
Median Residential Gross Rent:	\$1862
Median Household Income:	\$166,957
Employment Rate:	64.4%
Education:	76.2% Bachelor Degree or Higher
Commuting:	22.9 minutes (average travel time to work)
Largest Race & Ethnicity Groups:	White followed by Hispanic/Latino and Asian

The data reflects that Pennington is a generally affluent and educated community, whose residents are ready and able to purchase goods and services. To enable that purchasing locally, Pennington businesses must aim to meet the needs of the local population and must strive to be available to customers outside of traditional office and work hours. To that end, zoning and land use ordinances and enforcement should encourage businesses to extend their hours into evenings and weekends; this would in turn generate more activity and community for all businesses in the Town Center.

Planning Recommendations

To better serve our communities and meet our commercial “identity,” Pennington Borough’s master plan, and the Borough’s zoning and planning generally, should pursue the following practices:

1) Clarity and Business-Centric Processes

Generally, simplifying the Borough’s zoning of its commercial districts - fewer different zones, broader permitted uses within certain zones, and clearer definitions of permitted uses - will avoid confusion, encourage businesses to come to Pennington, and may help spur new development. Specifically:

- a) Within the Rt. 31 corridor:
 - i) Zoning districts need not and should not be highly differentiated; the area could be comprised of 1-2 zone definitions, which should encourage: mixed uses; commercial uses that may not work in the town center (such as those dependent on abundant or adjacent parking); and development that reinforces the fact that these zones lie within a distinct, small Borough.
 - ii) Areas need not be restricted to office-only uses.

- iii) Permitted uses should include, for example, gyms and fitness facilities. These types of uses encourage community and gathering, and our area is currently underserved by such businesses; however, they are too dependent on car traffic to be appropriate in the town center.
- b) In the Town Center and along Main Street:
 - i) Zoning should be different from, and more restricted than, zoning in the Rt. 31 corridor;
 - ii) Zoning should reinforce the existing historic, village-center appearance; and
 - iii) Zoning should generally favor retail shopping and dining that tends to encourage walking and browsing and disallow uses that would be contrary to a family-friendly, age-diverse environment.
- c) In all commercial districts, Zoning should permit:
 - i) Co-working spaces, maker-spaces, sidewalk and outdoor dining, and other uses that foster community, convening and gathering; and
 - ii) Small inns, boutique hotels or bed-and-breakfasts, which add retail and tourist activity. (We recommend such permitted uses be required to incorporate on-site proprietors, multiple rooms for lodging, and food service, as opposed to the private rental of a residence.)
- d) Land use regulations generally, and historic restrictions and requirements specifically, need to become clearer and easier for business owners to determine.
- e) Land use enforcement must be consistent and transparent but also tempered by practicalities and by the overarching goal of encouraging businesses and not applied precipitously. In addition:
 - i) Means should be provided for informal inquiries, workshopping, and related dispute resolution, regarding proposed commercial uses;
 - ii) Overarching goals of Borough government and development should be regularly communicated to zoning enforcement personnel.

2) Density

- a) Consistent commercial development and the success of that development will be supported by increasing the population density of Pennington within walking distance of the Town Center, to the extent that may be accomplished without fundamentally altering the character and streetscape of the town. Land use policy can foster this increased density by permitting:
 - i) Mixed Use developments within existing commercial zones, Our Town Center is built around mixed-use buildings, in fact. Mixed-uses increase both residential and commercial density, encourage pedestrian traffic, and enhance a village esthetic.
 - ii) Accessory Dwelling Units.

- b) Mixed-Use development in commercial zones may be structured so as to facilitate the ability, financially and logistically, for entrepreneurs to live near or “above” their own businesses. Such a practice would foster a dedicated, resident business community.

3) Mobility, Access, and Parking

- a) Streetscape improvements should foster “nuisance free” walking routes to and through the Town Center. Zoning and ordinances should discourage landowners from constructing imposing fences, physical barriers for pedestrians, facilities that bring guard dogs or thorny plants into close proximity with sidewalks, and other features that would tend to discourage walking and cycling. Conversely, ordinances and enforcement should encourage clean sidewalks free of debris, garbage and snow.
- b) To encourage foot traffic, retail exploration and serendipity, and to avoid a reported negative factor for new businesses, on-site parking requirements for businesses should be reduced in favor of a greater reliance on on-street and central municipal parking.
 - i) To facilitate this shift to parking arrangements that encourage pedestrian traffic over short distances:
 - (1) Municipal parking lots may need to be expanded or added, or the Borough may need to reach arrangements with owners of nearby parking areas that tend to be underused during the business day (such as schools and churches); and
 - (2) Time limitations on on-street parking may need to be enforced — but parking should remain free and unmetered.
 - ii) Factors in the Planning and Zoning Board’s consideration of requests to vary from on-site parking requirements could include the property making available to the public:
 - (1) “Level 3” rapid EV Charging facilities;
 - (2) Bike racks; and/or
 - (3) Enhanced accessibility; that is, efforts to encourage and positively reinforce pedestrian and cycling access, interaction, and flow, not merely the minimum requirements under disabilities laws.
- c) In coordination with the Borough’s Open Space and Recreation efforts:
 - i) Open Space preservation efforts should continue to focus on creating and enhancing corridors of open space access and trails into and out of the Borough. In addition to the resulting recreational improvements, such access increases the opportunities for visitors to recreational sites in “Greater Pennington” (such as Northwest Mercer County Park, including Rosedale Park and the “Pole Farm”, and the Lawrence-Hopewell Trail) to visit and patronize Pennington Borough businesses.
 - ii) The planned Great Western Bikeway will pass through the Borough on Ingleside Avenue and South Main Street. Streetscape, land use, parking, and recreational efforts should be coordinated to enable cyclists using this route to easily and pleasantly

divert and visit Pennington's Town Center and/or pass through Pennington as a connection to the Lawrence-Hopewell Trail.

- iii) To the extent permitted under law, some Open Space and Recreational funds should be devoted to signage and other efforts to make such recreational users aware of Pennington Borough and its businesses and to encourage them to visit.
- d) The only current avenues for pedestrians, hikers, and cyclists to move between Town Center and Route 31 are the West Delaware Avenue bridge and the underpass on Broemel. Neither of these routes currently are pedestrian friendly, much less pleasant or encouraging. Residents also report it is difficult crossing West Delaware once one is west of Burd Street. These dis-incentives to non-vehicular movement are compounded for the large number of people (and potential business customers) seeking to cross Route 31 to travel to and from the HVRSD Campus. Therefore, among other solutions:
 - i) The West Delaware and Broemel railroad crossings need to be improved, making them more welcoming to pedestrians and better lit.
 - ii) Redevelopment of the former "Landfill" area, as well as the former Senior Center property at the north end of Reading Avenue, should facilitate and encourage the creation of coordinated streetscapes and new, green, encouraging means for pedestrians and cyclists to move between the Town Center and residential areas, and the Route 31 Corridor, coordinating with the Pennington School and freight railroad as necessary.
 - iii) Plans to redevelop the Landfill and potentially rezone and redevelop properties at the intersection of Rt. 31 and West Delaware Avenue, and to enhance storm water management proximate to that intersection, should be leveraged to create improved means for pedestrians to cross Route 31. This improvement would be a significant boost to businesses along Route 31, West Delaware Avenue, in the Landfill property, and even in Town Center, by connecting them to the large high school and middle school constituencies.

4) Town Center Character

- a) See the recommendations regarding the Town Center under "Clarity and Business-Centric Processes."
- b) Most Pennington adults spend their working days more than twenty minutes away from town. These residents, and others passing through Pennington after work, know our commercial districts only by their appearance at night. Thus, land use and other ordinances should encourage activity and pedestrian traffic not only during daylight, but also after work and into evening hours. Town Center businesses also need to remain visible and appealing to passers-by, even after they may have closed for the night. Therefore, Borough ordinances and land use enforcement should require or otherwise promote:
 - i) Businesses remaining open for consistent hours through the week and into the evening;

- ii) Businesses leaving a reduced level of interior and/or window lights on after closing;
 - iii) Property owners of vacant properties providing window displays, or allowing arts groups to create window displays, to avoid the appearance of empty storefronts;
 - iv) “Pop up” retail use of vacant storefronts, and other short-term use of available space;
 - v) Sidewalk sales and dining.
- c) The “Town Center Buffer” zone appears currently unnecessary; however, zoning and planning should facilitate and permit future expansion of the central commercial district, in which residential, office, retail, and mixed uses would all be permitted. To that end:
- i) The properties now occupied by the Presbyterian Church and Methodist Church should be rezoned consistent with the Town Center commercial zoning, to provide for future expansion of the Town Center; these lots would not be appropriate for new, single-family residences and thus should no longer be zoned single-family residential as the primary intended use.
 - ii) South Main Street between Academy and Delaware Avenues, Academy Avenue between Main Street and Burd Street, and North Main Street from Delaware Avenue to Brookside Avenue, should be identified as areas for potential future expansion of the Town Center commercial zone. In the long-term, commercial development, fueled by pedestrian traffic, should be encouraged along Main Street to better connect the small commercial areas beyond Franklin (to the North) and at Main and Curlis (to the South) with the Town Center. Accordingly, even in the nearer-term:
 - (1) Appropriate commercial uses may be identified as conditional uses even within residential zones in these corridors, and
 - (2) Parking and commercial uses that would support the town center should be included in considerations for redevelopment of the lots at the intersection of North Main Street and Brookside Avenue.

5) Signage and Promotion

- a) Zoning and other ordinances should permit, and the Borough government should employ, consistent visual markers such as signs, flags, and markers, to direct residents and visitors to commercial districts and noteworthy locations, create a more unified and consistent commercial streetscape, and to identify and increase awareness of the Borough.
- b) Such “wayfinding” signage is especially important to highlight and enhance traffic pathways from the Route 31 corridor to Town Center, to make passers-by on Route 31 more aware of Pennington’s CBD.
- c) For this reason, zone-specific signage requirements should not be written or enforced in a way that thwarts consistent town-wide signage and wayfinding.
- d) Zoning and enforcement should spur property owners to maintain more accurate commercial signage, such as imposing and enforcing deadlines of 60 to 90 days to erect compliant signs that describe a property’s new use/ownership and to remove all signage that is no longer accurate.

- e) Signage ordinances should be overhauled to address new technologies; however, while digital signage may be appropriate in the Rt. 31 corridor, it would be contrary to the historic village character of the Town Center and should not be permitted there.
- f) Signage should allow businesses in the Rt. 31 corridor to more clearly make their existence known to motorists on the highway.

6) New Development Opportunities

- a) Former Landfill - See discussions above.
- b) Home-Based Businesses are a reality and can encourage a daytime population that will frequent other in-town businesses. Thus, zoning should permit many home based businesses that will not negatively affect the residential character of neighborhoods or unduly create traffic or parking congestion on residential streets. Such businesses should not be required to operate covertly. Accordingly, most home office uses should be permitted as “accessory” rather than “conditional” uses, and limitations on the size and level of activity of such businesses should be regularly reexamined.
- c) Entrepreneurship - Overall, Pennington must be seen as a welcome home for entrepreneurial, owner-operated businesses, because such businesses reinforce community. For that reason, undue complexity and inconsistency should be avoided in all of the Borough’s commercial ordinances, regulations and enforcement.

Relationship with other Economic Development Plans

1) 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 Master Plan does not include an Economic Development Plan.

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 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 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 Committee. An outcome was that the Township Committee and the Borough Commission may cooperate on development areas of interest to both parties. Of particular interest to the Borough is commercial development on Route 31 adjacent to the Borough. 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.

2) Mercer 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. Examples are:

- Business Workshops such as 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. A 2025 example 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 to help cover some costs of 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.

3) 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 State Plan is the result of a cross-acceptance process that included thousands of New Jersey citizens in hundreds of public forums, discussing all the major aspects of the plan - its goals, strategies, policies and application.

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)).

The current plan was adopted in 2001 and is in the process of being updated by the Office of Planning Advocacy (OPA) and the State Planning Commission (SPC). The SPC approved the Preliminary SDRP on December 4, 2024. It can be found at

[https://nj.gov/state/bac/planning/documents/update-to-state-plan/Draft%20Preliminary%20SDRP%20\(SPC%20Approved%2012.4.2024\).pdf](https://nj.gov/state/bac/planning/documents/update-to-state-plan/Draft%20Preliminary%20SDRP%20(SPC%20Approved%2012.4.2024).pdf)

Of the ten Goals of the updated SDRP, two are related to Economic Development:

#1. Promote Economic Growth that Benefits all Residents of New Jersey

#3. Economic Opportunity Through nation-leading Infrastructure

The OPC has completed the presentation of the SDRP at meetings in all the counties of New Jersey and the feedback has been incorporated into the Plan. A series of Cross-Acceptance meetings are scheduled for the second half of 2025, and it is anticipated that the final plan will be released at the end of 2025. Pennington Borough participated in a meeting on the SDRP in Mercer County and will participate in a cross-acceptance session.

Policy objectives for Economic Development can be found on page 69 of the Preliminary SDRP: 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.

It is notable that the policy encourages the revision of outdated zoning restrictions.

Relationship with Other Plan Elements in Master Plan 2025

1) Land Use Plan

The Land Use Plan will consolidate recommendations for zoning ordinance changes in the Borough. The zoning change simplifications in the Economic Development Plan aimed at broadening the allowed uses of commercial properties will be incorporated into the Land Use Plan. Recommendations for areas in need of redevelopment will be considered.

2) Housing Plan

The Housing Plan is focused on increasing the availability of affordable housing. This may allow more people who work in Pennington to reside here. The zoning changes recommended to convert some of the current commercial-only areas to mixed commercial and residential areas will be welcomed to allow the development of more affordable housing units.

3) Mobility Plan

The recommendations in this Plan about traffic, parking, and non-vehicle access to commercial areas may result in changes to the Mobility Plan if conflicts are found.

4) Utilities

The creation of new facilities for businesses or use changes of existing facilities could increase the demand for drinking water and for wastewater delivery to the SBRSA Pennington treatment plant. While there is adequate capacity for small-scale additions, larger scale developments will need to be coordinated with Public Works and may generate a request for service expansion.

5) Open Space and Recreation Plan

The businesses in town frequently participate in the recreational activities organized by the Parks and Recreation Committee. The plans should ensure that the joint efforts are supported appropriately. Open Space developments and linkages to the town center will be important to local businesses,

6) Historic Preservation Plan

Many of the businesses in the Town Center are housed in properties that are subject to preservation. While businesses should respect the recommendations of the Historic Preservation Committee, the Historic Preservation Commission should ensure that the regulations are not so onerous that they negatively impact the economics of a business.

2025 MASTER PLAN
BOROUGH OF PENNINGTON
NEW JERSEY

12. Relation to Other Plans, Draft 3

Released by Andy Jackson, Chair of the Master Plan Committee on xx/xx/2025.

Conditionally adopted by the Planning Board on xx/xx/2025. Final adoption will occur later in 2025 when all elements of the Master Plan 2025 are presented.

Contents:

- 1 Introduction**
- 2 Hopewell Township Master Plan**
- 3 Mercer County Master Plan**
- 4 New Jersey State Development and Redevelopment Plan**
- 5 MCIA District Solid Waste Management Plan**
- 6 Other Regional Plans**
 - a. Delaware Valley Regional Planning Commission Strategic Plan**
 - b. NJ Department of Transportation Long Range Transportation Plan**
- 7 Influence of External Plans on Other Elements of Master Plan 2025**

Members of the Master Plan Committee

Andy Jackson (Chair), Nadine Stern, Amy Kastler-Taub, Kate O'Neill, and Board Planner Jim Kyle of KMA.

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.
- 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 2001 SDRP is being updated, and a preliminary draft was approved by the SPC in December 2024. The Mercer County Planning Department acts as the conduit between its municipalities and the State for SDRP development and implementation.
- 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.

Borough Vision on External Plans – Be Proactive not Reactive

The vision for Pennington Borough's interactions with the planning departments of government entities having an influence on the life and well-being of Borough residents is to be proactive rather than reactive. The borough should ensure that its interests are heard during the development of relevant external plans and that it makes use of all resources, financial or services, available to it from adopted plans and amendments.

Goals for Interaction with External Plans

1. The Pennington Borough Planning Board should play an active role in monitoring and influencing the development, amendment and implementation of relevant external plans. 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. The Chair of the Planning Board will summarize the relevant activities related to the external plans during periodic reports to the Borough Council. Urgent matters can be brought to the Council immediately by the Council representative to the Planning Board.
3. Strong connections should be established between the Borough Planning Board and the Hopewell Township Planning Board. Important areas of interaction include:
 - a. The Pennington Borough Economic Development Commission should work with the Township's Tourism and Economic Development Advisory Committee on commercial development areas of interest to both parties. 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 the north are in the Borough. It would make sense that development in both locations follows a consistent and optimized plan.
 - b. Mobility 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.
 - c. Open space parcels available for acquisition of most interest to the Borough are in Hopewell Township, so it is important that the Borough and Township work together on acquisition and preservation.
4. The Planning Board should develop closer ties with the Mercer County Planning Department. The Department welcomes and encourages input from municipalities as they develop, update or amend the elements of the County Plan. They also are the approval body for updates or amendments to the Borough Master Plan and its elements. The County also offers to help the Planning Board on master plan development. The County is the Borough's link to the Delaware Valley Regional Planning Commission (DVRPC) and the NJ Department of Transportation. These relationships are key to projects on State Route 31 in Pennington Borough and Hopewell Township.
5. On the State Development and Redevelopment plan, Pennington Borough should actively participate in County meetings that seek input for the plan, and in the County-organized cross-acceptance process.

The external plans outlined above are discussed in detail in the following sections.

2. 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.hopewelltp.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.

3. 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/mercer-county-master-plan>

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. A 2025 example 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.

4. 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)).

The current SDRP was adopted in 2001 and is in the process of being updated by the Office of Planning Advocacy (OPA) and the State Planning Commission (SPC). The SPC approved the Preliminary SDRP update on December 4, 2024. It can be found at [https://nj.gov/state/bac/planning/documents/update-to-state-plan/Draft%20Preliminary%20SDRP%20\(SPC%20Approved%2012.4.2024\).pdf](https://nj.gov/state/bac/planning/documents/update-to-state-plan/Draft%20Preliminary%20SDRP%20(SPC%20Approved%2012.4.2024).pdf)

The Goals of the updated 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 opportunity 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, and 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.

The OPC has completed the presentation of the SDRP at meetings in all the counties of New Jersey and the feedback has been incorporated into the Plan. A series of cross-acceptance meetings are scheduled for the second half of 2025 and it is anticipated that the final plan will be

released at the end of 2025. Pennington Borough participated in a meeting on the SDRP update in Mercer County and will participate in a cross-acceptance session.

Pages 69-71 of the Preliminary SDRP give Policy Objectives in the following areas:

- Land Use
- Housing
- Economic Development
- Transportation
- Natural Resource Conservation
- Agriculture and Farmland Preservation
- Recreation
- Redevelopment
- Historic Preservation
- Public Facilities and Services
- Intergovernmental Coordination

Two policy objectives of particular interest to Pennington are Economic Development, and Redevelopment. Both recommend zoning changes in line with recommendations in Master Plan 2025:

“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.”

“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 support Center-based development. Redevelop with a broad range of uses, 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 flood prone areas, elevate buildings and critical infrastructure to reduce the impacts of natural hazards.”

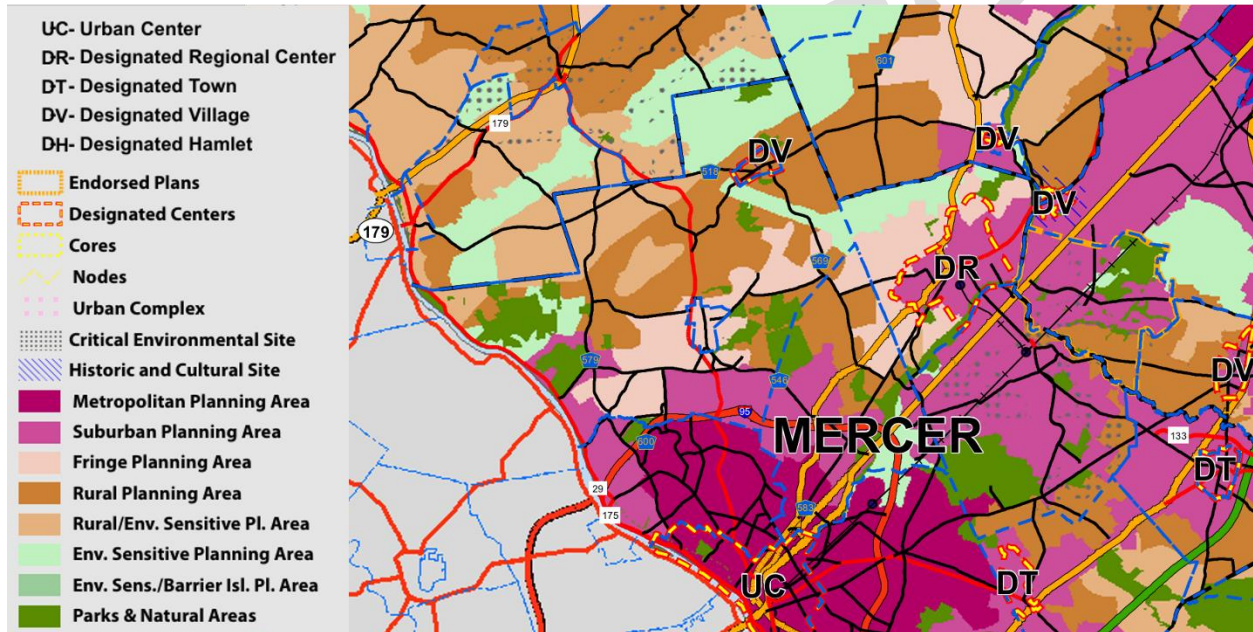
The SDRP provides a balance between growth and conservation by designating planning areas that share common conditions regarding development and environmental features. The 2025 update revised the planning areas slightly from the 2001 Plan and the criteria can be found in the preliminary SDRP, from page 72 on:

- Metropolitan Planning Area (PA1), where much of the state’s future growth will occur in compact development or redevelopment.
- Suburban Planning Area (PA2) including Designated Centers in any planning area.
- Fringe Planning Area (PA3), where the goal is to accommodate growth in Centers.

- Rural Planning Area (PA4)
- Rural/Environmentally Sensitive Planning Areas (PA4B), which will 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)

Figure 1. 2021 SDRP Policy Map. Pennington Borough can be seen within the pink area.

Policy Map of the 2001 State Development and Redevelopment Plan



Link to 2001 Policy Map: <https://nj.gov/state/bac/planning/documents/stateplanmap.pdf>

Link to 2024 Policy Map:

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

As with the 2001 SDRP, the 2024 Preliminary SDRP places Pennington Borough within a 10 square mile Fringe Planning Area (PA3) that runs about 8 miles WNW from Washington Crossing to Mount Rose. In a PA3 area, the intention of the State Plan is to:

- Accommodate growth in Centers.
- 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.

5. MCIA District Solid Waste Management Plan

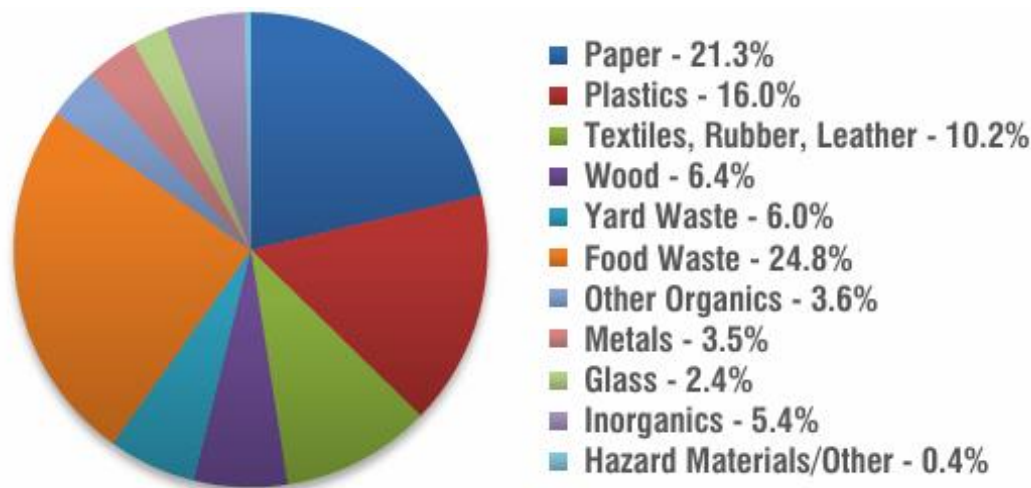
In 2002, the New Jersey Department of Environmental Protection (NJDEP) was required to update and re-adopt the Statewide Solid Waste Management Plan because of significant changes to the regulatory and legal environment since the last plan update in 1993. The Department issued a revised plan on January 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 below.



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.

6. 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).

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.

7. 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 Planning Board and Council, rather than a reactive one.